



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

Draft Environmental Assessment and Design Concept Report

Public Involvement Summary Report Study Alternatives Oct. 21, 2020 to Dec. 4, 2020

June 2021

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In cooperation with:
Arizona Department of Transportation
Gila River Indian Community
Bureau of Indian Affairs
Federal Highway Administration
Maricopa Association of Governments

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1. Introduction

The Arizona Department of Transportation (ADOT), in cooperation with the Gila River Indian Community (Community), the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments, is conducting an environmental study under the National Environmental Policy Act and an engineering study to evaluate improvements to I-10 between Loop 202 (Santan Freeway) and State Route 387. This study will evaluate and assess the benefits and impacts of a range of feasible alternatives, including a no-build alternative. It will also identify mitigations to offset potential impacts.

To address public health guidelines during the pandemic, this meeting was held virtually. The live, call-in/online public meeting held on November 18, 2020 provided an opportunity for the Community and other stakeholders to learn about the alternatives and options being considered as part of the I-10 study and to provide feedback on the alternatives and options being evaluated. Comments received during the public comment period between October 21 and December 4, 2020 will be considered when identifying a recommended build alternative for the I-10 corridor to be evaluated alongside the no-build alternative and other potential reasonable alternatives in the environmental study (Environmental Assessment) and the Design Concept Report documents.

1.1 Title VI Accommodations

The entire outreach effort was conducted in compliance with the Title VI and Environmental Justice guidelines approved for the project in the Public Involvement Plan on record with ADOT Communications.

2. Call-In/Online Public Meeting

ADOT held a call-in/online public meeting on November 18, 2020 to collect verbal public comments for the alternatives and options being considered by the study. The purpose of the call-in/online public meeting was to present the range of alternatives and options developed and evaluated in response to the public and agency scoping comments received in the fall of 2019 and the purpose and need established for the study, and to solicit public feedback on alternatives and crossroad options. The public meeting was advertised extensively to the general public through various methods described in section 2.1.

The call-in/online public meeting was held from 5:30 – 7 p.m. on Wednesday, November 18, 2020. There were three ways to join the public meeting. Participants could register in advance by visiting i10wildhorsepasscorridor.com before 4:30 p.m. on Wednesday, November 18, 2020. By registering in advance, members of the public would receive a call at the start of the event inviting them to join. Members of the public could also call 833.380.0669 at the time of the event to listen to the meeting. The third option to join was by visiting the study website at i10wildhorsepasscorridor.com and clicking on the meeting link to listen in and watch the presentation. Each method of joining (over the phone or on the website) provided opportunities for the attendees to ask questions or provide feedback during the call in/online public meeting. The meeting was simultaneously run in both English and Spanish. The English public meeting had 51 participants call in and 123 attended online. The Spanish public meeting had one participant call in and three participate online. Total meeting attendance by the public was 174.

2.1 Public Comment Period and Meeting Notification

2.1.1 Newspaper Advertisements

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

- *Gila River Indian News* – English language ad – Save the Date (October 16, 2020)
- *Chandler Arizonan* – English language ads (October 18 and November 4, 2020)

- *Tri-Valley Dispatch* – English language ads (October 20 and November 3, 2020)
- *Arizona Republic, Statewide* – English language ad (October 21, 2020)
- *Ahwatukee Foothills News* – English language ads (October 21 and November 4, 2020)
- *Arizona Republic, zone 5 (Southwest Valley), zone 10 (Tempe/Ahwatukee), zone 6/12 (Chandler/Gilbert)* – English language ad (November 4, 2020)
- *Prensa Arizona* – Spanish language ads (October 22 and November 5, 2020)

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

2.1.2 Study Website

The study website, i10wildhorsepasscorridor.com, was updated on October 21, 2020 and included information about the study and the date and time of the call-in/online public meeting. All materials from the call-in/online public meeting were uploaded to the study website after the meeting was held. These materials included:

- Public meeting video recording with Q&A (English and Spanish)
- Public meeting presentation - prerecorded video only (English and Spanish)
- Public meeting presentation and script (English and Spanish)
- Frequently Asked Questions (English and Spanish)
- Public meeting advertisement (English and Spanish)

An interactive map commenting tool went live on October 21, 2020 and was available for the public to submit comments on the specific I-10 alternatives and crossroads options. It was available through December 4, 2020, the final day of the public comment period.

A sampling of the call-on/online public meeting materials is included in Appendix B.

2.1.3 News Release/GovDelivery

Information about the meeting, public comment period and how to participate in the call-in/online public meeting was distributed in a news release on October 21, 2020 by MAG. ADOT distributed the public meeting information via GovDelivery on November 4 and November 17, 2020. A copy of the news release and the GovDelivery emails can be found in Appendix A.

2.1.4 Social Media

ADOT posted the meeting and public comment period details three times on Nextdoor between November 17 and November 24. Additionally, ADOT provided seven posts to Facebook and 20 posts to Twitter between November 13 and December 3 providing information about the public meeting and how to comment.

MAG provided the meeting and public comment period details through three Twitter posts and two Facebook posts between November 10 and November 20.

Five posts providing meeting and public comment period information were advertised on the Gila River Indian Community Facebook page between October 21 and November 14, 2020. One post was also made on the Gila River Indian Community Twitter page on November 17, 2020.

A copy of the social media posts can be found in Appendix A.

2.1.5 Direct Mailer

A direct mailer was mailed through the USPS to 2,829 members of the Gila River Indian Community to inform them of the meeting and public comment period. The mailer (in English and Spanish) was sent on October 21, 2020. A copy of the direct mailer can be found in Appendix A.

2.2 Public Meeting Format

The public meeting was held using a telephone townhall service provider. The meeting was formatted in such a way that attendees were able to participate either over the phone or online and in either English or Spanish.

At 5:30 p.m. Wednesday, November 18, 2020, callers were welcomed and introduced to the panel members. At approximately 5:35 p.m. the pre-recorded presentation began in either English or Spanish (depending on which meeting was joined), and once it concluded at 6:00 p.m., the comment and question and answer (Q&A) session began. The English and Spanish Q&A was conducted simultaneously. Call-in participants were instructed to press *3 on their phone keypads to be placed in the queue to comment, and each caller was allotted three minutes to give their verbal comment or to ask questions. Callers were able to listen to other public comments while on the phone. Online participants were able to submit a written comment online using the question box under the online streaming player. Questions and comments submitted online were read aloud by the meeting host and the study team members answered all questions submitted.

A panel of study team members were on the call, as was a court reporter who transcribed all the verbal comments made during the public meeting. Participants were notified that comments and questions about the project could also be submitted anytime during the formal public comment period through email, telephone, USPS mail, online, or using the Interactive Web Commenting Tool found on the study website. Participants were also notified that all project related materials, including the presentation, were available online. A recording of the call in/online public meeting was posted to the study website shortly after the conclusion of the public meeting.

2.3 Public Meeting Materials

A variety of materials were made available to the public online, and hardcopies were mailed to anybody who requested the information. Two sets of hardcopy packages were mailed to requestors. A sampling of these materials is available in Appendix B with a reference to the project website for all other materials not reproduced in Appendix B.

- Public Meeting Presentation and Script (English and Spanish)
- Frequently Asked Questions (English and Spanish)
- Detailed alternatives and options exhibits
- Alternatives/Options Evaluation Criteria Descriptions (English)
- Summary evaluation tables for the alternatives and options (English)
- A listing of additional information that was found on the project website, but was not reproduced for Appendix B.

2.3.1 Presentation

A presentation was given to attendees at approximately 5:35 p.m. on November 18, 2020. The presentation can be found in Appendix B and covered the following topics:

- Purpose of meeting
- Study update
- Study purpose and need
- No-build alternative and options
- Alternatives and options overview
- Study resources
- Interactive Map Commenting Tool
- Detailed alternatives and options exhibits
- Engineering/cost/right-of-way evaluation
- Environmental evaluation
- Technical layouts

- Engineering technical analysis
- Cost and right-of-way technical analysis
- Environmental technical analysis
- Next steps in the study
- How to provide input on the alternatives
- When to provide input on the alternatives
- How to ask a question during the Live November 18, 2020 public meeting

3. Public Comment Summary

This section presents a summary of the comments received during the public comment period that ran from October 21 through December 4, 2020. A total of 259 comments and/or preferences were logged. Public participants were asked to provide their home zip code so that the general geographic locations of the participants could be ascertained. A heat map depicting the zip code participation can be found in Figure 1. Many of the commenters made several comments on the various alternatives and options. Every comment was classified into one or more of the following sentiments/themes, which are summarized in Figure 2:

- I-10 Build Support (6 Lanes)
- I-10 Build Support (8 Lanes)
- I-10 No Build Support
- I-10 Congestion/Growth/Safety
- Crossroad/Interchange Build Support
- Crossroad/Interchange No Build Support
- Crossroad & Interchange Congestion/Growth/Safety
- Environmental
- Misc. Design Details
- Request for Information
- I-10 Gila River Bridge Project
- Other

Figure 1

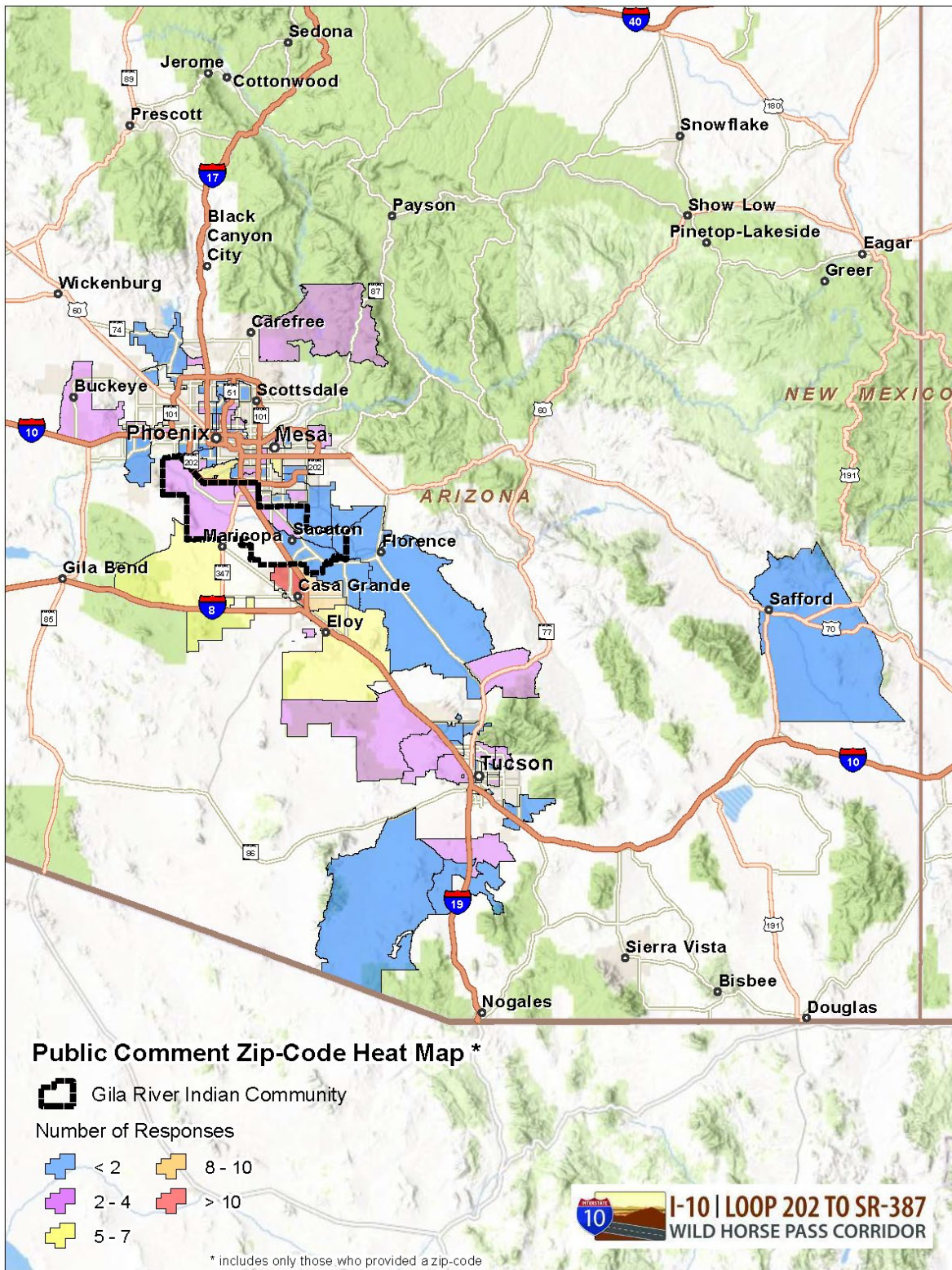
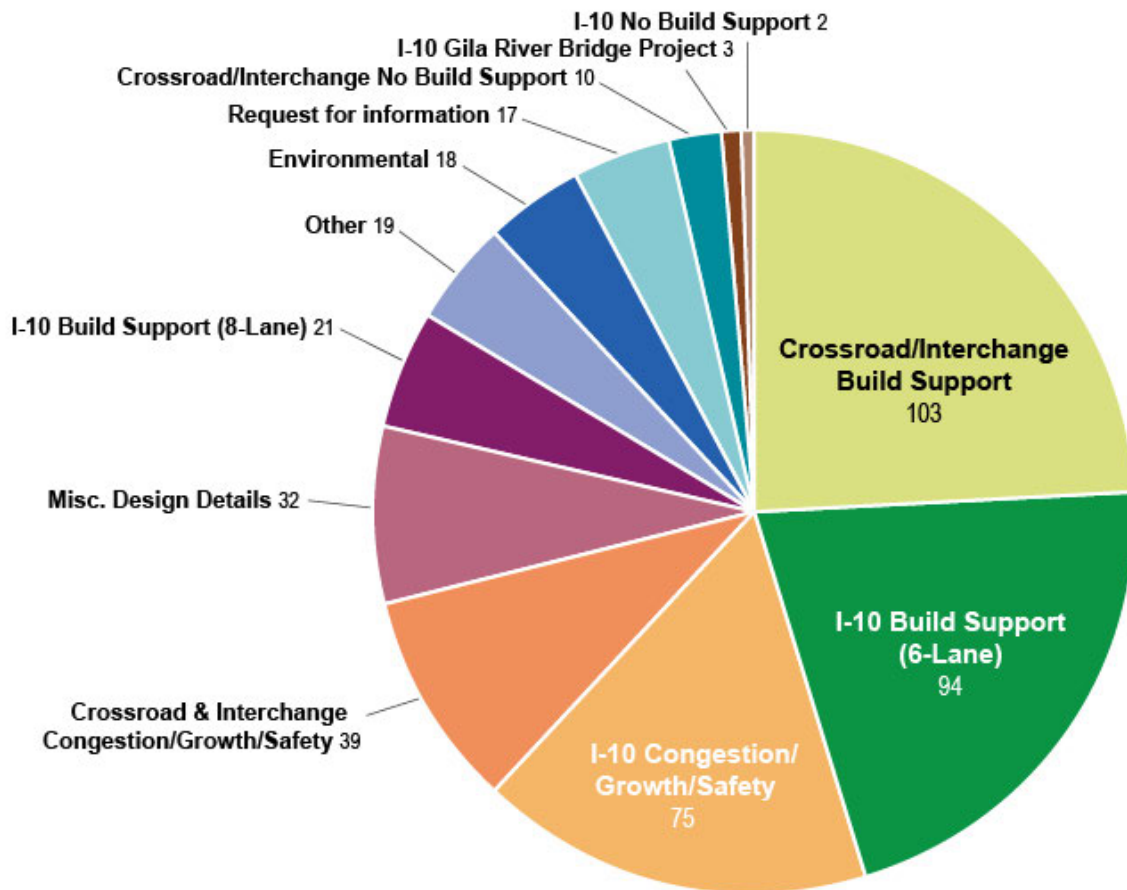


Figure 2

COMMENT SENTIMENT / THEME*

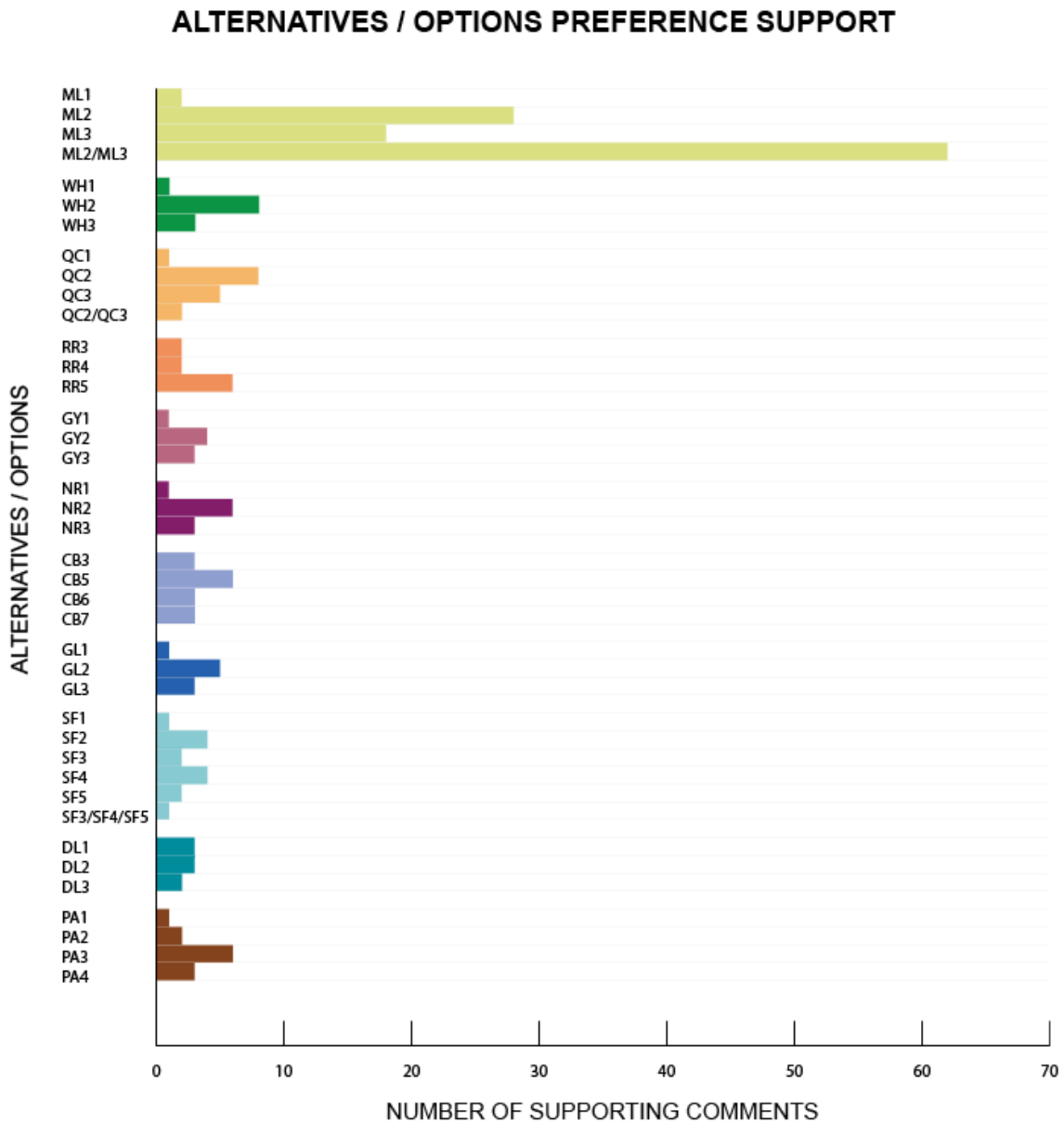
**Multiple sentiments/themes may have been included in individual comments*



The public was also encouraged to identify their alternative and option preference if they had one. The alternative option abbreviations are listed below and Figure 3 shows which options were supported in the feedback that was received.

- ML: Mainline alternatives
- WH: Wild Horse Pass Boulevard / Sundust Road options
- QC: SR 347 / Queen Creek Road options
- RR: Riggs Road options
- GY: Goodyear Road options
- NR: Nelson Road options
- CB: SR-587 / Casa Blanca Road options
- GL: Gasline Road options
- SF: Seed Farm Road options
- DL: Dirk Lay Road options
- PA: SR 387 / SR 187 / Pinal Avenue options

Figure 3



All comments received were reviewed for the specific issues or recommendations raised by the commenter. During the comment period, comments could be submitted in a variety of ways: USPS mail, telephone, e-mail, online, and via the Interactive Map Commenting Tool.

Call-in Public Meeting: 5:30 p.m.–7 p.m. November 18, 2020

- Comments received during the call-in/online public meeting were transcribed by a court reporter and logged in the comment log.

Project Information Line: 602.522.7777

- The telephone comment line was checked daily, Monday-Friday. Comments received via telephone were logged in the comment log.

Project Email: i10wildhorsepasscorridor@hdrinc.com

- The project email was checked daily, Monday-Friday. Comments received via email were logged in the comment log.

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

- Comments were documented in the comment log.

Online Comment Form/Interactive Map Commenting Tool: Was available on the project website at i10wildhorsepasscorridor.com during the comment period.

- Comments received via the project website and interactive map commenting tool were logged in the comment log.

HDR staff was responsible for replying to all the comments received. Comments requesting additional information about the study were forwarded to the study team. The study team was responsible for formulating a reply that was transmitted to the commenter and is noted in the comment log. The comment log is included in Appendix C.

3.1 Sampling of Comments by Predominant Sentiments / Themes

A sampling of the comments from the most predominant sentiments / themes is provided below. All comments received during the public comment period are included in Appendix C.

I-10 Build Support (6-Lane)

- *We need at least three lanes going in each direction. That is a major problem since we've lived here which was 2006. So please put my vote in to carry through with that widening of the freeway I-10 between those two points. It's very important. It should have been done years ago.*
- *I think that whatever it takes we need to widen that section to 3 lanes.*

I-10 Congestion/Growth/Safety

- *It is a high use area and one of the most dangerous areas. The volume of traffic even during non-rush hour is usually extremely heavy.*
- *Two lanes in both directions in this area is woefully insufficient and unsafe. Traffic is much too heavy in this area and three lanes in both directions will ease congestion and save lives.*

I-10 Build Support (8-Lane)

- *This is a high traffic corridor and I feel there should be four lanes in each direction with the left two lanes restricted from semi's, RV's, or anyone towing a trailer with more than one axle. Adding two lanes instead of one would be more expensive but would eliminate the need to add another lane within 6-8 years.*
- *You should plan for widening to 4 lanes each way and plan ahead in this conflicted area.*

Crossroad/Interchange Build Support

- *All Bridge TI's and overpass design and construction needs should be developed with maximum capacity in mind but, also have key input from the Gila Tribal Community with their needs in mind.*
- *This intersection is currently clearly inadequate, improve it for the future.*

Crossroad & Interchange Congestion/Growth/Safety

- *I use the intersection almost daily, it needs improvement.*
- *This is becoming a major interchange with significant crossroad traffic.*

- *Community in need of additional entrance and exit into the community due population and off reservation work population (volume & safety).*

Misc. Design Details

- *Regardless of the alternative chosen, there has to be an impenetrable barrier constructed between the north and south highways.*
- *Removing access to the center lane from semi-trucks and other slow-to-pass vehicles could improve traffic flow.*

Environmental

- *Adding lanes in the center of the freeway will also minimize the impact on the surrounding desert as it tries to recover from decades of farming.*
- *I would like to know how the state will deal with human remains and sacred objects in the ground? Will there be a tribal archeology study? Will this expansion cause more traffic, accidents, and pollution for the GRIC community? Pollution and destruction of the environment would be my main concern.*

Other

- *No build - without a Phoenix to Tucson intercity rail companion project.*
- *I feel that because the changes will be directly within the Gila River community, that they should be 100% on board with any changes to the I-10, and no changes should be done without their express approval.*
- *I heard in the public meeting that the actual construction would not even start for 5 years. There is no way to accelerate this? There is too much congestion already to wait that long to start. I understand the need for the EIS, but once that is done, construction should start immediately. If funding is an issue, couldn't money be moved over from other projects? In the meantime, can we have a right-lane only regulation for semi trucks?*

3.2 Public Feedback Summary of Alternatives and Crossroad Options

I-10 Mainline Alternatives:

- Public feedback suggests overwhelming support for a build alternative (115 comments for a build versus two comments for a no-build). Public feedback was supportive of either ML2 or ML3, with ML2 being slightly more favored. Safety, congestion, and future growth were the underlying reasons for the strong build support. Many comments also referenced expanding I-10 to an eight-lane facility (adding two new lanes in each direction) throughout the project limits, and some also reference accommodation for a Phoenix-to-Tucson train in the median.

Wild Horse Pass Interchange Options:

- Public feedback suggests strong support for a build option, with public opinion favoring the WH2 DDI concept.

SR 347 / Queen Creek Road Interchange Options:

- Public feedback suggests strong support for a build option, with public opinion favoring the QC2 DDI concept. One comment mentions QC1 (No Build Option), stating neither of the build options presented are adequate, and an upgraded system-style interchange is preferred. Another comment noted the unusual configuration and potential confusion with QC3.

Riggs Road Interchange Options:

- Public feedback suggests strong support for a build option, with public opinion favoring the RR3, RR4 and RR5 options.

Goodyear Road Crossing Options:

- Public feedback suggests strong support for a build option, with public opinion evenly split between GY2 and GY3. There was a comment to consider GY1, the No Build option, because the crossing is lightly used.

Nelson Road Crossing Options:

- Public feedback suggests strong support for a build option, with public opinion favoring NR2.

SR 587 / Casa Blanca Road Interchange Options:

- Public feedback suggests that a build option is preferred at this location. Comments were received that supported CB3, CB5, CB6, and CB7, with CB5 being the favored option.

Gasline Road Crossing Options:

- Public feedback suggests strong support for a build option, with public support for both GL2 and GL3, but slightly favoring GL2.

Seed Farm Road Crossing Options:

- Public feedback suggests strong support for a build option, with public opinion generally favoring the SF2 and SF4 options.

Dirk Lay Road Crossing Options:

- Public feedback was evenly split between DL1, DL2, and DL3 with some public mention of this road being lightly used.

SR 387 / SR 187 / Pinal Avenue Interchange Options:

- Public feedback suggests strong support for a build option, with some support for PA2 and PA4, but with the most support for PA3. Some comments state that sidewalks are unnecessary.

Fiber Optic Trunkline Options:

- Although the fiber optic trunklines received few comments, all were in support of building it along the I-10 corridor.

4. Next Steps

From the alternatives developed, evaluated and presented to the public during this phase of public involvement, ADOT will define a recommended build alternative (the alternative that ADOT recommends for construction if a build alternative is ultimately selected). The recommended build alternative and the no build alternatives, along with any other reasonable alternatives carried forward, will be thoroughly evaluated and documented in the Draft EA and initial DCR. Both documents will be available for public review and comment during the third phase of public involvement in early 2022. This third phase of public involvement will include a formal public hearing in conjunction with a formal comment period. Please refer to the I-10, Wildhorse Pass Corridor Public Involvement Plan, Chapter 5 for more information on the phases of public involvement for this study.

Appendix A: Public Meeting Notifications

Newspaper advertisements

News release

GovDelivery emails

Social media posts

Direct mailers

I-10 STUDY: LOOP 202 TO STATE ROUTE 387

YOUR INPUT IS IMPORTANT! We want to hear from you!

The Arizona Department of Transportation (ADOT), in cooperation with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments, is conducting an environmental study under the National Environmental Policy Act and engineering study to evaluate improvements to I-10 between Loop 202 (Santan Freeway) and State Route 387. This study will evaluate and assess the benefits and impacts of a range of feasible alternatives, including a no build alternative. It will also identify mitigations to offset potential impacts.

ADOT invites you to participate in a live, call-in/online public meeting to learn about the I-10 study and to provide feedback on the alternatives being evaluated. Comments received during the **public comment period between October 21 to December 4, 2020** will be considered when identifying a recommended build alternative for the I-10 corridor to be evaluated in the Environmental Assessment and Design Concept Report documents.

Attendees will be able to submit verbal comments by phone or online via the website during the meeting.

UNABLE TO ATTEND THE MEETING? Learn more and provide comments

- If you cannot participate in the live meeting, the event will be recorded and posted on the study website shortly after the meeting.
- Visit i10wildhorsepasscorridor.com to learn more about the alternatives and provide comments via our interactive online map of the I-10 alternatives and crossroad options. Study related materials, including exhibits, maps and evaluation criteria results for the alternatives and options, will be available on the study webpage by October 21, 2020. In addition, you may submit comments in the following ways during the **public comment period between October 21 and December 4, 2020**.

@ Email: i10wildhorsepasscorridor@hdrinc.com

☎ Phone: Call the bilingual study line at 602-522-7777

💻 Online: Visit the website at i10wildhorsepasscorridor.com

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

All comment methods are considered equal, so it is not necessary to submit your comments multiple times.

If you do not have access to the technology necessary to participate in the live public meeting or wish to receive printed copies of the online materials via mail, please contact the study team at 602-522-7777 or i10wildhorsepasscorridor@hdrinc.com no later than November 10, 2020.

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Daina Mann at 855.712.8530 or dmann@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 su sigla 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 Daina Mann al 855.712.8530 o dmann@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

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 04/16/2019 and executed by FHWA and ADOT.

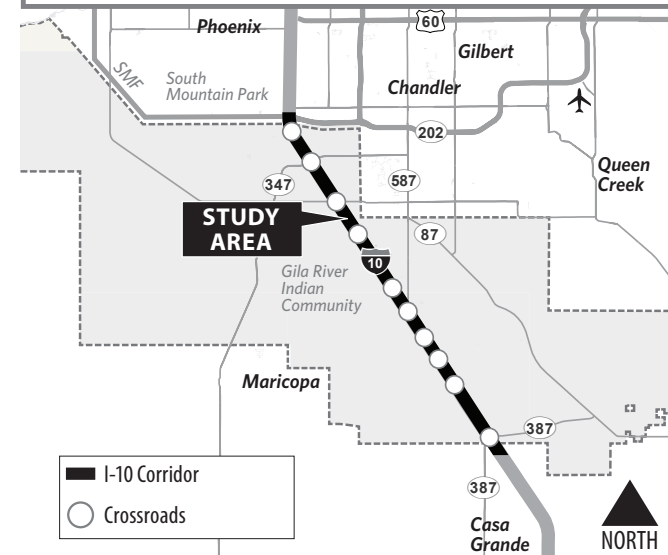
Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorandum de Acuerdo con fecha del 16 de abril de 2019, y se han realizado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

FOR MORE INFORMATION:

602-522-7777 | i10wildhorsepasscorridor@hdrinc.com

ADOT TRACS No. F0252 01L and 02L | Federal Aid No. 010-C(222)S

CALL-IN/ONLINE PUBLIC MEETING NOVEMBER 18, 2020 | 5:30-7 P.M.



HOW TO PARTICIPATE IN THE CALL-IN/ONLINE PUBLIC MEETING

The public meeting will be held November 18, 2020 from 5:30 to 7 p.m. and will be conducted by phone and online. There are three ways to participate in the live event:

1 REGISTER TO RECEIVE A CALL Register by visiting i10wildhorsepasscorridor.com before 4:30 p.m. on Wednesday, November 18, 2020 to receive a call at the time of the event inviting you to join.

2 ONLINE Visit the study website at i10wildhorsepasscorridor.com and click on the meeting link to listen in, watch the presentation and participate. Please log in a few minutes prior to the 5:30 p.m. meeting time.

3 CALL-IN Call **833.380.0669** at the time of the event to listen to the meeting.



I-10 STUDY: LOOP 202 TO STATE ROUTE 387

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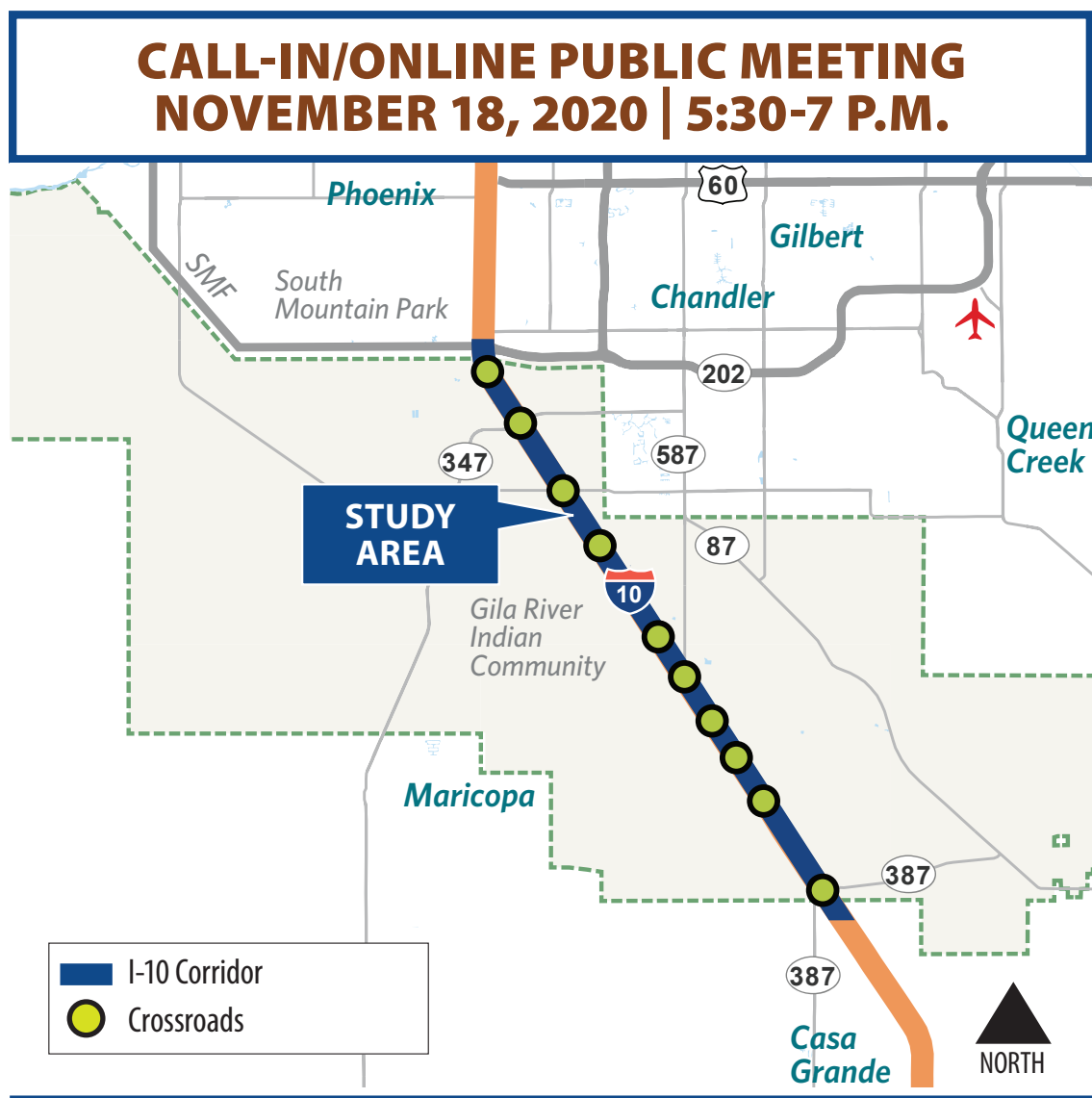
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TRIVALLEY DISPATCH - Oct. 20/Nov. 3 2020



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FOR MORE INFORMATION:

602-522-7777 | i10wildhorsepasscorridor@hdrinc.com

ADOT TRACS No. F0252 01L and 02L | Federal Aid No. 010-C(222)S



I-10 STUDY: LOOP 202 TO STATE ROUTE 387

YOUR INPUT IS IMPORTANT! We want to hear from you!

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@ Email: i10wildhorsepasscorridor@hdrinc.com

☎ Phone: Call the bilingual study line at **602-522-7777**

🖥 Online: Visit the website at i10wildhorsepasscorridor.com

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

All comment methods are considered equal, so it is not necessary to submit your comments multiple times.

If you do not have access to the technology necessary to participate in the live public meeting or wish to receive printed copies of the online materials via mail, please contact the study team at 602-522-7777 or i10wildhorsepasscorridor@hdrinc.com no later than **November 10, 2020**.

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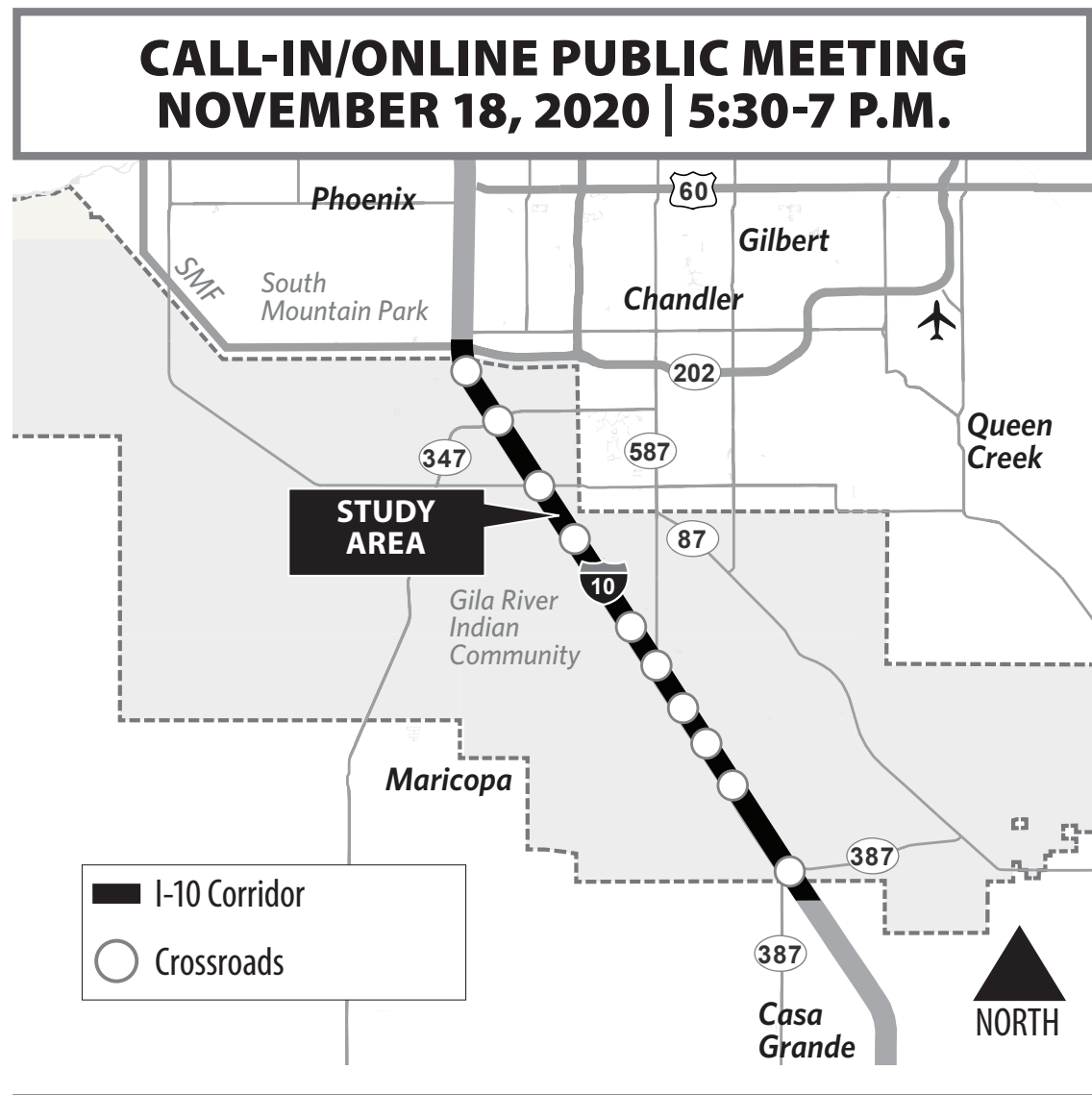
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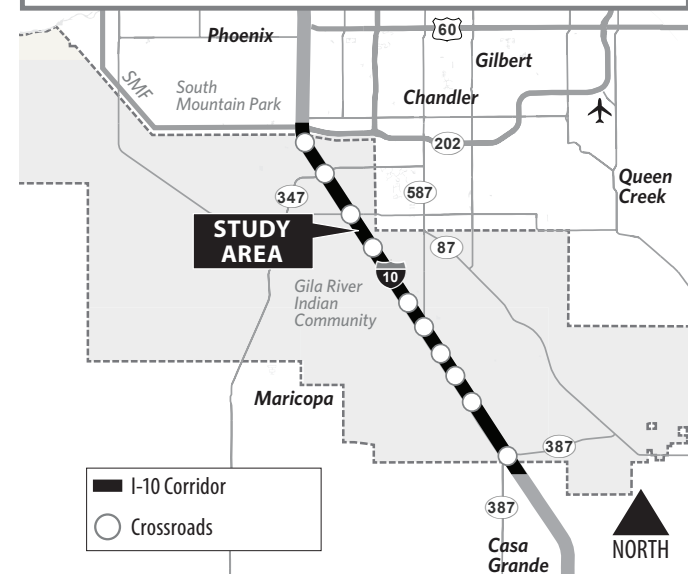
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CALL-IN/ONLINE PUBLIC MEETING NOVEMBER 18, 2020 | 5:30-7 P.M.



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AWHATUKEE FOOTHILLS - Oct. 21/Nov. 4 2020

FOR MORE INFORMATION:

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ADOT TRACS No. F0252 01L and 02L | Federal Aid No. 010-C(222)S





I-10 STUDY: Loop 202 to State Route 387

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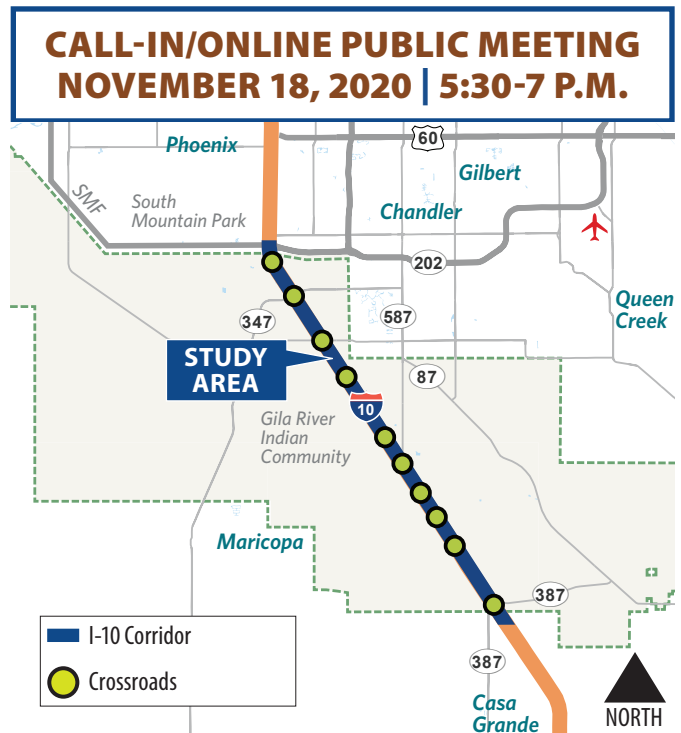
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ARIZONA REPUBLICAN ZONES 5, 10, 6/12 - NOV. 4 2020



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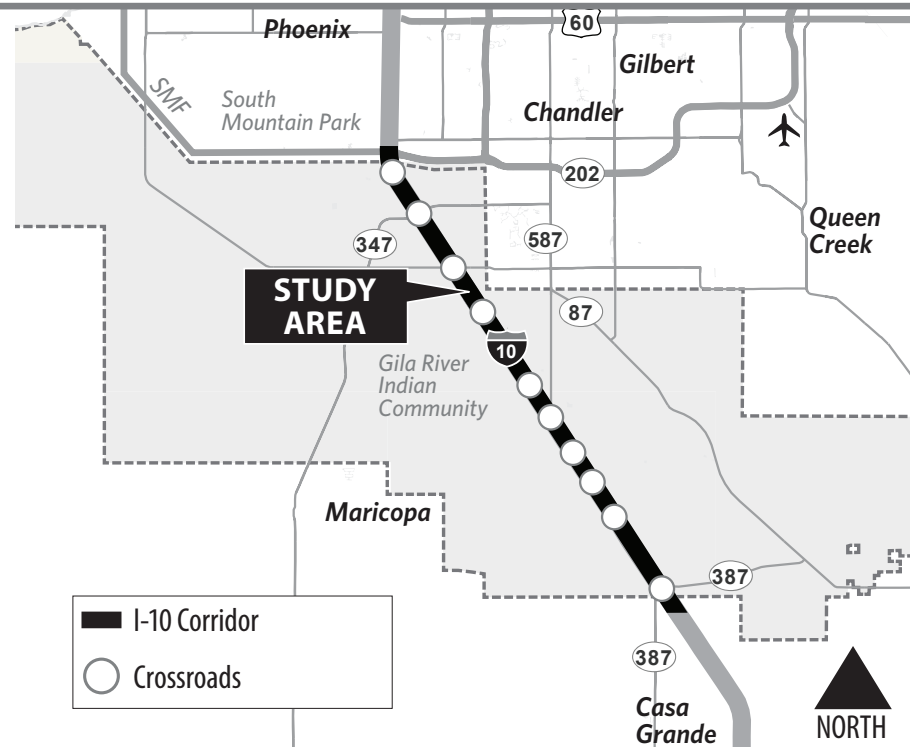
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GILA RIVER INDIAN NEWS - Nov. 6 2020

FOR MORE INFORMATION:

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ESTUDIO I-10: CIRCUNVALACIÓN 202 HASTA LA RUTA ESTATAL 387

SU OPINIÓN ES IMPORTANTE! ¡Queremos escucharlo!

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El ADOT lo invita a participar de una reunión pública en línea/por teléfono en vivo para obtener más información acerca del estudio I-10 y ofrecer

comentarios sobre las alternativas que se evalúan. Los comentarios que se reciban durante el **período para enviar comentarios públicos entre el 21 de octubre y el 4 de diciembre de 2020** se tendrán en cuenta al momento de identificar una alternativa de construcción recomendada para el corredor I-10 que se evaluará en los documentos del Informe sobre la evaluación ambiental y el concepto del diseño.

Los asistentes podrán enviar comentarios verbales por teléfono o en línea a través del sitio web durante la reunión.

¿NO PUEDE ASISTIR A LA REUNIÓN? Obtenga más información y proporcione comentarios

■ Si no puede participar de la reunión en vivo, el evento se grabará y se publicará en el sitio web del estudio poco después de la reunión.

■ Visite i10wildhorsepasscorridor.com para obtener más información sobre las alternativas y ofrecer comentarios sobre las alternativas al I-10 y opciones de cruce a través de nuestro mapa interactivo en línea. Los materiales relacionados con el estudio, incluidos los mapas, las exposiciones y los resultados de los criterios de evaluación de las alternativas y opciones, estarán disponibles en la página web del estudio antes del 21 de octubre de 2020. Además, puede enviar comentarios de las siguientes maneras durante el **período para enviar comentarios públicos entre el 21 de octubre y el 4 de diciembre de 2020**.

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Todos los métodos de comentarios se consideran iguales, por lo que no es necesario enviar sus comentarios varias veces.

Si no tiene acceso a la tecnología necesaria para participar de la reunión pública en vivo o desea recibir copias impresas de los materiales en línea por correo postal, póngase en contacto con el equipo del estudio al **602-522-7777** o a i10wildhorsepasscorridor@hdrinc.com hasta el **10 de noviembre de 2020**.

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PRENSA ARIZONA - Oct. 22/Nov. 5 2020

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CÓMO PARTICIPAR EN LA REUNIÓN PÚBLICA EN LÍNEA/POR TELÉFONO

La reunión pública se llevará a cabo el 18 de noviembre de 2020 de 5:30 a 7 p. m. y se realizará por teléfono y en línea. Hay tres formas de participar en el evento en vivo:

- 1 REGISTRARSE PARA RECIBIR UNA LLAMADA** Para registrarse, visite i10wildhorsepasscorridor.com antes de las 4:30 p. m. del miércoles 18 de noviembre de 2020 para recibir una llamada en la que se lo invitará a unirse al momento del evento.
- 2 EN LÍNEA** Visite el sitio web del estudio en i10wildhorsepasscorridor.com y haga clic en el enlace de la reunión para escuchar, ver la presentación y participar. Inicie sesión unos minutos antes de las 5:30 p. m., hora de la reunión.
- 3 LLAMADA TELEFÓNICA** Llame al **833.380.0669** en el momento del evento para escuchar la reunión.



ESTUDIO I-10: Circunvalación 202 hasta la Ruta Estatal 387

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🌐 En línea: Visit the website at i10wildhorsepasscorridor.com

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

Todos los métodos de comentarios se consideran iguales, por lo que no es necesario enviar sus comentarios varias veces.

Si no tiene acceso a la tecnología necesaria para participar de la reunión pública en vivo o desea recibir copias impresas de los materiales en línea por correo postal, póngase en contacto con el equipo del estudio al 602-522-7777 o a i10wildhorsepasscorridor@hdrinc.com hasta el 10 de noviembre de 2020.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA, por su sigla 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 Daina Mann al 855.712.8530 o dmann@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

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.

PARA MÁS INFORMACIÓN:

602-522-7777 | i10wildhorsepasscorridor@hdrinc.com
ADOT TRACS nro. F0252 01L and 02L | Federal Aid nro. 010-C(222)S



**REUNIÓN PÚBLICA EN LÍNEA/
POR TELÉFONO**
18 DE NOVIEMBRE DE 2020 | 5:30 a 7 P.M.

CÓMO PARTICIPAR

EN LA REUNIÓN PÚBLICA EN LÍNEA/POR TELÉFONO

La reunión pública se llevará a cabo el 18 de noviembre de 2020 de 5:30 a 7 p. m. y se realizará por teléfono y en línea. Hay tres formas de participar en el evento en vivo:

1 REGISTRARSE PARA RECIBIR UNA LLAMADA Para registrarse, visite i10wildhorsepasscorridor.com antes de las 4:30 p.m. del miércoles 18 de noviembre de 2020 para recibir una llamada en la que se lo invitará a unirse al momento del evento.

2 EN LÍNEA Visite el sitio web del estudio en i10wildhorsepasscorridor.com y haga clic en el enlace de la reunión para escuchar, ver la presentación y participar. Inicie sesión unos minutos antes de las 5:30 p. m., hora de la reunión.

3 LLAMADA TELEFÓNICA Llame al **833.380.0669** en el momento del evento para escuchar la reunión.

ARIZONA REPUBLIC ZONES 5, 10, 6/12 - NOV. 4 2020



Native Coffee Co. Celebrates Native Identity and O’otham Roots



Brittany Martinez Chaves serves a walk-up customer an “El Gallo”, horchata cold brew coffee. Kyle Knox/GRIN

Kyle Knox
Gila River Indian News

If you’re like most adults, a cup of coffee at some point during the day is just one part of your daily routine. If you’re one that likes to order your coffee, you will be interested to learn that this year a new coffee shop, or trailer as it were, popped up.

This particular coffee company has ties to the Community, is rooted in celebrating their Native heritage, and adds to the growing Native-owned businesses in the valley.

That coffee company is Native Coffee Co., owned by husband and

wife Brittany Martinez Chavez and Raul Chavez. Both are responsible for serving up exceptionally flavored coffees, tea’s, and agua fresca (juices) daily. Their blue coffee trailer is a hallmark of their brand, along with their top-notch customer service and distinct menu.

Brittany is part O’otham from her mother’s side and grew up outside of the Community all of her life. Some of her mother’s family resides in District 3, Sacaton. Chavez said she has, “Fond memories of visiting family in the Gila River Indian Community as a child”. Though she is not an enrolled member,

Brittany has maintained pride and recognition of her identity and her O’otham roots.

Native Coffee Co.’s beginnings weren’t easy; as Brittany put it, “Starting a business is not for the lazy.” The journey started in 2018, and spanned a year until finally redesigning their trailer to code and obtaining business permits.

One thing no business owner, especially a new one, would’ve ever expected was the oncoming COVID-19 Pandemic. For Native Coffee Co., the year-long journey to brew coffee and serve customer number one started at the onset of the Pandemic in May of this year.

While being self-employed is rewarding and finding success during a pandemic is another accomplishment. Brittany said that she enjoys their Native American clientele. And she’s especially gratified when she can serve patrons who come from the Community.

“The Community comes out, and it’s amazing to see that they’re coming



Native Coffee Co.’s owners Raul Chavez (left) and Brittany Martinez Chaves (right) outside of the trailer. Kyle Knox/GRIN

all the way out here to buy from me, and it’s their support that keeps me humble,” said Chavez of the growing patronage of Community members.

Despite the hurdles they faced together, Brittany and husband Raul worked to secure a consistent location suitable for the trailer, traffic, and without a coffee shop in sight. Eventually, they landed in Tolleson just west of Phoenix and north of the Community’s

“West End” District 6 and 7. Here they’ve established a consistent presence and created steady clientele eager for their coffee fix every morning beginning 6 a.m. when they open.

So if you find yourself on the West End or in the West Valley with a craving for coffee Native Coffee Co. would be happy to serve you.

And if you wonder what to order, their most popular items are the “BB

King,” which is a churro macchiato, followed by “El Nayo Güero,” a white chocolate mocha, and lastly “El Nayo” which is their Mexican Mocha.

You can learn more about Native Coffee Co. and their weekly schedule by visiting their website at nativecoffeeaz.com. And you can also find them on Facebook and Twitter by searching nativecoffeeaz or on Instagram at nativecoffee.co.az.

IN THE COURT OF THE GILA RIVER INDIAN COMMUNITY COUNTIES OF PINAL AND MARICOPA IN THE STATE OF ARIZONA COURT DATE NOTICE ANGELA CHERYL LEOS, Petitioner, vs. MELINDA GRACE LEOS

and ROBERT DALE LEWIS, Respondents. In Re Case: JAXON DINE LEOS, Case No.: FM-2020-000018-PT THE COURT FURTHER ORDERS that the parties appear in Court on OCTOBER 12, 2020 at 11 :30 AM in the Sac-

aton Court. The Court will calculate a permanent child support. THE COURT FURTHER ORDERS the Petitioner to publish notice of the October 12, 2020 hearing in the Gila River Indian News.



customer arrives for an afternoon delight at the Native Coffee Co. trailer located on 93rd Ave and Van Buren in Tolleson, Ariz. Kyle Knox/GRIN


Save the Date!

Save the Date!
Call-In/Online Public Meeting
November 18, 2020 | 5:30 to 7 p.m.
I-10 | State Route Loop 202 (Santan Freeway) to State Route 387
How to Participate
You are invited to participate in the live, call-in/online public meeting to learn about the study and provide feedback on the alternatives being evaluated. There are three ways to participate in the event by phone or online:
1. REGISTER TO RECEIVE A CALL: Visit vekeo.com/i10wildhorsepass before 4:30 p.m. on Wednesday, November 18, 2020 to receive a call at the time of the event inviting you to join.
2. ONLINE: Visit the study website at www.i10wildhorsepasscorridor.com a few minutes prior to 5:30 p.m. and click on the meeting link to listen and watch the presentation.
3. CALL-IN: Call 833.380.0669 at the time of the event to listen to the meeting and provide comments.
Verbal comments may be submitted by phone or online via the website during the meeting.
WE WANT TO HEAR FROM YOU!
Can’t make it to the meeting? The live event will be recorded and posted on the study website shortly after the meeting. Comments provided by December 4, 2020 will be included in the study record. Visit www.i10wildhorsepasscorridor.com to learn more about the alternatives and provide comments via our interactive online map of the I-10

alternatives and crossroad options. Exhibits, maps and evaluation criteria results for the alternatives and options will be available on the study website by October 21, 2020. In addition, you may submit comments in one of the following ways during the public comment period between October 21 and December 4, 2020.
• Email: i10wildhorsepasscorridor@hdrinc.com
• Phone: Call the bilingual study line at 602-522-7777
• Online: Visit the website at www.i10wildhorsepasscorridor.com
• Mail: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc., 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012
Don’t Have Internet Access? Please contact the study team at 602-522-7777 or i10wildhorsepasscorridor@hdrinc.com no later than November 10, 2020.
The Arizona Department of Transportation (ADOT), in cooperation with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments, is conducting an environmental study under the National Environmental Policy Act and engineering study to evaluate improvements to I-10 between Loop 202 (Santan Freeway) and State Route 387. This study will evaluate and assess the benefits and impacts of a range of feasible alternatives, including a no build alternative. It will also identify mitigations to offset potential impacts. 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 Daina Mann at 855.712.8530 or dmann@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 Daina Mann a 855.712.8530 o dmann@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.
SIDE 2 – mailer side
Same as the scoping public meeting mailer but change the following in the green box: “Please attend the live CALL-IN / ONLINE PUBLIC SCOPING MEETING”


S-he:pijig Mashath: Match the Winter Bird’s picture with its O’otham Name!

Sua:m Omkam 

Hauk Shalivkam 

Thamthal 

Gikuchk’tham 

Vakav 

S-veg Vonomman 

Newsroom / Press Releases

Press Releases

October 21, 2020

Public Input Sought for I-10 Wild Horse Pass Corridor

Public encouraged to attend live, call-in/online public meeting, I-10 Environmental Study, Loop 202 to SR-387

FOR IMMEDIATE RELEASE

Contact: Quinn Quihui Castro, MAG Transportation Engineer, (602) 254-6300

PHOENIX (October 21, 2020) — With a goal of reducing traffic congestion on I-10 near Wild Horse Pass, the Arizona Department of Transportation, in cooperation with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments, invites the public to participate in a live, call-in/online public meeting to learn about the I-10 study and to provide feedback on the alternatives being evaluated.

This study will evaluate and assess the benefits and impacts for a range of feasible alternatives, including a no-build alternative. It also will identify mitigations necessary to offset potential impacts. Comments received during the public comment period will be used to help select a preferred alternative for the I-10 corridor and to complete the environmental assessment and design concept report documents.

The public meeting will be conducted both by phone and online. Attendees will be able to verbally submit comments during the **live, call-in/online public meeting on November 18, 2020 between 5:30 and 7:00 p.m.** There are three ways to participate in the live event:

1. Register by visiting <vekeo.com/i10wildhorsepass> before 4:30 p.m. on Wednesday, November 18, 2020 to receive a call at the time of the event inviting you to join.
2. Call 833-380-0669 at the time of the event to listen to the meeting.
3. Visit the study website at www.i10wildhorsepasscorridor.com on the day of the meeting a few minutes before 5:30 p.m. and click on the meeting link to listen in, watch the presentation and participate.

Visit **i10wildhorsepasscorridor.com** anytime during the comment period to learn more about the alternatives and provide comments via our interactive online map of the I-10 alternatives and crossroad options. Study related materials, including exhibits, maps and evaluation criteria results for the alternatives and options, will be available on the study webpage by October 21, 2020. In addition, you may submit comments in the following ways during the **public comment period between October 21 and December 4, 2020**.

Comments may be submitted in following ways during the public comment period between October 21 and December 4, 2020:

- **Email:** i10wildhorsepasscorridor@hdrinc.com
- **Phone:** Call the bilingual study line at 602-522-7777
- **Online:** Visit the website at i10wildhorsepasscorridor.com
- **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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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 04/16/2019 and executed by FHWA and ADOT.

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 Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT.

###


About MAG


The Maricopa Association of Governments (MAG) is a **Council of Governments (COG)** that serves as the regional planning agency for the metropolitan Phoenix area.


Title VI

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MAG receives federal financial assistance.

Get in Touch

 **Address:** 302 N 1st Ave., Suite 300
Phoenix, Arizona 85003

 **Phone:** (602) 254-6300

 **FAX:** (602) 254-6490

 **Email:** mag@azmag.gov

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Public input sought for I-10 Wild Horse Pass Corridor improvement options between Phoenix and Casa Grande

Arizona Department of Transportation sent this bulletin at 11/04/2020 08:47 AM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices.

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/2aa0b52>

Public input sought for I-10 Wild Horse Pass Corridor improvement options between Phoenix and Casa Grande

Public encouraged to attend Nov. 18 public meeting and provide comments

With a goal of reducing traffic congestion on Interstate 10 between Loop 202 (Santan Freeway) and State Route 387, the Arizona Department of Transportation, in cooperation with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments, is conducting a study to evaluate options for widening I-10 and modifying traffic interchanges and crossroads to improve traffic flow.

A **live, call-in/online public meeting will be held Nov. 18 between 5:30 and 7 p.m.** to provide details about the alternatives being evaluated and an opportunity for the public to provide feedback. The public meeting will be conducted both online and by phone.

This study will evaluate and assess the benefits and impacts for a range of feasible alternatives, including a no-build (do nothing) alternative. It also will identify mitigation necessary to offset potential impacts. Comments received during the public comment period will be used to help identify a recommended build alternative for the I-10 corridor and to complete the environmental assessment and design concept report documents.

There are three ways to participate in the public meeting on Nov. 18:

1. **Register to receive a call at the time of the event** inviting you to join by visiting vekeo.com/i10wildhorsepass before 4:30 p.m. on Nov. 18.
2. **Call 833-380-0669** at the time of the event to listen to the meeting.
3. **Visit the study website** at i10wildhorsepasscorridor.com on the day of the meeting a few minutes before 5:30 p.m. and click on the meeting link to listen in, watch the presentation and participate.

Visit i10wildhorsepasscorridor.com to learn more about the alternatives and provide comments via an interactive map commenting tool for the I-10 alternatives and crossroad options. Study related materials, including exhibits, maps and evaluation criteria results for the alternatives and options, are available on the study web page.

Comments may be submitted in any of the following ways during the public comment period through Dec. 4:

- **Online:** Visit the website at i10wildhorsepasscorridor.com
- **Email:** i10wildhorsepasscorridor@hdrinc.com
- **Phone:** Call the bilingual study line at 602-522-7777
- **Mail:** I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc., 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

If you do not have access to the technology necessary to participate in the live public meeting or wish to receive printed copies of the online materials via mail, please contact the study team at 602-522-7777 or i10wildhorsepasscorridor@hdrinc.com no later than November 10, 2020.

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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 04/16/2019 and executed by FHWA and ADOT.

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Share Bulletin




Reminder: Virtual I-10, L202 to SR387 study public meeting tomorrow (Nov. 18) for I-10 improvement options

Arizona Department of Transportation sent this bulletin at 11/17/2020 11:06 AM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices.

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ADOT

 SHARE

Attend virtual public meeting Nov. 18 for I-10 improvement options between Phoenix and Casa Grande

Public encouraged to participate and provide comments through Dec. 4

The public is invited to attend a virtual public meeting **Nov. 18 between 5:30 and 7 p.m.** to learn more about and provide input on alternatives being evaluated to improve Interstate 10 between Loop 202 (Santan Freeway) and State Route 387. The public meeting will be conducted both online and by phone.

There are three ways to participate in the public meeting on Nov. 18:

1. **Register to receive a call at the time of the event** inviting you to join by visiting vekeo.com/i10wildhorsepass before 4:30 p.m. on Nov. 18.
2. **Call 833-380-0669** at the time of the event to listen to the meeting.
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Mann a 855-712-8530 o dmann@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

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Arizona Department of Transportation ✓

November 13 · 🌐

⋮

Save the Date: ADOT, in coordination with MAG, will hold a virtual public meeting to provide information on I-10 Study: SR Loop 202 to SR 387 on Wednesday, November 18 from 5:30 p.m. – 7 p.m. Your input is encouraged. Want to learn more? Visit bit.ly/36E9DwS





7,033
People Reached

95
Engagements

[Boost Post](#)



Peter Lipponer, Alexis Reyna and 21 others

1 Comment
6 Shares

Performance for Your Post

7,033 People Reached

31 Reactions, Comments & Shares 📊

23 Like	23 On Post	0 On Shares
-------------------	----------------------	-----------------------

1 Love	1 On Post	0 On Shares
------------------	---------------------	-----------------------

1 Comments	1 On Post	0 On Shares
----------------------	---------------------	-----------------------

6 Shares	6 On Post	0 On Shares
--------------------	---------------------	-----------------------

64 Post Clicks

12 Photo Views	16 Link Clicks	36 Other Clicks 📊
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NEGATIVE FEEDBACK

2 Hide Post **0** Hide All Posts

0 Report as Spam **0** Unlike Page

Reported stats may be delayed from what appears on posts



Arizona Department of Transportation

December 3

We want to hear from you! ADOT, in coordination with MAG, invites you to provide feedback and learn more about the on I-10 Study: SR Loop 202 to SR 387. To learn more about the study or to provide input, visit bit.ly/36E9DwS. Submit your comments by Dec. 4.



11,164
People Reached

317
Engagements

Boost Post

Brian Thorn, Lena Grado and 23 others

4 Comments 3 Shares

Like

Comment

Share



Performance for Your Post

11,164 People Reached

48 Likes, Comments & Shares

29 Likes | 29 On Post | 0 On Shares

16 Comments | 13 On Post | 3 On Shares

3 Shares | 3 On Post | 0 On Shares

269 Post Clicks

24 Photo Views | 47 Link Clicks | 198 Other Clicks

NEGATIVE FEEDBACK

1 Hide Post | 0 Hide All Posts

0 Report as Spam | 0 Unlike Page

Reported stats may be delayed from what appears on posts



Arizona Department of Transportation

December 1 · 🌐

Thank you to all who participated in the I-10 Study: SR Loop 202 to SR 387 virtual public meeting! We appreciate your input. You can still submit your comments through Friday, December 4. Learn more about the project, provide your input and view meeting materials at bit.ly/36E9DwS



8,238

People Reached

247

Engagements

Boost Post

👍👎 DE Rose, Steven Hunsinger and 17 others 3 Comments 4 Shares

Performance for Your Post

8,238 People Reached

33 Reactions, Comments & Shares

21 Like 20 On Post 1 On Shares

1 Wow 1 On Post 0 On Shares

7 Comments 6 On Post 1 On Shares

4 Shares 4 On Post 0 On Shares

214 Post Clicks

20 Photo Views 56 Link Clicks 138 Other Clicks

NEGATIVE FEEDBACK

0 Hide Post 1 Hide All Posts

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Arizona Department of Transportation

November 20

Thank you to all who participated in the I-10 Study: SR Loop 202 to SR 387 virtual public meeting! We appreciate your input. You can still submit your comments through Friday, December 4. Learn more about the project, provide your input and view meeting materials at bit.ly/36E9DwS



6,259
People Reached

47
Engagements

Boost Post

Candace Rivers, Glenda Studstill Wistar and 8 others 1 Share

- Like
- Comment
- Share

Performance for Your Post

6,259 People Reached

12 Likes, Comments & Shares

11 Likes | 10 On Post | 1 On Shares

0 Comments | 0 On Post | 0 On Shares

1 Shares | 1 On Post | 0 On Shares

35 Post Clicks

7 Photo Views | 13 Link Clicks | 15 Other Clicks

NEGATIVE FEEDBACK

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Arizona Department of Transportation

November 15 · 🌐



We want to hear from you! ADOT, in coordination with MAG, invites you to provide feedback and learn more about the on I-10 Study: SR Loop 202 to SR 387. You can attend a virtual public meeting on Wednesday, November 18 from 5:30 p.m. – 7 p.m. and submit your comments through December 4. To learn more about the study or to provide input, visit bit.ly/36E9DwS



7,324

People Reached

135

Engagements

Boost Post

👤 DuWayne Seeger, Boe Hall and 16 others

4 Comments 4 Shares

👍 Like

💬 Comment

➦ Share



Performance for Your Post

7,324 People Reached

28 Likes, Comments & Shares

18 Likes | 18 On Post | 0 On Shares

6 Comments | 5 On Post | 1 On Shares

4 Shares | 4 On Post | 0 On Shares

107 Post Clicks

2 Photo Views | 15 Link Clicks | 90 Other Clicks

NEGATIVE FEEDBACK

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Arizona Department of Transportation
November 18 · 🌐



We want to hear from you! ADOT, in coordination with MAG, invites you to provide feedback and learn more about the on I-10 Study: SR Loop 202 to SR 387. You can attend a virtual public meeting on Wednesday, November 18 from 5:30 p.m. – 7 p.m. and submit your comments through December 4. To learn more about the study or to provide input, visit bit.ly/36E9DwS



6,108
People Reached

48
Engagements

Boost Post

👤 Har Bhe Fhe Ade, Candace Rivers and 17 others 4 Shares

👍 Like 💬 Comment ➦ Share ⚙️

Performance for Your Post

6,108 People Reached

24 Likes, Comments & Shares ⓘ

20 Likes 20 On Post 0 On Shares

0 Comments 0 On Post 0 On Shares

4 Shares 4 On Post 0 On Shares

24 Post Clicks

5 Photo Views 6 Link Clicks 13 Other Clicks ⓘ

NEGATIVE FEEDBACK

4 Hide Post 1 Hide All Posts

0 Report as Spam 0 Unlike Page

Reported stats may be delayed from what appears on posts



Arizona Department of Transportation

November 15 · 🌐



We want to hear from you! ADOT, in coordination with MAG, invites you to provide feedback and learn more about the on I-10 Study: SR Loop 202 to SR 387. You can attend a virtual public meeting on Wednesday, November 18 from 5:30 p.m. – 7 p.m. and submit your comments through December 4. To learn more about the study or to provide input, visit bit.ly/36E9DwS



7,324

People Reached

135

Engagements

Boost Post

👤 DuWayne Seeger, Boe Hall and 16 others

4 Comments 4 Shares

Performance for Your Post

7,324 People Reached

28 Likes, Comments & Shares

18 Likes	18 On Post	0 On Shares
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6 Comments	5 On Post	1 On Shares
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4 Shares	4 On Post	0 On Shares
----------	-----------	-------------

107 Post Clicks

2 Photo Views	15 Link Clicks	90 Other Clicks
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NEGATIVE FEEDBACK

1 Hide Post 0 Hide All Posts

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Twitter

Arizona DOT @ArizonaDOT

Save the Date: ADOT, in coordination with @MAGregion, will hold a virtual public meeting to provide information on the I-10 Study: SR Loop 202 to SR 387 on November 18. Your input is encouraged. Learn more at <http://bit.ly/36E9DwS> pic.twitter.com/m3gcZEuuCI

Impressions times people saw this Tweet on Twitter	9,499
Total engagements times people interacted with this Tweet	202
Media engagements number of clicks on your media counted across videos, vines, gifs, and images	123
Detail expands times people viewed the details about this Tweet	44
Link clicks clicks on a URL or Card in this Tweet	18
Profile clicks number of clicks on your name, @handle, or profile photo	14
Likes times people liked this Tweet	2

Arizona DOT @ArizonaDOT

We want to hear from you! ADOT, in coordination with @MAGregion, invites you to attend a virtual public meeting on November 18 from 5:30 p.m. – 7 p.m. to learn more about the I-10 Study: SR Loop 202 to SR 387. For more information visit <http://bit.ly/36E9DwS> pic.twitter.com/LXrIPTidMN

Impressions times people saw this Tweet on Twitter	7,082
Total engagements times people interacted with this Tweet	65
Media engagements number of clicks on your media counted across videos, vines, gifs, and images	21
Detail expands times people viewed the details about this Tweet	21
Link clicks clicks on a URL or Card in this Tweet	10
Profile clicks number of clicks on your name, @handle, or profile photo	9
Likes times people liked this Tweet	3

Arizona DOT @ArizonaDOT

We want to hear from you!

Learn more about I-10 Study: SR Loop 202 to SR 387!

ADOT, in coordination with @MAGregion, invites you to a virtual public meeting on Wed., Nov. 18, from 5:30 p.m. – 7 p.m.

MORE: <http://bit.ly/36E9DwS>

#phxtraffic #aztraffic pic.twitter.com/ZjGBD1js0u

Impressions 5,332

times people saw this Tweet on Twitter

Total engagements 53

times people interacted with this Tweet

Detail expands 20

times people viewed the details about this Tweet

Media engagements 17

number of clicks on your media counted across videos, vines, gifs, and images

Link clicks 8

clicks on a URL or Card in this Tweet

Likes 4

times people liked this Tweet

Arizona DOT @ArizonaDOT

We want to hear from you!

ADOT, in coordination with @MAGregion, invites you to attend a virtual public meeting on November 18 from 5:30 p.m. – 7 p.m. to learn more about the I-10 Study: SR Loop 202 to SR 387.

For more information visit <http://bit.ly/36E9DwS>
pic.twitter.com/IGDWntkYcB

Impressions 7,432

times people saw this Tweet on Twitter

Total engagements 160

times people interacted with this Tweet

Media engagements 112

number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 24

times people viewed the details about this Tweet

Link clicks 12

clicks on a URL or Card in this Tweet

Profile clicks 9

number of clicks on your name, @handle, or profile photo

Likes 3

times people liked this Tweet

Arizona DOT @ArizonaDOT
We want to hear from you!

Learn more about I-10 Study: SR Loop 202 to SR 387!

ADOT, in coordination with @MAGregion, invites you to a virtual public meeting on Wed., Nov. 18, from 5:30 p.m. – 7 p.m.

MORE: <http://bit.ly/36E9DwS>

#phxtraffic #aztraffic pic.twitter.com/dpzNrJYBFg

Impressions 8,633
times people saw this Tweet on Twitter

Total engagements 96
times people interacted with this Tweet

Media engagements 43
number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 29
times people viewed the details about this Tweet

Link clicks 17
clicks on a URL or Card in this Tweet

Likes 3
times people liked this Tweet

Arizona DOT @ArizonaDOT
We want to hear from you!

Learn more about I-10 Study: SR Loop 202 to SR 387!

ADOT, in coordination with @MAGregion, invites you to a virtual public meeting on Wed., Nov. 18, from 5:30 p.m. – 7 p.m.

MORE: <http://bit.ly/36E9DwS>

#phxtraffic #aztraffic pic.twitter.com/gXDGFkTB5V

Impressions 3,528
times people saw this Tweet on Twitter

Total engagements 36
times people interacted with this Tweet

Detail expands 16
times people viewed the details about this Tweet

Media engagements 10
number of clicks on your media counted across videos, vines, gifs, and images

Link clicks 8
clicks on a URL or Card in this Tweet

Likes 1
times people liked this Tweet

Arizona DOT @ArizonaDOT
SAVE THE DATE

ADOT, in coordination with @MAGregion, will hold a virtual public meeting to provide information on the I-10 Study: SR Loop 202 to SR 387 on November 18. Your input is encouraged.

Learn more here: <http://bit.ly/36E9DwS>
pic.twitter.com/uhO1x53ql0

Impressions times people saw this Tweet on Twitter	8,438
Total engagements times people interacted with this Tweet	165
Media engagements number of clicks on your media counted across videos, vines, gifs, and images	114
Detail expands times people viewed the details about this Tweet	27
Link clicks clicks on a URL or Card in this Tweet	17
Profile clicks number of clicks on your name, @handle, or profile photo	5
Likes times people liked this Tweet	2

Arizona DOT @ArizonaDOT

Save the Date: ADOT, in coordination with @MAGregion, will hold a virtual public meeting to provide information on the I-10 Study: SR Loop 202 to SR 387 on November 18. Your input is encouraged. Learn more at <http://bit.ly/36E9DwS>
pic.twitter.com/P6qZ7DQqQ4

Impressions times people saw this Tweet on Twitter	6,301
Total engagements times people interacted with this Tweet	116
Media engagements number of clicks on your media counted across videos, vines, gifs, and images	51
Detail expands times people viewed the details about this Tweet	37
Profile clicks number of clicks on your name, @handle, or profile photo	14
Link clicks clicks on a URL or Card in this Tweet	10
Likes times people liked this Tweet	3

Arizona DOT @ArizonaDOT
SAVE THE DATE

ADOT, in coordination with @MAGregion, will hold a virtual public meeting to provide information on the I-10 Study: SR Loop 202 to SR 387 on November 18. Your input is encouraged.

Learn more at <http://bit.ly/36E9DwS> pic.twitter.com/fjrylKWtryB

Impressions 5,563
times people saw this Tweet on Twitter

Total engagements 154
times people interacted with this Tweet

Media engagements 97
number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 30
times people viewed the details about this Tweet

Link clicks 20
clicks on a URL or Card in this Tweet

Profile clicks 5
number of clicks on your name, @handle, or profile photo

Likes 2
times people liked this Tweet

Arizona DOT @ArizonaDOT
Save the Date: ADOT, in coordination with @MAGregion, will hold a virtual public meeting to provide information on the I-10 Study: SR Loop 202 to SR 387 on November 18. Your input is encouraged. Learn more at <http://bit.ly/36E9DwS> pic.twitter.com/m3gcZEuuCl

Impressions 9,500
times people saw this Tweet on Twitter

Total engagements 202
times people interacted with this Tweet

Media engagements 123
number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 44
times people viewed the details about this Tweet

Link clicks 18
clicks on a URL or Card in this Tweet

Profile clicks 14
number of clicks on your name, @handle, or profile photo

Likes 2
times people liked this Tweet

Arizona DOT @ArizonaDOT

Save the Date: ADOT, in coordination with @MAGregion, will hold a virtual public meeting to provide information on the I-10 Study: SR Loop 202 to SR 387 on November 18. Your input is encouraged. Learn more at <https://bit.ly/36E9DwS> pic.twitter.com/mITmucyPsu

Impressions 6,781
times people saw this Tweet on Twitter

Total engagements 132
times people interacted with this Tweet

Media engagements 92
number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 17
times people viewed the details about this Tweet

Link clicks 14
clicks on a URL or Card in this Tweet

Profile clicks 5
number of clicks on your name, @handle, or profile photo

Retweets 2
times people retweeted this Tweet

Arizona DOT @ArizonaDOT

We want to hear from you! ADOT, in coordination with @MAGregion, invites you to attend a virtual public meeting on November 18 from 5:30 p.m. – 7 p.m. to learn more about the I-10 Study: SR Loop 202 to SR 387. For more information visit <http://bit.ly/36E9DwS> pic.twitter.com/BK2E3MY7qg

Impressions 6,225
times people saw this Tweet on Twitter

Total engagements 47
times people interacted with this Tweet

Media engagements 24
number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 9
times people viewed the details about this Tweet

Link clicks 8
clicks on a URL or Card in this Tweet

Likes 3
times people liked this Tweet

Profile clicks 2
number of clicks on your name, @handle, or profile photo

Arizona DOT @ArizonaDOT
Thank you to all who participated in the I-10 Study: SR Loop 202 to SR 387 virtual public meeting!

We appreciate your input. You can still submit your comments through Friday, December 4.

Provide your input and view meeting materials at <http://bit.ly/36E9DwS> pic.twitter.com/iacHmK4xeY

Impressions 6,153
times people saw this Tweet on Twitter

Total engagements 128
times people interacted with this Tweet

Media engagements 99
number of clicks on your media counted across videos, vines, gifs, and images

Link clicks 12
clicks on a URL or Card in this Tweet

Detail expands 10
times people viewed the details about this Tweet

Profile clicks 4
number of clicks on your name, @handle, or profile photo

Retweets 2
times people retweeted this Tweet



Arizona DOT @ArizonaDOT
Thank you to all who participated in the I-10 Study: SR Loop 202 to SR 387 virtual public meeting! We appreciate your input. You can still submit your comments through Dec. 4. Learn more about the project, provide your input and view meeting materials at <http://bit.ly/36E9DwS> pic.twitter.com/XBz4TY1Jc2

Impressions 6,424
times people saw this Tweet on Twitter

Total engagements 120
times people interacted with this Tweet

Media engagements 73
number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 29
times people viewed the details about this Tweet

Link clicks 11
clicks on a URL or Card in this Tweet

Likes 4
times people liked this Tweet

Retweets 2
times people retweeted this Tweet



Arizona DOT @ArizonaDOT
 Thank you to all who participated in the I-10 Study: SR Loop 202 to SR 387 virtual public meeting! We appreciate your input. You can still submit your comments through Dec. 4. Learn more about the project, provide your input and view meeting materials at <http://bit.ly/36E9DwS> . pic.twitter.com/FF3dsZECoB

Impressions 8,132
 times people saw this Tweet on Twitter

Total engagements 115
 times people interacted with this Tweet

Media engagements 70
 number of clicks on your media counted across videos, vines, gifs, and images

Link clicks 22
 clicks on a URL or Card in this Tweet

Detail expands 17
 times people viewed the details about this Tweet

Retweets 3
 times people retweeted this Tweet

Profile clicks 2
 number of clicks on your name, @handle, or profile photo



Arizona DOT @ArizonaDOT
 Thank you to all who participated in the I-10 Study: SR Loop 202 to SR 387 virtual public meeting!
 You can still submit your comments through Dec. 4.
 Learn more about the project, provide your input and view meeting materials at <http://bit.ly/36E9DwS> . pic.twitter.com/Ps2pB1IQgU

Impressions 8,275
 times people saw this Tweet on Twitter

Total engagements 142
 times people interacted with this Tweet

Media engagements 101
 number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 22
 times people viewed the details about this Tweet

Link clicks 15
 clicks on a URL or Card in this Tweet

Profile clicks 3
 number of clicks on your name, @handle, or profile photo

Retweets 1



Arizona DOT @ArizonaDOT
 Thank you to all who participated in the I-10 Study: SR Loop 202 to SR 387 virtual public meeting! We appreciate your input. You can still submit your comments through Dec. 4. Learn more about the project, provide your input and view meeting materials at <http://bit.ly/36E9DwS> . pic.twitter.com/QgPEptBcFo

Impressions 8,172
 times people saw this Tweet on Twitter

Total engagements 137
 times people interacted with this Tweet

Media engagements 77
 number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 34
 times people viewed the details about this Tweet

Link clicks 15
 clicks on a URL or Card in this Tweet

Profile clicks 9
 number of clicks on your name, @handle, or profile photo

Likes 2
 times people liked this Tweet



Arizona DOT @ArizonaDOT
 Thank you to all who participated in the I-10 Study: SR Loop 202 to SR 387 virtual public meeting!
 You can still submit your comments through Dec. 4.
 Learn more about the project, provide your input and view meeting materials at <http://bit.ly/36E9DwS> . pic.twitter.com/1LhRk2lyxf

Impressions 9,348
 times people saw this Tweet on Twitter

Total engagements 159
 times people interacted with this Tweet

Media engagements 119
 number of clicks on your media counted across videos, vines, gifs, and images

Link clicks 19
 clicks on a URL or Card in this Tweet

Detail expands 13
 times people viewed the details about this Tweet

Profile clicks 5
 number of clicks on your name, @handle, or profile photo

Likes 2
 times people liked this Tweet



Arizona DOT @ArizonaDOT

Thank you to all who participated in the I-10 Study: SR Loop 202 to SR 387 virtual public meeting! We appreciate your input. You can still submit your comments through Dec. 4. Learn more about the project, provide your input and view meeting materials at <http://bit.ly/36E9DwS> . pic.twitter.com/rFNTOQhKsq

Impressions 7,148
times people saw this Tweet on Twitter

Total engagements 77
times people interacted with this Tweet

Media engagements 32
number of clicks on your media counted across videos, vines, gifs, and images

Link clicks 18
clicks on a URL or Card in this Tweet

Detail expands 17
times people viewed the details about this Tweet

Profile clicks 6
number of clicks on your name, @handle, or profile photo

Likes 4
times people liked this Tweet

Arizona DOT @ArizonaDOT

We want to hear from you!

Learn more about I-10 Study: SR Loop 202 to SR 387!

ADOT, in coordination with @MAGregion, invites you to a virtual public meeting on Wed., Nov. 18, from 5:30 p.m. – 7 p.m.

MORE: <http://bit.ly/36E9DwS>

#phxtraffic #aztraffic pic.twitter.com/o8QjNYNtfe

Impressions 5,150
times people saw this Tweet on Twitter

Total engagements 49
times people interacted with this Tweet

Link clicks 16
clicks on a URL or Card in this Tweet

Media engagements 14
number of clicks on your media counted across videos, vines, gifs, and images

Detail expands 14
times people viewed the details about this Tweet

Likes 2
times people liked this Tweet

ADOT Nextdoor posts

I-10, Loop 202 to SR 387

Post 1: 11/17/20

https://nextdoor.com/post/168111564?init_source=copy_link_share

Impressions: 101,703 Reactions: 32 Comments: 22

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State of Arizona
ADOT Communications Office of Community Relations · 17 Nov



Attend virtual public meeting Nov. 18 for I-10 improvement options from L202 to SR 387. A virtual public meeting will be held Nov. 18 between 5:30 and 7 p.m. to provide details about the options being evaluated to improve Interstate 10 between Loop 202 (Santan Freeway) and State Route 387 and an opportunity for the public to provide feedback.

With a goal of reducing traffic congestion on I-10 between Loop 202 and State Route 387, the Arizona Department of Transportation, in cooperation with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments, is currently conducting a study to evaluate options for widening I-10 and modifying traffic interchanges and crossroads to improve traffic flow. Comments received during the public comment period will be used to help identify a recommended build alternative for the I-10 corridor and to complete the environmental assessment and design concept report documents.

The public meeting will be conducted both online and by phone. There are three ways to participate in the public meeting on Nov. 18:

- 1) Register to receive a call at the time of the event inviting you to join by visiting vekeo.com/i10wildhorsepass before 4:30 p.m. on Nov. 18.
- 2) Call 833-380-0669 at the time of the event to listen to the meeting.
- 3) Visit the study website at i10wildhorsepasscorridor.com on the day of the meeting a few minutes before 5:30 p.m. and click on the meeting link to listen in, watch the presentation and participate.

Can't attend the meeting? Visit i10wildhorsepasscorridor.com to learn more about the alternatives and provide comments.

Comments may be submitted in any of the following ways during the public comment period through Dec. 4:

- Online: Visit the website at i10wildhorsepasscorridor.com
- Email: i10wildhorsepasscorridor@hdrinc.com
- Phone: Call the bilingual study line at 602-522-7777
- Mail: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc., 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012



I-10 Study: Loop 202 to State Route 387
i10wildhorsepasscorridor.com

Posted to Subscribers of State of Arizona in 2 areas

Like 22 Comments

32 · 101703 Impressions

Post 2: 11/24/20

https://nextdoor.com/post/168852732?init_source=copy_link_share


Impressions: 100,149 Reactions: 33 Comments: 31

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State of Arizona
ADOT Communications Office of Community Relations • 24 Nov



Give thanks ... and your thoughts on I-10 improvements between Phoenix and Casa Grande. This Thanksgiving holiday weekend, around the feasts, the football, the shopping and the decorating, take some time to provide your input on options to improve Interstate 10 between Loop 202 and SR 387.

With a goal of reducing traffic congestion on I-10 between Loop 202 and State Route 387, the Arizona Department of Transportation, in cooperation with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments, is currently conducting a study to evaluate options for widening I-10 and modifying traffic interchanges and crossroads to improve traffic flow. Comments received during the public comment period will be used to help identify a recommended build alternative for the I-10 corridor and to complete the environmental assessment and design concept report documents.

To learn more about the alternatives and provide comments visit i10wildhorsepasscorridor.com

Comments may be submitted in any of the following ways during the public comment period through Dec. 4:

- Online: Visit the website at i10wildhorsepasscorridor.com
- Email: i10wildhorsepasscorridor@hdrinc.com
- Phone: Call the bilingual study line at 602-522-7777
- Mail: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc., 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

If you missed the Nov. 18 virtual public meeting, video recordings of the meeting are available in English and Spanish on the Resources section of the study web page at i10wildhorsepasscorridor.com

I-10 Study: Loop 202 to State Route 387
i10wildhorsepasscorridor.com

Posted to Subscribers of State of Arizona in 3 areas

Like 31 Comments 33 - 100149 Impressions

Post 3: 11/24/20

https://nextdoor.com/post/169590171?init_source=copy_link_share


Impressions: 77,797 Reactions: 44 Comments: 24

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State of Arizona
ADOT Communications Office of Community Relations • 2 Dec



Does I-10 traffic between Phoenix and Casa Grande make you Grinchy? Then pause that holiday movie and take a few minutes to visit www.i10wildhorsepasscorridor.com by Dec. 4 to give your input on options to widen I-10 and modify interchanges and crossroads to reduce traffic congestion between Loop 202 and State Route 387.

The study is being conducted by the Arizona Department of Transportation, in cooperation with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association ... Governments.

Comments received during the public comment period will be used to help identify a recommended build alternative for the I-10 corridor and to complete the environmental assessment and design concept report documents.

To learn more about the alternatives and provide comments visit i10wildhorsepasscorridor.com

Comments may be submitted in any of the following ways during the public comment period through Friday, Dec. 4:

- Online: Visit the website at i10wildhorsepasscorridor.com
- Email: i10wildhorsepasscorridor@hdrinc.com
- Phone: Call the bilingual study line at 602-522-7777
- Mail: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc., 20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

I-10 Study: Loop 202 to State Route 387
i10wildhorsepasscorridor.com

Posted to **Subscribers of State of Arizona** in 3 areas

Like 24 Comments 44 · 77797 Impressions



Please see post on behalf of CPAO:

Public Input Sought for I-10 Wild Horse Pass Corridor: Public Encouraged to attend live, call-in/online public meeting, I-10 Environmental Study, Loop 202 to SR-387



Mail: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc., 20 E. Thomas Road, Suite 200, Phoenix, AZ 85012

IMMEDIATE RELEASE

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

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

Public Input Sought for I-10 Wild Horse Pass Corridor

Public is encouraged to attend live, call-in/online public meeting, I-10 Environmental Study, Loop 202 to SR-387

PHOENIX (October 21, 2020) — With a goal of reducing traffic congestion on I-10 near Wild Horse Pass, the Arizona Department of Transportation, in cooperation with the Gila River Indian Community, the Maricopa Association of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments, invites the public to participate in a live, call-in/online public meeting to learn about the project and to provide feedback on the alternatives being evaluated.

The study will evaluate and assess the benefits and impacts for a range of feasible alternatives, including a no-build alternative. It also will identify mitigations necessary to offset potential impacts. Comments received during the public comment period will be used to help select a preferred alternative for the I-10 corridor and to complete the environmental assessment and design documents.

The public meeting will be conducted both by phone and online. Attendees will be able to submit comments during the live, call-in/online public meeting on November 18, 2020 between 10:00 a.m. and 5:00 p.m. There are three ways to participate in the live event:

1. Register by visiting <www.azdot.com/i10wildhorsepass> before 4:30 p.m. on Wednesday, Nov. 18, 2020 to receive a call at the time of the event inviting you to join.

2. Call 833-380-0669 at the time of the event to listen to the meeting.

3. Visit the study website at www.i10wildhorsepasscorridor.com on the day of the meeting, 10 minutes before 5:30 p.m. and click on the meeting link to listen in, watch the presentation and participate.

For more information, visit www.i10wildhorsepasscorridor.com anytime during the comment period to learn more about the project and provide comments via our interactive online map of the I-10 alternatives and corridor. Study related materials, including exhibits, maps and evaluation criteria results for alternatives and options, will be available on the study webpage by October 23, 2020. In addition, you may submit comments in the following ways during the public comment period between October 23 and December 4, 2020.

Comments may be submitted in following ways during the public comment period between October 23 and December 4, 2020:

Email: i10wildhorsepasscorridor@hdrinc.com

Phone: Call the bilingual study line at 602-522-7777

Online: Visit the website at [i10wildhorsepasscorridor.com](https://www.i10wildhorsepasscorridor.com)

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Environmental review, consultation, and other actions required by applicable federal laws for this project are being or have been carried out by ADOT pursuant to 23 C.A.R. 327 and a Memorandum of Understanding dated 04/16/2019 and executed by FHWA and ADOT.

La revisión ambiental y otras acciones requeridas según las leyes ambientales federales 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 Memorándum de Acuerdo con fecha del 16 de abril de 2019 y ejecutado por FHWA y ADOT.

###



ADOT in cooperation with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration & the Maricopa Association of Governments is conducting an environmental study under the National Environmental Policy Act & engineering study to evaluate improvements to I-10 between Loop 202 (Santan Freeway) and State Route 387.

Your input is important!



I-10 STUDY: Loop 202 to State Route 387

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ADOT invites you to participate in a live, call-in/online public meeting to learn about the I-10 study and to provide feedback on the alternatives being evaluated. Comments received during the **public comment period between October 21 to December 4, 2020** will be considered when identifying a recommended build alternative for the I-10 corridor to be evaluated in the Environmental Assessment and Design Concept Report documents.

Attendees will be able to submit verbal comments by phone or online via the website during the meeting.

UNABLE TO ATTEND THE MEETING?

Learn more and provide comments

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☎ Phone: Call the bilingual study line at 602-522-7777

🌐 Online: Visit the website at i10wildhorsepasscorridor.com

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

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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 USC, 507 and a Memorandum of Understanding dated 04/16/2019 and executed by PHWA and ADOT.

FOR MORE INFORMATION:

602-522-7777 | i10wildhorsepasscorridor@hdinc.com

ADOT TRACS No. 00352 01L and 02L | Federal Aid No. 010-032206

CALL-IN/ONLINE PUBLIC MEETING NOVEMBER 18, 2020 | 5:30-7 P.M.



HOW TO PARTICIPATE IN THE CALL-IN/ONLINE PUBLIC MEETING

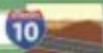
The public meeting will be held November 18, 2020 from 5:30 to 7 p.m. and will be conducted by phone and online. There are three ways to participate in the live event:

- REGISTER TO RECEIVE A CALL** Register by visiting i10wildhorsepasscorridor.com before 4:30 p.m. on Wednesday, November 18, 2020 to receive a call at the time of the event inviting you to join.
- ONLINE** Visit the study website at i10wildhorsepasscorridor.com and click on the meeting link to listen in, watch the presentation and participate. Please log in a few minutes prior to the 5:30 p.m. meeting time.
- CALL-IN** Call 833.380.0669 at the time of the event to listen to the meeting.



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- 📮 Mail: I-10 Wild Horse Pass Corridor Study Team
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FOR MORE INFORMATION:
602-522-7777 | i10wildhorsepasscorridor@hdriinc.com
ADOT TRACT No. 11022 011 and 008 | Federal Aid No. 010-022205

CALL-IN/ONLINE PUBLIC MEETING NOVEMBER 18, 2020 | 5:30-7 P.M.



HOW TO PARTICIPATE IN THE CALL-IN/ONLINE PUBLIC MEETING

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I-10 Update Virtual Meeting – November 18, 2020

Take time to take part in the upcoming virtual meeting to be held on November 18th from 5:30 PM to 7:00PM. Your input is important!

Visit www.i10wildhorsepasscorridor.com for more information.



I-10 STUDY: Loop 202 to State Route 387

YOUR INPUT IS IMPORTANT! We want to hear from you!

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

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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 20 USC 537 and a Memorandum of Understanding dated 04/16/2019 and executed by PHRA and ADOT.

FOR MORE INFORMATION:
602-522-7777 | i10wildhorsepasscorridor@hdrinc.com
ADOT TRACS No. 10232-01, and 02, | Federal Aid No. 010-C32225



HOW TO PARTICIPATE IN THE CALL-IN/ONLINE PUBLIC MEETING

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Gila River Indian Community · [Follow](#)

November 14 · 🌐



I-10 Study Mtg Announcement

I-10 Study Virtual Meeting – November 18, 2020... [See More](#)



Like



Comment



Share



23 · 7 Comments



Gila River Indian Community

@GRIC_Official

...

MAG, in coordination w/ @ArizonaDOT invites community members to attend a virtual public meeting tomorrow, 11/18 to learn more about the I-10 Study: SR Loop 202 to SR 387. Click here to view video: facebook.com/watch/?v=10797...

 **MAG**  @MAGregion · Nov 17

We want to hear from you! MAG, in coordination w/ @ArizonaDOT & the Gila River Indian Community invites you to attend a virtual public meeting tomorrow, 11/18 to learn more about the I-10 Study: SR Loop 202 to SR 387. More info. here: i10wildhorsepasscorridor.com

PUBLIC INFORMATION MEETING

Wednesday

November 18, 2020

5:30 p.m. – 7:00 p.m.

Online/call-in public meeting

4:35 PM · Nov 17, 2020 · Twitter Web App

3 Retweets 4 Likes

Post Details



MAG - Maricopa Association of Governments

Published by Hootsuite · November 10 ·

Save the date! MAG, in coordination with the [Gila River Indian Community](#) and [Arizona Department of Transportation](#) will hold a #virtual public meeting Wednesday, 11/18/2020 at 5:30 p.m. to provide information on the I-10 Study: SR Loop 202 to SR 387. Your input is encouraged. Learn more by visiting this link:
<http://i10wildhorsepasscorridor.com/>



Performance for Your Post

228 People Reached

8 Likes, Comments & Shares

11 Post Clicks

2	5	4
Photo Views	Link Clicks	Other Clicks

NEGATIVE FEEDBACK

0	Hide All Posts	0	Hide Post
0	Report as Spam	0	Unlike Page

8 Likes, Comments & Shares

BRANDED CONTENT DISTRIBUTION

View Breakdown

228	228	0
Total Reach	Organic Reach	Paid Reach

265	265	0
Total Impressions	Organic Impressions	Paid Impressions



MAG - Maricopa Association of Governments



Published by Hootsuite ·
November 17 at 9:02 AM · 🌐

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PUBLIC INFORMATION MEETING

Wednesday

November 18, 2020

5:30 p.m. – 7:00 p.m.

Performance for Your Post

68 People Reached

2 Likes, Comments & Shares

0 Post Clicks

0	0	0
Photo Views	Link Clicks	Other Clicks

NEGATIVE FEEDBACK

0 Hide All Posts	0 Hide Post
0 Report as Spam	0 Unlike Page

2 Likes, Comments & Shares

BRANDED CONTENT DISTRIBUTION

View Breakdown

68	68	0
Total Reach	Organic Reach	Paid Reach

81	81	0
Total Impressions	Organic Impressions	Paid Impressions



Tweet Analytics



MAG @MAGregion

Save the date! MAG, in coordination with the Gila River Indian Community and @ArizonaDOT will hold a #virtual public meeting Wed., 11/18/2020 at 5:30 p.m. to provide info. on the I-10 Study: SR Loop 202 to SR 387. Your input is encouraged. Learn more at: <http://i10wildhorsepasscorridor.com/> pic.twitter.com/kRbGReaZIV

Impressions

421

times people saw this Tweet on Twitter

Total engagements

9

times people interacted with this Tweet

Media engagements

6

number of clicks on your media counted across videos, vines, gifs, and images

Link clicks

2

clicks on a URL or Card in this Tweet

Likes

1

times people liked this Tweet





Tweet Analytics

Search Twitter



MAG @MAGregion

We want to hear from you! MAG, in coordination w/ @ArizonaDOT & the Gila River Indian Community invites you to attend a virtual public meeting tomorrow, 11/18 to learn more about the I-10 Study: SR Loop 202 to SR 387. More info. here: <http://i10wildhorsepasscorridor.com/pic.twitter.com/1xf6d6Rf2>

Impressions

11,213

times people saw this Tweet on Twitter

Total engagements

48

times people interacted with this Tweet

Media engagements

27

number of clicks on your media counted across videos, vines, gifs, and images

Detail expands

8

times people viewed the details about this Tweet

Profile clicks

6

number of clicks on your name, @handle, or profile photo

Link clicks

5

clicks on a URL or Card in this Tweet



Tweet Analytics



MAG @MAGregion

#ThankYou to those who participated in the I-10 Study: SR Loop 202 to SR 387 public meeting. If U weren't able to attend, you can still submit comments & questions through 12/4/2020 by visiting this link: <http://i10wildhorsepasscorridor.com/> @**ArizonaDOT**
@**GRIC_Official** pic.twitter.com/3LZaF20Ik1

Impressions

369

times people saw this Tweet on Twitter

Total engagements

20

times people interacted with this Tweet

Detail expands

8

times people viewed the details about this Tweet

Media engagements

7

number of clicks on your media counted across videos, vines, gifs, and images

Likes

3

times people liked this Tweet

Link clicks

2

clicks on a URL or Card in this Tweet

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 live
CALL-IN/ONLINE PUBLIC MEETING
November 18, 2020 | 5:30 to 7 p.m.

i10wildhorsepasscorridor.com

Save the Date!

November 18, 2020 | 5:30 to 7 p.m.

HOW TO PARTICIPATE

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3 CALL-IN

Call 833.380.0669 at the time of the event to listen to the meeting and provide comments.

Verbal comments may be submitted by phone or online via the website during the meeting.

Don't Have Internet Access?

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I-10 STATE ROUTE LOOP 202 (SANTAN FREEWAY) TO STATE ROUTE 387

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WE WANT TO HEAR FROM YOU!

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In addition, you may submit comments in one of the following ways during the **public comment period between October 21 and December 4, 2020.**



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



Appendix B: Public Meeting Materials

Public meeting presentation and script (English & Spanish)




Frequently asked questions (English & Spanish)

Detailed alternatives and options exhibits

Alternatives/Options Evaluation Criteria Descriptions (English)

Summary evaluation tables for the alternatives and
options (English)

Additional information that was found on the project website,
but not reproduced for Appendix B



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

Environmental Assessment and
Design Concept Report

Virtual Public Information Meeting

November 18, 2020

1

i10wildhorsepasscorridor.com

ARIZONA DEPARTMENT OF TRANSPORTATION

Good evening and welcome to the Public Information Meeting for the Interstate 10 Study between Loop 202 (Santan) and State Route 387.

También me gustaría señalar que esta presentación se está llevando a cabo en español. Para las personas que estén interesadas en escuchar la presentación en español; por favor llame al número 833.380.0669.



Opening Remarks

2



Director John S. Halikowski





Governor Stephen Roe Lewis



I10wildhorsepasscorridor.com

ARIZONA DEPARTMENT OF TRANSPORTATION

Before we begin, John Halikowski, the Director of the Arizona Department of Transportation, and Governor Stephen Roe Lewis of the Gila River Indian Community, would like to share some opening remarks.

DIRECTOR HALIKOWSKI:

Good evening. My name is John Halikowski and I am the Director of the Arizona Department of Transportation. On behalf of ADOT and our project partners, I would like to thank you for participating in tonight's public information meeting for the 26-mile segment of I-10 from Loop 202 to SR 387. This is an important planned freeway project that would significantly contribute to Arizona's thriving economy, serving nearly 100,000 vehicles that travel along this stretch of I-10 every day to reach local, regional, national and international destinations - and is only expected to grow from there. To stay competitive, improvements like widening I-10 are needed. Widening I-10 would not only reduce congestion, it would also improve safety and upgrade the age and condition of the roads and bridges in the corridor, making it more reliable and easier to maintain for decades to come.

Your input into the public process is a very valuable step in the development of projects like this, so we encourage you to submit your thoughts, concerns, and preferences for the options and alternatives being shared tonight. Rest assured that your feedback will be considered when selecting an alternative to move forward with.

I would now like to introduce Governor Lewis representing the Gila River Indian Community. Governor Lewis and his staff have been invaluable partners over the last two years to get this project study to this point, so I would like to thank him and his team for their participation in this project.

Governor Lewis?

GOVERNOR LEWIS:

Good Evening. Welcome to the Alternatives Evaluation Virtual Public Meeting for the I-10 Highway Project. I look forward to holding meetings like this in person soon – when it is safe to do so – but until then, we will continue to use virtual meetings to keep Community members informed of important topics, like the I-10 Project. I'd like to first thank June Shorthair, our Communications and Public Affairs Director, and her staff, for their hard work on tonight's virtual meeting.

Tonight, you will hear about the Arizona Department of Transportation's proposal to widen and improve the portion of the I-10 highway that is located on our lands, starting from the Loop 202 and running to SR-387 near Casa Grande. This project will benefit the Community and our members in a number of ways; it will reduce traffic on I-10, fix and replace interchanges and crossings to make them safer, and provide better access to the Community's businesses and attractions, like those at Wild Horse Pass, that generate revenue to support our Government and members.

I want to assure you that our Community Council Members and Departments and Agencies are working very closely with the ADOT I-10 Study Team so that the Project considers and protects the Community's lands, environment, cultural resources and other interests. I'd like to thank David White, who has been coordinating with ADOT and the Community's representatives to make sure that the Community's voice is heard as the Project study moves forward.

Tonight, you will learn about the different alternatives and options that ADOT is looking at for the I-10 Project. I urge you to provide your comments and input so that ADOT understands the issues and concerns that are the most important for our people, because the I-10 is on our lands, so we must be heard. You will learn how to provide comments during tonight's meeting.

Finally, I would like to thank ADOT and the Maricopa Association of Governments for their hard work in putting together tonight's meeting, keeping us informed about the Project, giving Community members the ability to provide input and comments, and recognizing that it is vital that the Community's voice and concerns are heard, considered and addressed.

Thank you again for attending tonight's virtual meeting; I know that it will be informative.



ADOT's Nondiscrimination Notice to the Public

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint contact ADOT Civil Rights Office at: **602.712.8946** or **civilrightsoffice@azdot.gov**.

Thank you Director Halikowski and Governor Lewis for your remarks.

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National Environmental Policy Act Disclosure

ADOT has assumed FHWA responsibility for carrying out National Environmental Policy Act environmental reviews and approvals pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 4/16/2019 and executed by FHWA and ADOT.

ADOT has assumed the Federal Highway Administration's responsibility for carrying out the National Environmental Policy Act environmental reviews and approvals pursuant to 23 U.S.C. 327, and a Memorandum of Understanding dated April 16, 2019 and executed between the Federal Highway Administration and ADOT.

Agenda

- Purpose of this meeting
- Study update
- Alternatives and options overview
- Study resources
- Next steps in the study
- How and when to provide input on the alternatives
- How to ask a question tonight

Carlos Lopez
Project Manager



Good evening everyone and thank you for attending the Interstate 10, Loop 202 to State Route 387 public information meeting. My name is Carlos Lopez, and I am the study project manager with the Arizona Department of Transportation. We would like to welcome you to this virtual public meeting and thank you for spending part of your evening learning about the Interstate 10 Corridor study. We would also like to thank the Gila River Indian Community for the partnership, collaboration, and guidance throughout this study process.

Our agenda tonight will start with reviewing the purpose of this public meeting and will review the study progress since the last time we held public meetings in September of 2019. After that, we will provide an overview of the Interstate 10 alternatives and crossroad options that have been developed for this 26-mile corridor for your review and comment. This will be accompanied with the evaluation results for each of the alternatives measured against engineering, environmental, cost, and right-of-way criteria.

We will then discuss the study resources available for you to open or download from the study website, or to request via mail. Following a review of the study's next steps, we will present the various methods you can use to provide the study team with your comments, feedback, or preferences during the public comment period that began on October 21st and will end on December 4, 2020.

We will conclude the presentation with instructions on how to ask questions and receive answers during this live virtual meeting event.

Please note the study website address of i10wildhorsepasscorridor.com is in the lower left of this presentation's slides. Again, that is i10wildhorsepasscorridor.com

Thank you again for your participation. Let's get started!

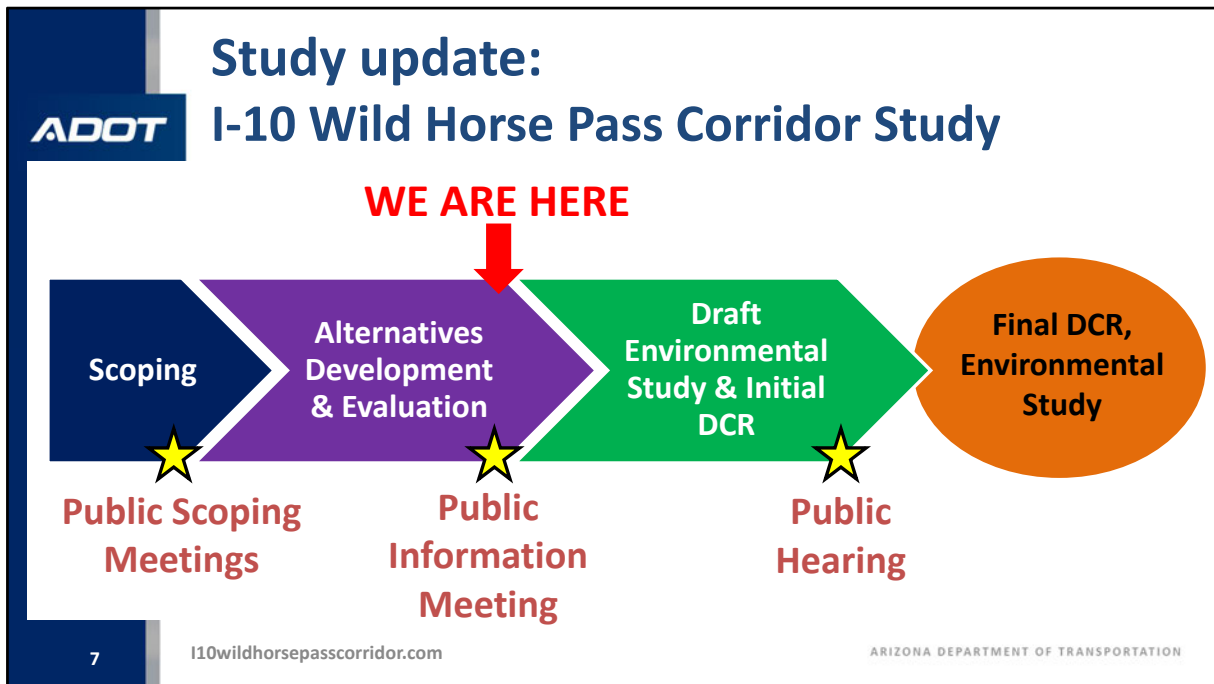
Purpose of this meeting

- Overview of the I-10 corridor alternatives and crossroad options developed and evaluated over the last year.
- Instructions for how the public can provide input/preferences of the alternatives/options.



In September 2019, this study held a series of public scoping meetings, with the objective of learning as much as we could about the corridor's transportation needs, issues, and opportunities. That information was compiled and used to develop corridor alternatives and options that propose to improve the existing Interstate 10 mainline and the existing interchanges and bridges over Interstate 10.

The purpose of tonight's meeting is to share where you can find information about the Interstate 10 alternatives and crossroad options, as well as the evaluation that was performed on each. We will also provide the instructions on how to submit comments on the alternatives and options and the evaluation to the study team, and to provide any preferences you may have on these alternatives.



This diagram illustrates the process that this study team is following. Currently we are about halfway through the study as you can see by the red arrow near the end of the alternative’s development and evaluation phase. This public meeting is focused on the menu of alternatives and options, and we are seeking your input to help us narrow down and identify the recommended improvements.

The study team will merge input collected from the public with feedback received from agency stakeholders and with the technical evaluation data to develop a recommended build alternative, which would proceed to the next phase in the draft environmental study and initial design concept report. The next phase of public involvement will be a public hearing sometime around the end of 2021 or early 2022 and will focus on the recommendation from this study.

After the public hearing, the study will conclude with the final design concept report and environmental study.



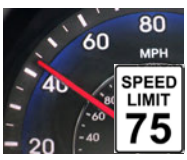



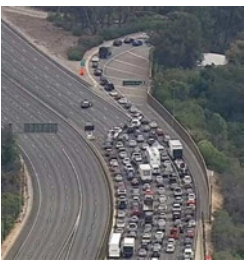

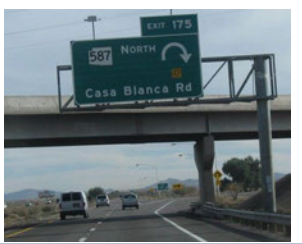
Study update: Bridges over the Gila River



We also want to update you on the ongoing Interstate 10 bridge study that is separate from the overall 26-mile Interstate 10 corridor study, but it is a related study in coordination with the Gila River Indian Community. The Interstate 10 bridge study is focused on the bridges over the Gila River located in the middle of the corridor study area. The Interstate 10 bridge study is looking to improve the existing bridges and is currently going through the early environmental and engineering phase to identify a proposed improvement plan. Over the next year the Interstate 10 bridge study team anticipates identifying a recommended plan for the bridge to move forward into design and be ready for construction when funding becomes available. Please visit the i10bridgeproject.com website, noted in the lower part of this slide, if you would like more information or wish to provide comments on that specific project. Again, that study website is i10bridgeproject.com.

ADOT

Purpose and need

<p style="text-align: center; font-weight: bold;">Growth and Congestion</p>     <p style="font-size: 0.8em; text-align: center;">i10wildhorsepasscorridor.com</p>	<p style="text-align: center; font-weight: bold;">Safety and Incidents</p>   	<p style="text-align: center; font-weight: bold;">Design Standards and Age/Conditions Issues</p>   <p style="font-size: 0.8em; text-align: center;">ARIZONA DEPARTMENT OF TRANSPORTATION</p>
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Bringing it back to the overall Interstate 10 corridor study between Loop 202 and State Route 387 within the Gila River Indian Community; one of the first steps of this environmental study is to establish the study purpose and need. The purpose and need establishes the reason for developing the proposed alternatives and improvements for the Interstate 10 corridor. Based on outreach with the Gila River Indian Community, agency partners along the corridor; and the public, which included the four community public scoping meetings hosted in 2019, the study team was able to establish the study purpose and need.

We identified three major issues based on the feedback received and what the study seeks to address in the purpose and need.

The first problem is related to growth and congestion. Rapid population and employment growth, and the corresponding traffic congestion that would result, negatively impacts travel time and emergency response times. The purpose of this study is to increase the capacity of Interstate 10 to meet the projected travel demand and decrease congestion.

The second problem is related to improving the safety of the Interstate 10 corridor to reduce the higher than average crash rate and severity. Related factors, such as traffic incidents, construction restrictions, weather events, and other emergencies, occasionally

force Interstate 10 traffic to divert onto roadways crossing through the Gila River Indian Community.

The purpose of this study is to improve Interstate 10 to reduce the number and frequency of incidents that detour traffic off Interstate 10, as well as improving the interchanges and crossroads along the Interstate 10 corridor to meet the travel demand and accommodate those events.

The third issue is related to features that fall short of current design standards or have degraded because of use or age. The purpose of this study is to upgrade the infrastructure to current standards where practical, and to retrofit or replace elements that have age or condition issues.

The evaluation of the alternatives that will be presented provides scores for each alternative based, in part, on the alternative's ability to satisfy these elements of the purpose and need. Keep the purpose and need in mind as you review the Interstate 10 alternatives and options and provide your comments.

No-build alternative and options

- 2040 baseline condition
- Definition of corridor if no capacity expansion occurs
- Includes ongoing maintenance activities



I've been talking about the proposed corridor alternatives and options, but another alternative that is also part of this study is the no-build, or do-nothing, alternative. The no-build serves as a baseline alternative for this study. It does not include any improvements to Interstate 10 and crossroads and would keep the existing two lanes in each direction, interchanges and bridges as is, except for routine ongoing maintenance.

The no-build alternative will be compared with the recommended build alternative that will be identified as part of this study.

Alternatives and options overview

Locations	No-Build	Build Alternatives (2) / Options (29)					
I-10 Mainline	ML1	ML2	ML3				
Wild Horse Pass Blvd.*	WH1	WH2	WH3				
Queen Creek Rd. / SR-347 *	QC1	QC2	QC3				
Riggs Rd. *	RR1	RR2	RR3	RR4	RR5		
Goodyear Rd.	GY1	GY2	GY3				
Nelson Rd.	NR1	NR2	NR3				
SR-587/Casa Blanca Rd. *	CB1	CB2	CB3	CB4	CB5	CB6	CB7
Gasline Rd.	GL1	GL2	GL3				
Seed Farm Rd. / Interchange	SF1	SF2	SF3	SF4	SF5		
Dirk Lay Rd.	DL1	DL2	DL3				
SR-387/SR-187/Pinal Ave.*	PA1	PA2	PA3	PA4			

Let's discuss the overall menu of alternatives and options that have been developed to satisfy the study's purpose and need. The table on this slide captures, at a glance, everything being considered as part of this study.

Let's start with the no-build alternatives. As you will note in the table, all alternatives' designations that end with a number "1" indicate the no-build alternative or do-nothing option for that location. Let's review the mainline as an example.

The top row represents the Interstate 10 mainline alternatives designated as ML1, ML2, and ML3. ML1 is the no-build alternative for Interstate 10, while ML2 and ML3 represent the two build alternatives being considered. ML2 is the build alternative that widens Interstate 10 to the median, whereas ML3 is the build alternative that widens Interstate 10 to the outside, or to the right, of the existing lanes.

Similarly, each of the ten crossroads that cross over Interstate 10 are listed in the table. Taking the Riggs Road interchange as an example, five options exist for this location, with RR1 being the no-build and RR2 through RR5 being the four build options being considered.

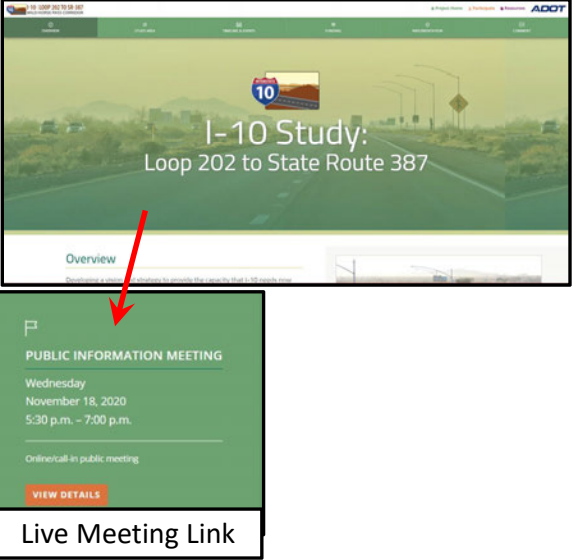
As an analogy, the organization of the study's alternatives and options is a lot like a restaurant menu where the Interstate 10 mainline alternatives represent the choices for

the entrée, and each crossroad option is a potential side dish. Ultimately, as we look to narrow down to a recommended build alternative, it will be a combination of one of the mainline alternatives combined with one of the options from each of the crossroads.

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Study resources

www.i10wildhorsepasscorridor.com



The image shows a screenshot of the website www.i10wildhorsepasscorridor.com. The main heading is "I-10 Study: Loop 202 to State Route 387". Below this, there is a section titled "PUBLIC INFORMATION MEETING" for Wednesday, November 18, 2020, from 5:30 p.m. to 7:00 p.m. A red arrow points from the "Overview" link on the website to the meeting announcement. Below the announcement is a button labeled "VIEW DETAILS" and a box labeled "Live Meeting Link".

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There is a significant amount of information available for your review and comment. To make this as simple as possible, the study team has organized the information in to three levels with each level providing more detailed analysis. We will guide you through the three levels of information to help you determine what level of detail you would like to review and comment.

Let's start with the study website i10wildhorsepasscorridor.com. Many of you tonight may have started at this website to access this live meeting. This website contains many useful links we want to highlight for you.

ADOT

Study resources

www.i10wildhorsepasscorridor.com

The image shows a composite of three screenshots from the I-10 Study website. The top screenshot is the main landing page with the title 'I-10 Study: Loop 202 to State Route 387' and a 'Leave a Comment' link in the top right corner. A red arrow points from this link to a second screenshot on the right, which is a detailed view of the 'Leave a Comment' form. A third screenshot at the bottom left shows a 'PUBLIC INFORMATION MEETING' announcement for Wednesday, November 18, 2020, from 5:30 p.m. to 7:00 p.m., with a 'VIEW DETAILS' button. A red arrow points from this button to a box labeled 'Live Meeting Link'.

Overview

PUBLIC INFORMATION MEETING
Wednesday
November 18, 2020
5:30 p.m. - 7:00 p.m.
Online/in-person public meeting
[VIEW DETAILS](#)

Live Meeting Link

Comments and Questions

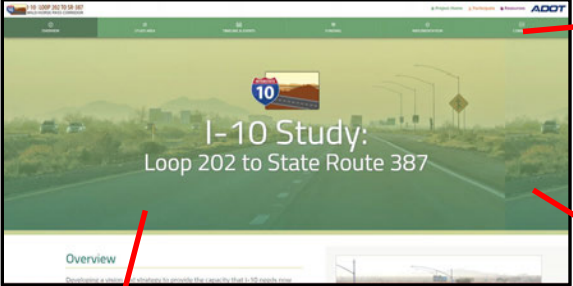
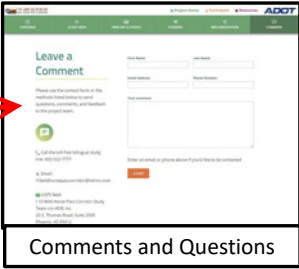
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First, if you want to make a general comment on the study or have a question, use the “Comment” link found on the upper right of the study website.


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Study resources


www.i10wildhorsepasscorridor.com

Comments and Questions



Live Meeting Link

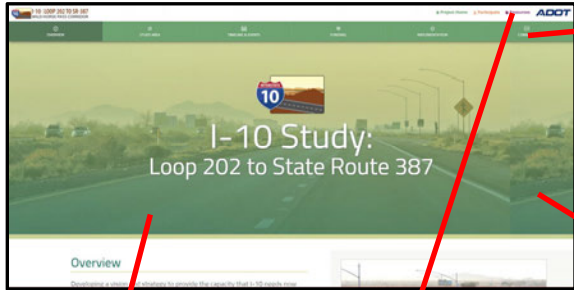


Interactive Map Commenting Tool

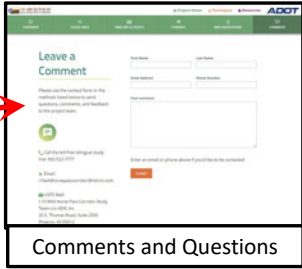
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Second, if you want a general overview of the alternatives and options and their evaluation scores, we invite you to use the Interactive Map Commenting Tool, which can be accessed from the study website. This custom-built tool is designed for people to review all the alternatives and options and their evaluation scores in one interactive location, and then be able to comment on each location separately.


Study resources
www.i10wildhorsepasscorridor.com



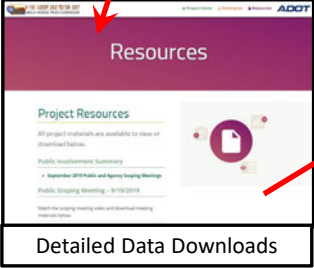
Comments and Questions



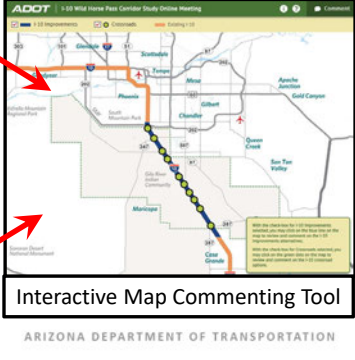
Live Meeting Link



Detailed Data Downloads



Interactive Map Commenting Tool




ADOT

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Lastly, the “Resources” link in the top banner of the study website contains numerous files for you to open or download and review, which is especially useful if you seek more detail than the Interactive Map Commenting Tool provides. Please note the Interactive Map Commenting Tool can also be accessed from the “Resources” webpage.

Level 1:
Basic Overview

Interactive Map Commenting Tool



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Let's take a closer look at the Interactive Map Commenting Tool. We call this the Level 1 review tool because only the basic level of information is shared within this easy-to-use tool. This should be the starting point of your review and we encourage everybody to use this commenting tool to provide your comments. With that being said, any method you choose to submit your comments will be accepted.

This shows the home slide interactive map that allows you to navigate the Interactive Map Commenting Tool. The graphics and information provided in the Level 1 review tool are simpler than the Level 2 and Level 3 review materials which will be discussed in the upcoming slides.

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**Level 1:
Basic Overview**

**Interactive Map
Commenting Tool**

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Using the map found on the home slide, clicking the blue line for the Interstate 10 alternatives or any of the green dots for the crossroad options will immediately direct you to that location's information where you can view what the proposed alternative and options look like and how they rate according to the technical evaluation.

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Level 1: Basic Overview

Interactive Map Commenting Tool

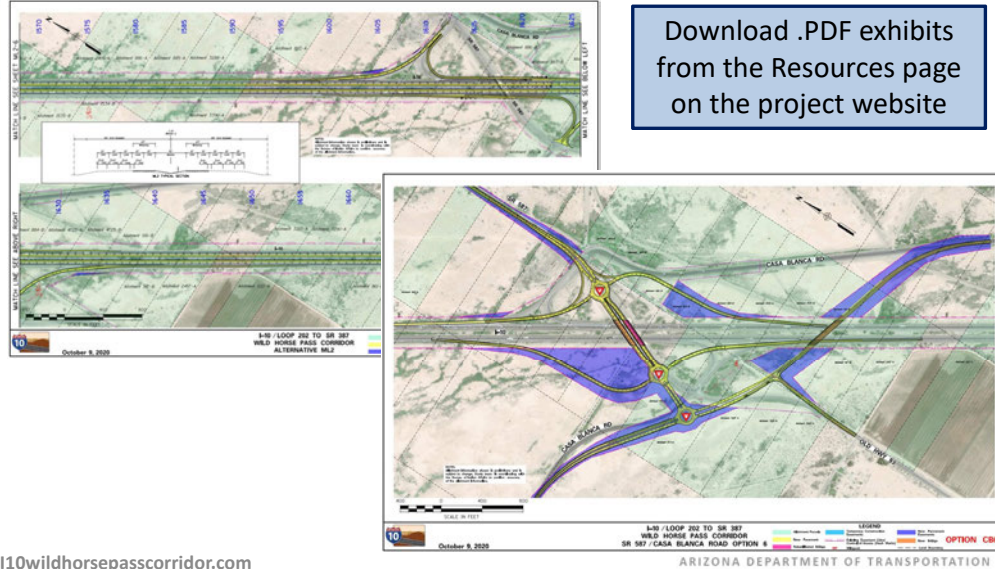
18

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The comment box in the upper right of the screen will open a separate pop-up box for you to make your comments and submit your preferences for each location. An “Additional Information” button and a “Help” button are also provided for your use.

Detailed alternatives and options exhibits



For those of you seeking more detail than the Level 1 Interactive Map Commenting Tool provides, we would direct you to the “Resources” page on the study website to review the Level 2 data available to open or download. The Level 2 data includes three .PDF files depicting plan-style exhibits for Interstate 10’s alternatives ML2 and ML3, and the crossroad options. This slide shows a couple of examples of these plan exhibits. If you are interested in seeing what the proposed alternatives look like in more detail and the potential areas where additional right-of-way and easements would be needed for each of the alternatives and options, these exhibits will display that information in the purple shaded areas.

Engineering/Cost/Right of Way evaluation

Download .PDF evaluation from the Resources page on the project website

Level 2:
Detailed Overview

I-10: SR 202L to SR 387

Alternatives and Options Evaluation Matrix Summary - Engineering, Cost, and Right of Way

= Most desirable or least impacts
 = Average desirability or average impacts
 = Least desirable or most impacts

ALTERNATIVES and OPTIONS	ENGINEERING IMPACTS						COST			RIGHT OF WAY (TRIBAL LAND)			RIGHT OF WAY (ALLOTMENT LAND)			RIGHT OF WAY (NON-TRIBAL LAND)						
	Roadway Design Factors	Drainage Considerations	Traffic Operations in 2040	Safety	Constructability / Maintenance of Traffic	Utility Considerations	Maintenance / Maintainability	Design and Construction Cost	Right of Way / Easement Cost	Utility Cost	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent ROW	Temporary Easements	Residential Relocations	Business / Billboard Relocations
I-10 Mainline Widening Alternatives (1 added lane each direction + HDV lanes from SR 202L to Riggs Road)																						
ML1 No Build	●	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
ML2 Median Widening + Ramp Upgrades	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
ML3 Outside Widening + Ramp Upgrades	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

Corresponding to the Level 2 plan exhibits, the evaluation tables for the alternatives and options can also be viewed or downloaded from the “Resources” page on the study website. This exhibit shows the engineering, cost, and right-of-way scoring for each of the three mainline alternatives. For reference, the open circles represent a rating for each criterion that is most desirable or has the least impact. The filled circle represents a rating for each criterion that is least desirable or has the most impact. The half-filled circles represent something in between, such as average desirability or average impacts.

These tables are for your review to compare the alternatives and options against the evaluation criteria in one location and will help inform you as you prepare your comments on the alternatives.

Environmental evaluation

Download .PDF evaluation from the Resources page on the project website

Level 2: Detailed Overview

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I-10: SR 202L to SR 387

Alternatives and Options Evaluation Matrix Summary - Environmental

= Most desirable or least impacts
 = Average desirability or average impacts
 = Least desirable or most impacts

ALTERNATIVES and OPTIONS		ENVIRONMENTAL IMPACTS														
		Floodplain	Jurisdictional Waters of the U.S.	Water Resources	Noise	Air Quality	Visual	Hazardous Materials	Land Use (Existing and Future)	Local Businesses (including billboards)	Local communities (environmental justice, residential impacts)	Biological Resources	Prime and Unique Farmlands (soil not just active farming)	Archaeological Resources	Traditional Cultural Properties (TCPs)	Section 4(f) and Section 6(f)
I-10 Main Line Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)																
ML1	No Build	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ML2	Median Widening + Ramp Upgrades	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ML3	Outside Widening + Ramp Upgrades	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

I10wildhorsepasscorridor.com ARIZONA DEPARTMENT OF TRANSPORTATION

There is also a corresponding Level 2 evaluation table for the environmental criteria including topics such as water resources, air quality, and cultural properties. This slide shows the three mainline alternatives, but please note that all of these criteria have been scored for every crossroad option as well, so the file you open or download from the “Resources” page will contain all of that information.

Level 3:
Technical Overview

Technical layouts

Download Google Earth
.KMZ files from the
Resources page on the
project website

The “Resources” link on the study website also includes Level 3 technical data, which provides the most detailed information available. For detailed design information, a Google Earth .KMZ file is available for downloading and viewing. Please note that you will have to download Google Earth, for free, from Google’s website or from your app store onto your computer or device to review this information. The exhibits on this slide give you an idea of what this data will look like. Using the Google Earth menu bar on the left of the screen, you will have the ability to turn on and off many layers of data, alternatives, and options, while also being able to zoom and pan around the entire study area.

Engineering technical analysis

Download .PDF technical evaluation from the Resources page on the project website

I-10: SR 202L to SR 387
Alternatives and Options Evaluation Matrix - Engineering

ALTERNATIVES and OPTIONS		ENGINEERING IMPACTS						
		Proposed Design Features	Design Considerations	PHS, Operations or DMS	Impacts	Accessibility / Interoperability / Feasibility	Utility Considerations	Construction / Maintenance / Sustainability
1-10 Mainline Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)								
M1	No Build	No changes to existing geometry. Existing pavement design features will be maintained, whether or not they meet current design standards.	Segment maintenance, no change to existing conditions.	PHS travel time approximately 40 minutes through project limits. PHS travel time approximately 30 minutes through project limits. 305,137 on all segments.	No improvements over existing conditions.	No impacts.	No impacts.	Positive maintenance functions will continue as it does today, but will increasingly become greater as the corridor ages without improvements.
M2	Shoulder Widening + Ramp Upgrades	Mainline: Detachable design standards with all mainline widening to three lanes. 10-18 inch wide shoulders, 12' additional inside lane. 1.5% constant cross slope throughout. Existing horizontal and vertical curves have to be modified to a constant section for each direction to avoid undesirable vertical clearance impacts under certain bridge that remain, most notably Riggs Road, Chandler Road, Phoenix Road, Casa Blanca Road, Lone Pine Road, and SR 387/388/389/400 Ave. HOV lane extended south to Riggs Road. Parallel entrance/exit, upper connected, increased shoulder lengths, all entrance ramps, replaced to mirrored configurations. Casa Blanca front slope shall not slope additional through bridge and span to create a long deceleration lane.	Median catch basins will need to be added, relocated and/or adjusted south of Riggs Road. Crossing of mainline at bridges will require additional drainage infrastructure. A few lane shoulders will be extended through the median where they are not currently connected. Flow patterns on the outside will be modified where wrong geometry is present.	PHS travel time approximately 30 minutes through project limits. PHS travel time approximately 21 minutes through project limits. 305.0 in better south of Riggs Road, but 125' north of Riggs Road.	Median widening will require median barrier. CDF 0.5 from CFS. New General Purpose Lane - CDF 0.9 from CFS. Ramp modifications - CDF 0.3 from CFS. Shoulder widening - CDF 0.64 from CFS.	Ability of mainline work can be accomplished with only a single lane closure, with occasional single lane closures. Short term (2 weeks) of ramp closures likely necessary to complete ramp grade modifications.	Minimal to no utility impacts associated with the I-10 median widening.	New pavement from widening, pavement preservation of existing pavement and area concrete median barrier to the north and south reduce user time performance. Median utility barrier for 30 miles will increase maintenance.
M3	Shoulder Widening + Ramp Upgrades	Mainline: Detachable design standards with all general purpose mainline widening to three lanes. 12-18 inch wide shoulders, 12' additional inside lane. 1.5% cross slope throughout. Existing horizontal and vertical curves have to be modified to a constant section for each direction to avoid undesirable vertical clearance impacts under certain bridge that remain, most notably Riggs Road. HOV lane extended south to Riggs Road with widening to the median. Parallel entrance/exit, upper connected, increased shoulder lengths, all entrance ramps, replaced to mirrored configurations. Casa Blanca front slope shall not slope additional through bridge and span to create a long deceleration lane.	Median catch basins will need to be added, relocated and/or adjusted south of Riggs Road. Crossing of mainline at bridges will require additional drainage infrastructure. All lane shoulders will be extended through the median where they are not currently connected. All flow patterns will be modified to the new clear zone to the outside.	PHS travel time approximately 30 minutes through project limits. PHS travel time approximately 21 minutes through project limits. 305.0 in better south of Riggs Road, but 125' north of Riggs Road.	New General Purpose Lane - CDF 0.9 from CFS. Ramp modifications - CDF 0.3 from CFS. Shoulder widening - CDF 0.64 from CFS. No barrier from median barrier south of Riggs Road, but north of Riggs Road - CDF 0.63 from CFS.	Ability of mainline work can be with 2 parallel shoulder closures and some single lane closures. Shoulder closures, with occasional single lane closures. Ramp closures necessary to complete ramp grade.	Minimal to no utility impacts associated with the I-10 median widening.	New pavement from widening and pavement preservation reduce maintenance. No miles of median utility barrier in Maricopa County will increase maintenance.

The Level 3 technical evaluation tables can also be viewed or downloaded, as can be seen in this slide for the engineering criteria. This technical data write-up is the source of information that was used to generate the Level 2 scoring circles.

Cost and Right of Way technical analysis

Download .PDF technical evaluation from the Resources page on the project website

I-10: SR 202L to SR 387

Alternatives and Options Evaluation Matrix - Cost (\$Millions) and Right of Way

ALTERNATIVES and OPTIONS	COST (Excluding right of way and easements)		RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)			
	Design and Construction Cost (\$Millions)	Utility Cost (\$Millions)	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations	New Permanent ROW (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations
I-10 Mainline Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)														
ML1 No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ML2 Median Widening + Ramp Upgrades	\$ 5307	\$ -	0.2	0.0	0.0	0.0	0.93	4 parcels would require other takes at the Queen Creek/SR 387 and Riggs Road Th.	0.0	0.0	0.0	0.0	0.0	0.0
ML3 Outside Widening + Ramp Upgrades	\$ 5338	\$ -	43.3	0.0	0.0	9.0	42.92	190 parcels would be required to provide new ROW for additional ADOT easement.	0.0	0.0	6.0	0.0	0.0	0.0
Wild Horse Pass / Sundust Road Interchange Options														
WH1 No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
WH2 Diverging Diamond Interchange (DDI) with bike & peed accommodations	\$ 21.0	\$ -	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
WH3 Displaced Left Turn (DLT) interchange with bike & peed accommodations	\$ 13.7	\$ -	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

The Level 3 technical evaluation tables can also be viewed or downloaded for the cost and right-of-way criteria.

Level 3:
Technical Overview

Environmental technical analysis

Download .PDF technical evaluation from the Resources page on the project website

Level 3:
Technical Overview

110wildhorsepasscorridor.com
ARIZONA DEPARTMENT OF TRANSPORTATION

And finally, the Level 3 technical evaluation tables can also be viewed or downloaded for the environmental criteria.

ADOT

Level 1, 2, and 3 Summary

www.i10wildhorsepasscorridor.com/resources.html

Level 1 (Simple)
Website

Level 2 (Detailed)
PDF

Level 3 (Technical)
Google Earth KMZ

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To summarize, Level 1 includes the simple website-based Interactive Map Commenting Tool which should be your starting point. Level 2 includes the .PDF plan-style exhibits and evaluation tables for each alternative and option. Level 3 includes the Google Earth .KMZ file with the detailed design information, and a detailed technical write-up .PDFs of the evaluation criteria. All of this can be found on the “Resources” page of the study website.

Do not hesitate to contact the study team for any question or clarifications on the information.

Next steps in the study

- Public Meeting Summary Report to document all public feedback received
- Selection of a Recommended Build Alternative (RBA)
- Draft Environmental and Engineering Reports comparing the RBA and No-Build alternatives
- Public Hearing to present results, anticipated in late 2021/early 2022

Looking forward, the study team will be gathering all comments provided during the comment period which concludes on December 4, 2020.

The public feedback will be compiled and summarized into a Public Meeting Summary Report, which will be shared on the study website when completed.

This information, combined with the stakeholder input, and the engineering, environmental, cost, and right-of-way evaluations, will be used to identify a Recommended Build Alternative, or RBA. The Recommended Build Alternative and the no-build alternative will both then be fully detailed and evaluated in the environmental assessment, and the engineering report. Once completed, the draft environmental assessment and engineering report will be made available for public review one last time culminating in a Public Hearing, which we expect to occur in late 2021 or early 2022. Following that, either the recommended build alternative or the no-build will be selected as the preferred alternative, and the documents finalized.

We look forward to your feedback as part of this public comment period. Likewise, the study team would like to thank the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration, and the Maricopa Association of Governments for their partnership on this study.

Now, I will turn this presentation over to Haley, with the study team, to discuss the opportunities to comment.

How to provide input on the alternatives

- Interactive Map Commenting Tool: **Found at study website***
- Website Comments: **i10wildhorsepasscorridor.com**
- Call the English/Spanish bilingual study line: **602.522.7777**
- Email: **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

***Preferred method to provide comments, however, all comments received are considered equal regardless of method used.**

i10wildhorsepasscorridor.com

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Thank you, Carlos. Here are the ways in which you can provide your input, comments, and preferences related to the alternatives and options that you will be reviewing.

First, the Interactive Map Commenting Tool has been designed specifically for this study and this public comment period to make your review and commenting as easy as possible, so we would encourage you to utilize this tool for your comments.

Second, you can visit the study website at i10wildhorsepasscorridor.com and use the “Comment” form included on the website for any general or specific comments.

Third, you can call the English and Spanish bilingual study line at 602.522.7777 and leave a message.

Fourth, you can email your comments to the study team at i10wildhorsepasscorridor@hdrinc.com

And lastly, you can mail your comments to the study team via the U.S. Postal Service to the following address:

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

Please note that all comments received, regardless of the method you use, are considered equal. There is no need to submit the same comments to us via multiple methods.

When to provide input on the alternatives

- Public Comment Period is between October 21 and December 4, 2020.
- Comments received by December 4, 2020 will be included in the study record.

The official public comment period started on October 21 and will end on December 4, 2020. All comments received by December 4, 2020 will be included in the official study record.

How to ask a question during the Live November 18, 2020 public meeting

- To make a verbal statement over the phone, press *3 to be placed in the queue
- To submit a comment online, use the question box under the online streaming player as shown below.

There is a question box on the streaming player as shown below once the event is launched. Participants are also able to answer any poll questions that are asked on the call as well.

Questions submitted online will show up in the Online Question and Answer Queue on the interface right below the standard Q&A queue. These participants are not able to be taken live, however their questions may be read live on the call by the host or moderator.

Online Question and Answer Queue (0 online web questions)

Name	Question
------	----------

If you would like to ask a question or make a comment during the live public meeting on November 18, this slide will guide you through what you need to do.

We will be taking as many comments from the public as we possibly can until the public meeting concludes at 7:00 p.m. If you have called in and would like to make a comment, press star three (*3) on your phone keypad at any time and you will be placed in line to speak with a member of our staff. All commenters who are in the queue to speak by 7:00 p.m. will be given the opportunity to provide their comments verbally to our panel members. Our screeners will take down your name, and the next time you hear your name, you will be live on the call and you will be able to make your comment or ask your question. Please note there may be a slight delay during the screening process. Please be patient. We will get to you as soon as possible. To allow as many to be heard as possible and provide equal opportunity, each speaker will be allotted a maximum of three minutes. An individual or group representative who speaks may also submit more detailed, written comments for the meeting record through any of the comment methods described in the presentation. Again, all comments, regardless of how submitted, are considered equal.

You may also submit a comment or question through the question box on the streaming player online. Questions and comments submitted online will show up in the online question and answer queue on the interface with our panelists and will be read aloud by

our meeting host. Participants who are only joining online are not able to be taken live (if you would like to be taken live on the call, please call into the meeting at 833.380.0669), however as previously stated, your questions or comments will be read out loud by our meeting host.



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

THANK YOU
FOR YOUR TIME AND INPUT

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i10wildhorsepasscorridor.com

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On behalf of ADOT and all the study partners on this study, I would like to thank each of you for attending tonight's virtual public meeting to learn about the alternatives and options being considered for the Interstate 10 corridor. We look forward to reviewing and considering all the feedback we receive from you during this public comment period that ends on December 4. Your feedback is vital and necessary to ensure that the selection process recommends the best overall solution for the long-term vitality of this Interstate 10 corridor.

I would like to turn this presentation over to the meeting moderator to start the question and answer phase of this meeting.

David?

<<revert back to slide 30 during Q&A period>>

ADOT



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

Environmental Assessment and
Design Concept Report

Virtual Public Information Meeting

November 18, 2020

1

i10wildhorsepasscorridor.com

ARIZONA DEPARTMENT OF TRANSPORTATION

Buenas noches y bienvenidos a la reunión pública informativa para el Estudio de la Interestatal 10 (I-10 para sus siglas en ingles) entre la autopista Loop 202 (Santan) y la Ruta Estatal 387 (SR 387 para sus siglas en ingles).

The slide is titled "Opening Remarks" in a vertical blue banner on the left. It features two main sections. The first section, on the left, displays the ADOT logo and a portrait of Director John S. Halikowski, with the text "Director John S. Halikowski" and the website "i10wildhorsepasscorridor.com" below. The second section, on the right, displays the Gila River Indian Community logo and a portrait of Governor Stephen Roe Lewis, with the text "Governor Stephen Roe Lewis" and "ARIZONA DEPARTMENT OF TRANSPORTATION" below. A small number "2" is visible in the bottom left corner of the slide.

Antes de comenzar, John Halikowski, director del Departamento de Transporte de Arizona (ADOT para sus siglas), y el gobernador Stephen Roe Lewis de la Gila River Indian Community (comunidad Indígena del Río Gila), quisieran compartir algunos comentarios de apertura.

DIRECTOR HALIKOWSKI:
 Buenas noches. Mi nombre es John Halikowski y soy el director del Departamento de Transporte de Arizona. En nombre de ADOT y de nuestros socios del proyecto, me gustaría darles las gracias por participar en la reunión pública informativa de esta noche para el segmento de 26 millas de la I-10 desde la autopista Loop 202 (Santan) hasta la SR 387. Este es un proyecto importante de autopista planificada que contribuiría significativamente a la próspera economía de Arizona, y servirá a casi 100.000 vehículos que viajan a lo largo de este tramo de la I-10 todos los días para llegar a destinos locales, regionales, nacionales e internacionales, y esto es solo el comienzo. Para mantener la competitividad, se necesitan mejoras como el ensanchamiento de la I-10. El ensanchamiento de la I-10 no solo reduciría la congestión, sino que también mejoraría la seguridad y el estado de las carreteras y puentes en el corredor y acortaría su envejecimiento, lo cual hará que sea más confiable y facilitará el mantenimiento para las décadas futuras.

Su opinión en el proceso público es un paso muy valioso en el desarrollo de proyectos

como este, por lo que les animamos a que comuniquen sus pensamientos, preocupaciones y preferencias para las opciones y alternativas que se comparten esta noche. Tengan la seguridad de que sus comentarios serán tenidos en cuenta al momento de seleccionar una alternativa para seguir adelante.

Ahora me gustaría presentarles al gobernador Lewis en representación de la Gila River Indian Community. El gobernador Lewis y su personal han sido socios invaluableles durante los últimos dos años para lograr que este estudio del proyecto alcance este punto, por lo que me gustaría agradecerles a él y a su equipo por su participación en este proyecto.

¿Gobernador Lewis?

GOBERNADOR LEWIS:

Buenas noches. Bienvenidos a la Reunión pública virtual de evaluación de alternativas para el Proyecto de la autopista I-10. Espero con interés poder celebrar reuniones como esta personalmente pronto, cuando sea seguro hacerlo, pero, hasta entonces, seguiremos utilizando las reuniones virtuales para mantener informados a los miembros de la comunidad sobre temas importantes, como el Proyecto I-10. En primer lugar, me gustaría dar las gracias a June Shorthair, nuestra directora de Comunicaciones y Asuntos Públicos, y a su personal, por su arduo trabajo para la reunión virtual de esta noche.

Esta noche, escucharán acerca de la propuesta del Departamento de Transporte de Arizona para ensanchar y mejorar la parte de la autopista I-10 que se encuentra en nuestras tierras, que comienza desde la autopista Loop 202 y sigue hasta la SR-387 cerca de Casa Grande. Este proyecto beneficiará a la comunidad y a nuestros miembros de varias maneras: reducirá el tránsito en la I-10, arreglará y reemplazará las intersecciones y los cruces para hacerlos más seguros, y proporcionará un mejor acceso a los negocios y atracciones de la comunidad, como los de Wild Horse Pass, que generan ingresos para apoyar a nuestro gobierno y a nuestros miembros.

Quiero asegurarles que los miembros, departamentos y agencias de nuestro Consejo Comunitario están trabajando de manera muy estrecha con el Equipo del estudio de la I-10 de ADOT para que el proyecto tenga en cuenta y proteja las tierras, el medio ambiente, los recursos culturales y otros intereses de la comunidad. Me gustaría dar las gracias a David White, que ha estado en coordinación con ADOT y los representantes de la comunidad para asegurarse de que la voz de la comunidad sea escuchada a medida que el estudio del proyecto avanza.

Esta noche, se enterarán de las diferentes alternativas y opciones que ADOT está analizando para el Proyecto I-10. Les insisto a que proporcionen sus comentarios y opiniones para que ADOT comprenda los problemas y preocupaciones más importantes para nuestro pueblo, ya que la I-10 está en nuestras tierras, por lo que debemos ser escuchados. Se les instruirá sobre cómo presentar comentarios durante la reunión de esta noche.

Por último, me gustaría dar las gracias a ADOT y a la Maricopa Association of Governments (Asociación de Gobiernos de Maricopa) por su arduo trabajo para organizar la reunión de esta noche, mantenernos informados sobre el proyecto, dar a los miembros de la comunidad la posibilidad de aportar opiniones y comentarios, y reconocer que es esencial que se escuchen, tengan en cuenta y aborden la voz y las preocupaciones de la comunidad.

Gracias de nuevo por asistir a la reunión virtual de esta noche. Confío en que será informativa.

ADOT's Nondiscrimination Notice to the Public

El Departamento de Transporte de Arizona (ADOT) por la presente notifica al público que es la política de la Agencia asegurar el pleno cumplimiento con el Título VI de la Ley de Derechos Civiles de 1964, el Título II de la Ley de Estadounidenses con Discapacidades de 1990 (ADA) y otras autoridades relacionadas en todos sus programas y actividades.

Los Programas de Título VI y ADA de ADOT requieren que ninguna persona, por motivos de raza, color, origen nacional o discapacidad, sea excluida de la participación, se le niegue los beneficios de, o de otra manera ser sujeta a discriminación bajo cualquier programa o actividad.

Cualquier persona que considere que sus derechos de Título VI o ADA han sido violados, puede presentar una queja. Cualquier queja debe ser por escrito y presentada ante la Oficina de Derechos Civiles de ADOT dentro de los ciento ochenta (180) días siguientes a la fecha de la presunta ocurrencia discriminatoria. Para obtener información adicional sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, comuníquese con la Oficina de Derechos Civiles de ADOT al: **602.712.8946** o **civilrightsoffice@azdot.gov**.

Gracias al director Halikowski y al gobernador Lewis por sus comentarios.

El Departamento de Transporte de Arizona (ADOT) por la presente notifica al público que es la política de la Agencia asegurar el pleno cumplimiento con el Título VI de la Ley de Derechos Civiles de 1964, el Título II de la Ley de Estadounidenses con Discapacidades de 1990 (ADA) y otras autoridades relacionadas en todos sus programas y actividades.

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602.712.8946 o civilrightsoffice@azdot.gov.



National Environmental Policy Act Disclosure

ADOT has assumed FHWA responsibility for carrying out National Environmental Policy Act environmental reviews and approvals pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 4/16/2019 and executed by FHWA and ADOT.

ADOT ha asumido la responsabilidad de la (Administración Federal de Carreteras) de llevar a cabo las revisiones y aprobaciones ambientales de la Ley Nacional de Política Ambiental de conformidad con el artículo 327 del título 23 del U.S.C., y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 celebrado entre la Administración Federal de Carreteras y ADOT.

Agenda

- Purpose of this meeting
- Study update
- Alternatives and options overview
- Study resources
- Next steps in the study
- How and when to provide input on the alternatives
- How to ask a question tonight

Carlos Lopez
Project Manager



Buenas noches a todos y gracias por asistir a la reunión pública informativa sobre la Interestatal 10, desde la autopista Loop 202 a la Ruta Estatal 387. Mi nombre es Carlos López, y soy el gerente del proyecto de estudio del Departamento de Transporte de Arizona. Nos gustaría darles la bienvenida a esta reunión pública virtual y agradecerles por pasar parte de su noche informándose sobre el estudio del Corredor de la Interestatal 10. También queremos dar las gracias a la comunidad Indígena del Río Gila por su asociación, colaboración y orientación a lo largo de este proceso de estudio.

La agenda para esta noche comenzará con la revisión del propósito de esta reunión pública y revisará el progreso del estudio desde la última vez que realizamos reuniones públicas en septiembre de 2019. Después de eso, proporcionaremos una descripción general de las alternativas para la Interestatal 10 y las opciones de cruce que se han desarrollado para este corredor de 26 millas para su revisión y comentario. Esto irá acompañado de los resultados de la evaluación para cada una de las alternativas medidas en función de criterios de ingeniería, ambientales, de costos y derechos de paso.

A continuación, analizaremos los recursos del estudio disponibles para que abran o descarguen desde el sitio web del estudio, o soliciten por correo. Después de una revisión de los próximos pasos del estudio, presentaremos los diversos métodos que pueden utilizar para proporcionarle al equipo del estudio sus opiniones, comentarios o preferencias

durante el período de comentarios públicos que comenzó el 21 de octubre y finalizará el 4 de diciembre de 2020.

Concluiremos la presentación con instrucciones sobre cómo hacer preguntas y recibir respuestas durante este evento de reunión virtual en vivo.

Tengan en cuenta que la dirección del sitio web del estudio, i10wildhorsepasscorridor.com, se encuentra en la parte inferior izquierda de las diapositivas de esta presentación. Una vez más, la dirección es i10wildhorsepasscorridor.com

Les agradecemos nuevamente su participación. ¡Empecemos!

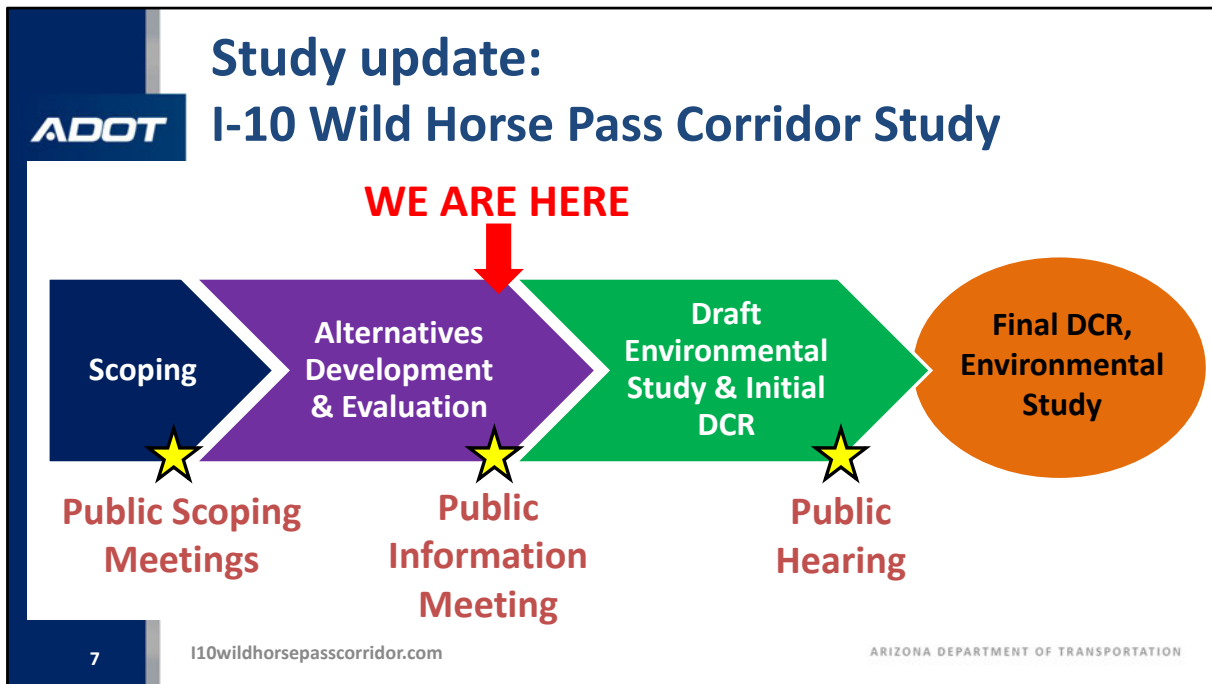
Purpose of this meeting

- Overview of the I-10 corridor alternatives and crossroad options developed and evaluated over the last year.
- Instructions for how the public can provide input/preferences of the alternatives/options.



En septiembre de 2019, este estudio llevó a cabo una serie de reuniones de alcance público con el objetivo de obtener tanta información como fuera posible acerca de las necesidades, problemas y oportunidades de transporte del corredor. Esa información fue compilada y utilizada para desarrollar alternativas y opciones para el corredor que se proponen mejorar la vía principal existente de la Interestatal 10 y las intersecciones y puentes existentes sobre la Interestatal 10.

El propósito de la reunión de esta noche es para informarles dónde pueden encontrar información sobre las alternativas para la Interestatal 10 y las opciones de cruce, así como la evaluación que se realizó para cada una. También proporcionaremos las instrucciones acerca de cómo enviar comentarios sobre las alternativas y opciones y la evaluación al equipo del estudio, e informar cualquier preferencia que puedan tener con respecto a estas alternativas.



Este diagrama ilustra el proceso que sigue este equipo del estudio. Actualmente estamos a la mitad del estudio como se puede ver por la flecha roja cerca del final de la fase de desarrollo y evaluación de las alternativa. Esta reunión pública se centra en el menú de alternativas y opciones, y nos interesa saber su opinión para ayudarnos a reducir e identificar las mejoras recomendadas.

El equipo del estudio reunirá las opiniones recibidas del público con los comentarios recibidos de las partes interesadas de la agencias y los datos de la evaluación técnica para desarrollar una alternativa de construcción recomendada, que pasará a la siguiente fase en el borrador del estudio ambiental y el informe inicial sobre el concepto de diseño. La siguiente fase de participación pública será una audiencia pública en algún momento a finales de 2021 o principios de 2022 y se centrará en la recomendación de este estudio.

Después de la audiencia pública, el estudio concluirá con el informe final sobre el concepto de diseño y el estudio ambiental.


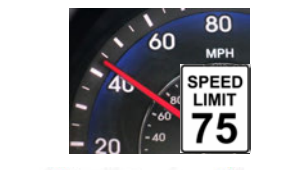



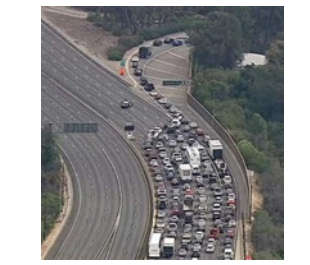

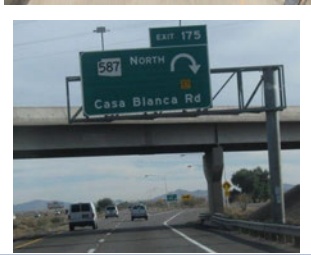
Study update: Bridges over the Gila River



También queremos brindarles información actualizada sobre el estudio en curso de puentes de la Interestatal 10 que es independiente del estudio general del corredor de 26 millas de la Interestatal 10, pero es un estudio relacionado en coordinación con la comunidad Indígena del Río Gila. El estudio de puentes de la Interestatal 10 se centra en los puentes sobre el río Gila ubicados en el centro del área de estudio del corredor. El estudio de puentes de la Interestatal 10 procura mejorar los puentes existentes y actualmente se encuentra en el comienzo de la fase ambiental y de ingeniería a fin de identificar un plan de mejoras propuesto. Durante el próximo año, el equipo del estudio de puentes de la Interestatal 10 prevé identificar un plan recomendado para el puente a fin de avanzar a la fase de diseño y estar listos para su construcción cuando haya fondos disponibles. Visiten el sitio web i10bridgeproject.com, que se indica en la parte inferior de esta diapositiva, si desean obtener más información o proporcionar comentarios sobre ese proyecto en particular. Una vez más, el sitio web de ese estudio es i10bridgeproject.com.

ADOT

Purpose and need

<p style="text-align: center; font-weight: bold;">Growth and Congestion</p>    <p style="font-size: 0.8em; text-align: center;">i10wildhorsepasscorridor.com</p>	<p style="text-align: center; font-weight: bold;">Safety and Incidents</p>   	<p style="text-align: center; font-weight: bold;">Design Standards and Age/Conditions Issues</p>   <p style="font-size: 0.8em; text-align: center;">ARIZONA DEPARTMENT OF TRANSPORTATION</p>
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Volviendo al estudio general del corredor de la Interestatal 10 entre la autopista Loop 202 y la Ruta Estatal 387 dentro de la comunidad Indígena del Río Gila; uno de los primeros pasos de este estudio ambiental es establecer el propósito y la necesidad del estudio. El propósito y la necesidad establecen el motivo para desarrollar las alternativas y mejoras propuestas para el corredor de la Interestatal 10. En coordinación con la comunidad Indígena del Río Gila, los socios de las agencias a lo largo del corredor; y el público, que se incluyó en las cuatro reuniones de alcance público organizadas en 2019, el equipo del estudio estableció el propósito y la necesidad del proyecto.

Identificamos tres cuestiones principales basadas en los comentarios recibidos y en lo que el estudio busca abordar en el propósito y la necesidad.

El primer problema está relacionado con el crecimiento y la congestión. El rápido crecimiento de la población y el empleo, y la correspondiente congestión del tránsito resultante, afectaría negativamente el tiempo de desplazamiento y los tiempos de respuesta de emergencia. El propósito de este estudio es aumentar la capacidad de la Interestatal 10 para satisfacer la demanda de movilidad proyectada y disminuir la congestión.

El segundo problema está relacionado con la mejora de la seguridad del corredor de la

Interestatal 10 para reducir de accidentes y su gravedad, que son más altas que el promedio. Factores relacionados, como incidentes de tránsito, restricciones de construcción, eventos de clima y otras emergencias, ocasionalmente obligan al tránsito de la Interestatal 10 a desviarse hacia caminos que atraviesan la comunidad Indígena del Río Gila.

El propósito de este estudio es mejorar la Interestatal 10 para reducir la cantidad y la frecuencia de los incidentes que desvían el tránsito de la Interestatal 10, así como también mejorar las intersecciones y los cruces a lo largo del corredor de la Interestatal 10 para satisfacer la demanda de movilidad y mejorar la adaptación a esos eventos.

El tercer problema está relacionado con características que no cumplen con los estándares de diseño actuales o que se han degradado debido al uso o al tiempo. El propósito de este estudio es actualizar la infraestructura a los estándares actuales siempre que sea práctico, y adaptar o reemplazar elementos que tengan problemas debido al tiempo o a su estado.

La evaluación de las alternativas que se presentan proporciona puntuaciones para cada alternativa basadas, en parte, en la capacidad de la alternativa para satisfacer estos elementos del propósito y la necesidad. Tengan en cuenta, el propósito y la necesidad del estudio, al momento de revisar las alternativas y opciones de la Interestatal 10 para proporcionar sus comentarios.

No-build alternative and options

- 2040 baseline condition
- Definition of corridor if no capacity expansion occurs
- Includes ongoing maintenance activities



He estado hablando de las alternativas y opciones propuestas para el corredor, pero otra alternativa que también forma parte de este estudio es la alternativa de no construcción, o de no hacer nada. La no construcción sirve como alternativa de referencia para este estudio. No incluye ninguna mejora a la Interestatal 10 y a los cruces y mantendría los dos carriles existentes en cada dirección, las intersecciones y los puentes como están, excepto por el mantenimiento continuo de rutina.

La alternativa de no construcción se comparará con la alternativa de construcción recomendada que se identificará como parte de este estudio.

Alternatives and options overview

Locations	No-Build	Build Alternatives (2) / Options (29)					
I-10 Mainline	ML1	ML2	ML3				
Wild Horse Pass Blvd.*	WH1	WH2	WH3				
Queen Creek Rd. / SR-347 *	QC1	QC2	QC3				
Riggs Rd. *	RR1	RR2	RR3	RR4	RR5		
Goodyear Rd.	GY1	GY2	GY3				
Nelson Rd.	NR1	NR2	NR3				
SR-587/Casa Blanca Rd. *	CB1	CB2	CB3	CB4	CB5	CB6	CB7
Gasline Rd.	GL1	GL2	GL3				
Seed Farm Rd. / Interchange	SF1	SF2	SF3	SF4	SF5		
Dirk Lay Rd.	DL1	DL2	DL3				
SR-387/SR-187/Pinal Ave.*	PA1	PA2	PA3	PA4			

Analicemos el menú general de alternativas y opciones que se han desarrollado para satisfacer el propósito y la necesidad del estudio. La tabla en esta diapositiva captura, todo lo que se tiene en cuenta como parte de este estudio.

Comencemos con las alternativas de no construcción. Como notarán en la tabla, las designaciones de todas las alternativas que terminan con un número “1” indican la alternativa de no construcción u opción de no hacer nada para esa ubicación. Revisemos la vía principal como ejemplo.

La fila superior representa las alternativas para la vía principal de la Interestatal 10 designadas como ML1, ML2 y ML3. ML1 es la alternativa de no construcción para la Interestatal 10, mientras que ML2 y ML3 representan las dos alternativas de construcción que se están considerando. ML2 es la alternativa de construcción que ensancha la Interestatal 10 hacia el centro, mientras que ML3 es la alternativa de construcción que ensancha la Interestatal 10 hacia el exterior, o a la derecha, de los carriles existentes.

De manera similar, en la tabla se enumera cada uno de los diez cruces que pasan por encima de la Interestatal 10. Si se toma la intersección de Riggs Road como ejemplo, existen cinco opciones para esta ubicación, siendo RR1 la opción de no construcción y RR2 a RR5 cuatro opciones de construcción que se están considerando.

Como analogía, la organización de las alternativas y opciones del estudio es muy similar al menú de un restaurante donde las alternativas para la vía principal de la Interestatal 10 representan las opciones para el plato principal, y cada opción de cruce es una potencial guarnición. En última instancia, buscamos reducir a una alternativa de construcción recomendada, que sería una combinación de una de las alternativas para la vía principal y una de las opciones para cada uno de los cruces.

ADOT

Study resources

www.i10wildhorsepasscorridor.com



The image shows a screenshot of the website www.i10wildhorsepasscorridor.com. The main heading is "I-10 Study: Loop 202 to State Route 387". Below this, there is a section for a "PUBLIC INFORMATION MEETING" scheduled for Wednesday, November 18, 2020, from 5:30 p.m. to 7:00 p.m. The meeting is online and can be accessed via a "VIEW DETAILS" button. A red arrow points from the "VIEW DETAILS" button to a "Live Meeting Link" box below it.

Overview

PUBLIC INFORMATION MEETING
Wednesday
November 18, 2020
5:30 p.m. - 7:00 p.m.
Online call-in public meeting
[VIEW DETAILS](#)

Live Meeting Link

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Existe disponible una cantidad significativa de información para que revisen y comenten. Para que esto sea lo más sencillo posible, el equipo del estudio ha organizado la información en tres niveles. En cada nivel se proporciona un análisis más detallado. Los guiaremos a través de los tres niveles de información para ayudarlos a determinar qué nivel de detalle les gustaría revisar y comentar.

Comencemos con el sitio web del estudio i10wildhorsepasscorridor.com. Muchos de ustedes esta noche pueden haber comenzado en este sitio web para atender esta reunión en vivo. Este sitio web contiene muchos enlaces útiles que queremos resaltar.

Study resources
www.i10wildhorsepasscorridor.com

ADOT

**I-10 Study:
 Loop 202 to State Route 387**

Overview

PUBLIC INFORMATION MEETING
 Wednesday
 November 18, 2020
 5:30 p.m. - 7:00 p.m.
 Online/in-person public meeting

VIEW DETAILS

Live Meeting Link

Leave a Comment

Comments and Questions

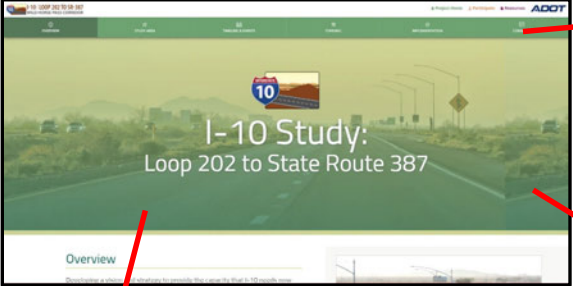
ARIZONA DEPARTMENT OF TRANSPORTATION

En primer lugar, si desean hacer un comentario general sobre el estudio o tienen una pregunta, utilicen el enlace “Comentarios” que se encuentra en la parte superior derecha del sitio web del estudio.

ADOT


Study resources

www.i10wildhorsepasscorridor.com



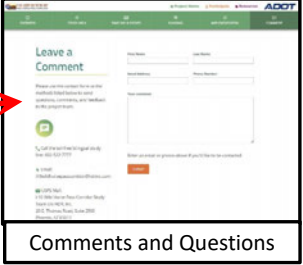
I-10 Study:
Loop 202 to State Route 387

Overview




PUBLIC INFORMATION MEETING
Wednesday
November 18, 2020
5:30 p.m. - 7:00 p.m.
Online/in-person public meeting
[VIEW DETAILS](#)

Live Meeting Link



Leave a Comment

Comments and Questions

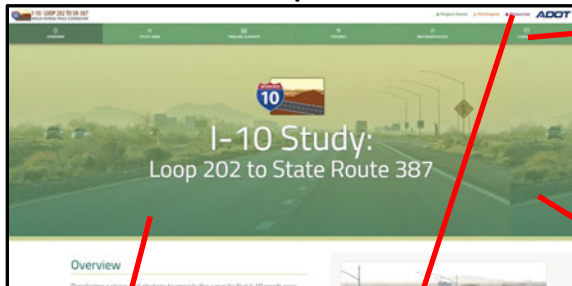


Interactive Map Commenting Tool

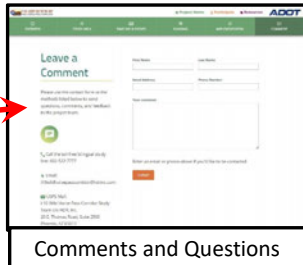
ARIZONA DEPARTMENT OF TRANSPORTATION

En segundo lugar, si desean una descripción general de las alternativas y opciones y sus puntuaciones de evaluación, los invitamos a utilizar la herramienta de comentarios de mapas interactivos, a la que se puede acceder desde el sitio web del estudio. Esta herramienta personalizada está diseñada para que las personas revisen todas las alternativas y opciones y sus puntuaciones de evaluación en una ubicación interactiva para poder comentar sobre cada ubicación por separado.

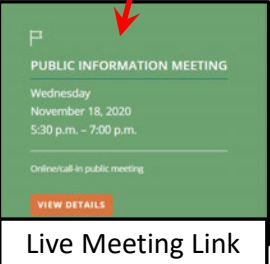
Study resources
www.i10wildhorsepasscorridor.com



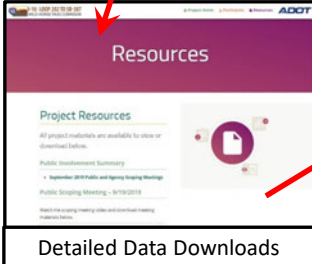
Comments and Questions



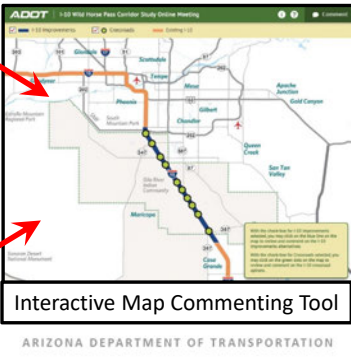
Live Meeting Link



Detailed Data Downloads



Interactive Map Commenting Tool




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Por último, el enlace “Recursos” en el banner superior del sitio web del estudio contiene varios archivos para que ustedes abran o descarguen y revisen, lo que es especialmente útil si buscan más detalles de los que proporciona la herramienta de comentarios de mapas interactivos. Tengan en cuenta que también se puede acceder a la herramienta de comentarios de mapas interactivos desde la página web “Recursos”.

Level 1:
Basic Overview

Interactive Map Commenting Tool



Echemos un vistazo más de cerca a la herramienta de comentarios de mapas interactivos. Esta herramienta la denominamos como Nivel 1, porque solo se comparte el nivel básico de información dentro de esta herramienta fácil de usar. Este debe ser el punto de partida de su revisión y animamos a todos a utilizar esta herramienta para proporcionar sus comentarios. Dicho esto, se aceptará cualquier método que elija para enviar sus comentarios.

Esta diapositiva muestra el mapa interactivo de inicio que les permite navegar por la herramienta de comentarios de mapas interactivos. Los gráficos y la información que se proporcionan en la herramienta de revisión de Nivel 1 son más sencillas que los materiales de revisión del Nivel 2 y Nivel 3, que se analizarán en las próximas diapositivas.

Level 1:
Basic Overview

Interactive Map Commenting Tool

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Usando el mapa que se encuentra en la diapositiva de inicio, puede hacer clic en la línea azul para las alternativas de la Interestatal 10 o en cualquiera de los puntos verdes para las opciones de cruces, esto los dirigirá inmediatamente a la información de esa ubicación donde pueden ver cómo se ven las alternativas y opciones propuestas y su calificación de acuerdo con la evaluación técnica.

ADOT

Level 1: Basic Overview

Interactive Map Commenting Tool

The screenshot displays the ADOT Interactive Map Commenting Tool interface. On the left, a map shows the I-10 Wild Horse Pass Corridor with callouts for 'SR-587 / CASA BLANCA ROAD OPTIONS' and 'ML2 - Proposed I-10 Widening - SR 202L to Riggs Road'. The main content area shows the 'I-10 IMPROVEMENTS ALTERNATIVES' and 'SR-587 / CASA BLANCA ROAD OPTIONS' sections, each with a table of evaluation criteria. A comment box is open over the SR-587 / Casa Blanca Road Options section, showing a form with fields for 'First Name', 'Last Name', 'Email Address', and 'Phone Number', along with a 'Submit a comment' button. The bottom of the screen displays the website URL '110wildhorsepasscorridor.com' and the 'ARIZONA DEPARTMENT OF TRANSPORTATION' logo.

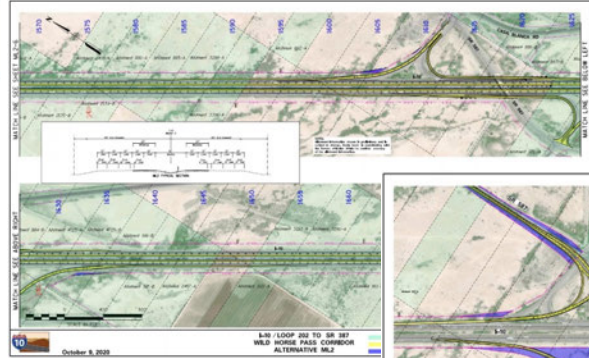
18

110wildhorsepasscorridor.com

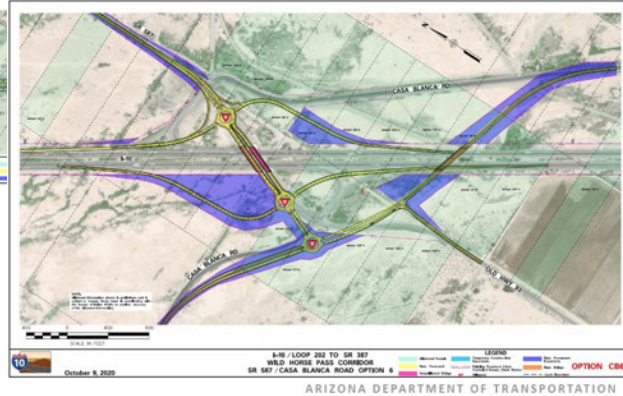
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El cuadro de comentarios en la parte superior derecha de la pantalla abrirá un cuadro emergente separado para que puedan hacer sus comentarios y enviar sus preferencias para cada ubicación. También se proporciona un botón de “Información adicional” y un botón de “Ayuda” para que utilicen.

Detailed alternatives and options exhibits



Download .PDF exhibits from the Resources page on the project website



I10wildhorsepasscorridor.com

ARIZONA DEPARTMENT OF TRANSPORTATION

Para aquellos que buscan más detalle que los que proporciona la herramienta de comentarios de mapas interactivos de Nivel 1, pueden dirigirse a la página “Recursos” en el sitio web del estudio para revisar los datos de Nivel 2 disponibles para abrir o descargar. Los datos de Nivel 2 incluyen tres archivos .PDF que representan exposiciones de estilo de plano para las opciones de cruce y las alternativas ML2 y ML3 para la Interestatal 10. Esta diapositiva muestra un par de ejemplos de estas exposiciones tipo plano. Si están interesados en ver cómo se ven las alternativas propuestas con más detalle y las áreas potenciales donde se necesitarían derechos de paso y la utilización de áreas adicionales para cada una de las alternativas y opciones, estas exposiciones ofrecerán esa información en las áreas sombreadas en morado.

Engineering/Cost/Right of Way evaluation

Download .PDF evaluation from the Resources page on the project website

Level 2: Detailed Overview

I-10: SR 202L to SR 387

Alternatives and Options Evaluation Matrix Summary - Engineering, Cost, and Right of Way

= Most desirable or least impacts
 = Average desirability or average impacts
 = Least desirable or most impacts

ALTERNATIVES and OPTIONS	ENGINEERING IMPACTS					COST			RIGHT OF WAY (TRIBAL LAND)			RIGHT OF WAY (ALLOTMENT LAND)			RIGHT OF WAY (NON-TRIBAL LAND)								
	Roadway Design Factors	Drainage Considerations	Traffic Operations in 2040	Safety	Constructability / Maintenance of Traffic	Utility Considerations	Maintenance / Maintainability	Design and Construction Cost	Right of Way / Easement Cost	Utility Cost	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent ROW	Temporary Easements	Residential Relocations	Business / Billboard Relocations	
SR 202L Mainline Widening Alternatives (1 added lane each direction + HDV lanes from SR 202L to Riggs Road)																							
ML1	No Build	●	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
ML2	Median Widening + Ramp Upgrades	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
ML3	Outside Widening + Ramp Upgrades	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

En relación con las exposiciones tipo plano de Nivel 2, también pueden verse y descargarse las tablas de evaluación de las alternativas y opciones desde la página “Recursos” en el sitio web del estudio. Esta exposición presenta la puntuación de ingeniería, costos y derechos de paso para cada una de las tres alternativas para la vía principal. Como referencia, los círculos vacíos representan una calificación para cada criterio más deseable o con menor impacto. El círculo relleno representa una calificación para cada criterio menos deseable o con mayor impacto. Los círculos rellenos a la mitad representan un punto intermedio, o los impactos promedio.

Mediante estas tablas pueden revisar y comparar las alternativas y opciones con los criterios de evaluación en una ubicación, esto les ayudara a estar informados al momento de preparar sus comentarios sobre las alternativas.

Environmental evaluation

Download .PDF evaluation from the Resources page on the project website

I-10: SR 202L to SR 387

Alternatives and Options Evaluation Matrix Summary - Environmental

= Most desirable or least impacts
 = Average desirability or average impacts
 = Least desirable or most impacts

ALTERNATIVES and OPTIONS		ENVIRONMENTAL IMPACTS														
		Floodplain	Jurisdictional Waters of the U.S.	Water Resources	Noise	Air Quality	Visual	Hazardous Materials	Land Use (Existing and Future)	Local Businesses (including billboards)	Local communities (environmental justice, residential impacts)	Biological Resources	Prime and Unique Farmlands (not just active farming)	Archaeological Resources	Traditional Cultural Properties (TCPs)	Section 4(f) and Section 6(f)
I-10 Main Line Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)																
ML1	No Build	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ML2	Median Widening + Ramp Upgrades	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ML3	Outside Widening + Ramp Upgrades	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

También hay una tabla de evaluación de Nivel 2 correspondiente para los criterios ambientales, que incluye temas como recursos hídricos, calidad del aire y propiedades culturales. Esta diapositiva muestra las tres alternativas para la vía principal, pero tengan en cuenta que todos estos criterios también han recibido puntuación para cada opción de cruce, por lo que el archivo que abran o descarguen de la página “Recursos” contendrá toda esa información.

Level 3:
 Technical Overview

Technical layouts

Download Google Earth .KMZ files from the Resources page on the project website

El enlace “Recursos” en el sitio web del estudio también incluye datos técnicos de Nivel 3, que proporcionan la información más detallada disponible. Para obtener información detallada sobre el diseño, se encuentra disponible un archivo .KMZ de Google Earth para que descarguen y visualicen. Tengan en cuenta que deberán descargar Google Earth, de forma gratuita, desde el sitio web de Google o desde la tienda de aplicaciones de su computadora o celular para revisar esta información. Las exposiciones de esta diapositiva les dan una idea de cómo se verán estos datos. Con la barra de menú de Google Earth a la izquierda de la pantalla, podrán activar y desactivar muchas capas de datos, alternativas y opciones, a la vez que podrán acercar, alejar y tener una vista panorámica de toda el área de estudio.

Engineering technical analysis

Download .PDF technical evaluation from the Resources page on the project website

I-10: SR 202L to SR 387
Alternatives and Options Evaluation Matrix - Engineering

ALTERNATIVES and OPTIONS	ENGINEERING IMPACTS							
	Project Design Features	Design Considerations	PHS, Operations or DMS	Other	Accessibility / Interoperability of Facilities	Utility Considerations	Accessibility / Interoperability of Facilities	
1-10 Multi-lane Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)								
M1	No Build	No changes to existing geometry. Existing pavement design features will be maintained, whether or not meet current design standards.	Segment routine maintenance, no change to existing conditions.	PM Taper time approximately 40 minutes PM Through project limits PM Taper time approximately 30 minutes (8 through project limits) 325.0 ft on all segments	No improvements over existing conditions.	No impacts.	No impacts.	Positive maintenance functions will continue as it does today, but will increasingly become greater as the asset age without improvements.
M2	Shoulder Widening + Ramp (Separate)	Maintain. Standard design standards with all handling according to the existing. 10 ft shoulder width. Shoulders, 17' additional outside lane. 1.5% minimum slope design maintained. Existing signalization may have to be modified to a converted condition for each direction for each underpass/vertical clearance. Impacts under select bridges that remain, most notably Riggs Road, Chandler Road, Arizona Road, Casa Blanca Road, Lone Pine Road, and SR 202 (SR 187) at Ave. HOV lane extended south to Riggs Road. Paralleled entrance/exit, upper connected, horizontal and vertical lengths, all entrance ramps regulated to relevant configurations. Casa Blanca hook sign and ramp extended through bridge and open to create a long deceleration lane.	Median curb barriers will need to be added, relocated and/or adjusted. Crossing of utilities at bridges will require additional drainage infrastructure. A few lane sub-lanes will be extended through the median where they are not currently connected. Flow improvements on the outside will be needed where wrong geometry or network	PM Taper time approximately 30 minutes PM Through project limits PM Taper time approximately 30 minutes (8 through project limits) 325.0 ft in further south of Riggs Road, but 100 ft north of Riggs Road.	Median widening will require median barrier. CMP 0.5 from CPS. New General Purpose Lane - CMP 0.9 from CPS. Ramp modification - CMP 0.1 from CPS. Shoulder widening - CMP 0.64 from CPS.	Majority of median work can be incorporated with one or more shoulder closures, with occasional single lane closures. Short term (2 weeks) of ramp closures being necessary to complete some ramp modifications.	Minimal to no utility impacts associated with the I-10 median widening.	New pavement from widening, pavement preservation of existing pavement and the concrete median barrier in the northern 10-mile section will increase maintenance. Median cable barrier for 30 miles will increase maintenance.
M3	Shoulder Widening + Ramp (Separate)	Maintain. Standard design standards with all general purpose pavement widening to the existing. 10 ft shoulder width, 17' additional outside lane. 1.5% minimum slope design maintained. Existing signalization may have to be modified to a converted condition for each direction for each underpass/vertical clearance. Impacts under select bridges that remain, most notably Riggs Road, Chandler Road, Arizona Road, Casa Blanca Road, Lone Pine Road, and SR 202 (SR 187) at Ave. HOV lane extended south to Riggs Road. Paralleled entrance/exit, upper connected, horizontal and vertical lengths, all entrance ramps regulated to relevant configurations. Casa Blanca hook sign and ramp extended through bridge and open to create a long deceleration lane.	Median curb barriers will need to be added, relocated and/or adjusted. Crossing of utilities at bridges will require additional drainage infrastructure. All lane sub-lanes will be extended through the median where they are not currently connected. Flow improvements will be needed on the new side access to the outside.	PM Taper time approximately 30 minutes PM Through project limits PM Taper time approximately 30 minutes (8 through project limits) 325.0 ft in further south of Riggs Road, but 100 ft north of Riggs Road.	New General Purpose Lane - CMP 0.9 from CPS. Ramp modification - CMP 0.1 from CPS. Shoulder widening - CMP 0.64 from CPS. No barrier from median barrier south of Riggs Road, but north of Riggs Road - CMP 0.61 from CPS.	Majority of median work can be with the shoulder closure and some single shoulder closures, with occasional single lane closures. Ramp closures necessary to complete ramp open.	Minimal to no utility impacts associated with the I-10 median widening.	New pavement from widening and pavement preservation will increase maintenance. The miles of median cable barrier in the ramp lanes will increase maintenance.

Las tablas de la evaluación técnica de Nivel 3 también se pueden ver o descargar, como se puede ver en esta diapositiva para los criterios de ingeniería. Este informe de datos técnicos es la fuente de información que se utilizó para generar los círculos de puntuación del Nivel 2.

Cost and Right of Way technical analysis

Download .PDF technical evaluation from the Resources page on the project website

I-10: SR 202L to SR 387

Alternatives and Options Evaluation Matrix - Cost (\$Millions) and Right of Way

ALTERNATIVES and OPTIONS	COST (Excluding right of way and easements)		RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)			
	Design and Construction Cost (\$Millions)	Utility Cost (\$Millions)	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations	New Permanent ROW (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations
I-10 Mainline Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)														
ML1 No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ML2 Median Widening + Ramp Upgrades	\$ 5307 (must also add one of the build options at Gasline and Dirk Lay to make ML2 fit)	\$ -	0.2	0.0	0.0	0.0	0.93 <i>4 parcels would require other takes at the Queen Creek/SR 387 and Riggs Road Th.</i>	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ML3 Outside Widening + Ramp Upgrades	\$ 5338 (must also add one of each the options at Riggs, Goodyear, Nelson, SR-587/Casa Blanca, Gasline, Seed Farm, Dirk Lay, and SR-387/202-187 that involve a full bridge replacement to make ML3 fit)	\$ -	43.3	0.0	0.0	9.0	42.92 <i>190 parcels would be required to provide new ROW for additional ADOT easement.</i>	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Wild Horse Pass / Sundust Road Interchange Options														
WH1 No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
WH2 Overlapping Diamond Interchange (ODI) with take & paid accommodations	\$ 21.0	\$ -	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
WH3 Displaced Left Turn (DLT) interchange with take & paid accommodations	\$ 13.7	\$ -	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

También se pueden ver o descargar las tablas de la evaluación técnica de Nivel 3 para los criterios de costos y derechos de paso.

ADOT

Level 1 (Simple)

www.i10wildhorsepasscorridor.com/resources.html

Website

Level 2 (Detailed)

PDF

Level 3 (Technical)

Google Earth KMZ

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En resumen, el Nivel 1 incluye la sencilla herramienta de comentarios de mapas interactivos basada en el sitio web, que debería ser su punto de partida. El Nivel 2 incluye la exposición de estilo plano en .PDF y tablas de evaluación para cada alternativa y opción. El Nivel 3 incluye el archivo .KMZ de Google Earth con la información de diseño detallada y un resumen técnico detallado en .PDF de los criterios de evaluación. Todo esto se puede encontrar en la página “Recursos” del sitio web del estudio.

Por favor no duden en ponerse en contacto con el equipo del estudio si tienen cualquier pregunta o necesitan alguna aclaración sobre la información.

Next steps in the study

- Public Meeting Summary Report to document all public feedback received
- Selection of a Recommended Build Alternative (RBA)
- Draft Environmental and Engineering Reports comparing the RBA and No-Build alternatives
- Public Hearing to present results, anticipated in late 2021/early 2022

Mirando al futuro, el equipo del estudio recogerá todos los comentarios que se proporcionen durante el período de comentarios que concluye el 4 de diciembre de 2020.

Los comentarios del público se compilarán y resumirán en un Informe de resumen de reunión pública, que se compartirá en el sitio web del estudio cuando se termine.

Esta información, en combinación con las opiniones de las partes interesadas y las evaluaciones de ingeniería, ambientales, de costos y derechos de paso, se utilizará para identificar una Alternativa de construcción recomendada. A continuación, la Alternativa de construcción recomendada y la alternativa de no construcción se detallarán y evaluarán en su totalidad en la evaluación ambiental, así como en el informe de ingeniería. Una vez completados, los borradores del informe de ingeniería y de la evaluación ambiental se pondrán a disposición del público una última vez que culminará en una audiencia pública, que esperamos que ocurra a finales de 2021 o principios de 2022. Siguiendo el estudio, se seleccionará la alternativa de construcción recomendada o la de no construcción como alternativa preferida y se finalizarán los documentos.

Esperamos sus comentarios como parte de este período de comentarios públicos. Del mismo modo, el equipo del estudio desea dar las gracias a la comunidad indígena del Rio Gila, la Oficina de Asuntos Indígenas, la Administración Federal de Carreteras y la

Asociacion de Gobiernos de Maricopa, por su ayuda en este estudio.

How to provide input on the alternatives

- Interactive Map Commenting Tool: **Found at study website***
- Website Comments: **i10wildhorsepasscorridor.com**
- Call the English/Spanish bilingual study line: **602.522.7777**
- Email: **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

***Preferred method to provide comments, however, all comments received are considered equal regardless of method used.**

i10wildhorsepasscorridor.com

ARIZONA DEPARTMENT OF TRANSPORTATION

Estas son las formas en que pueden proporcionar sus opiniones, comentarios y preferencias relacionados con las alternativas y opciones que se van a revisar.

En primer lugar, la herramienta de comentarios de mapas interactivos ha sido diseñada específicamente para este estudio y este período de comentarios públicos para facilitarles lo más posible la revisión y presentación de comentarios, por lo que les animamos a utilizar esta herramienta para sus comentarios.

En segundo lugar, pueden visitar el sitio web del estudio en i10wildhorsepasscorridor.com y utilizar el formulario “Comentarios” que se incluye en el sitio web para cualquier comentario general o específico.

En tercer lugar, pueden llamar a la línea bilingüe en inglés y español del estudio al 602.522.7777 y dejar un mensaje.

En cuarto lugar, pueden enviar sus comentarios por correo electrónico al equipo del estudio a i10wildhorsepasscorridor@hdrinc.com

Y por último, pueden enviar sus comentarios por correo al equipo del estudio a través del Servicio Postal de los Estados Unidos a la siguiente dirección:

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

Tengan en cuenta que todos los comentarios recibidos, independientemente del método que utilicen, se considerarán iguales. No es necesario que nos envíen los mismos comentarios a través de múltiples métodos.

When to provide input on the alternatives

- Public Comment Period is between October 21 and December 4, 2020.
- Comments received by December 4, 2020 will be included in the study record.

El período oficial de comentarios públicos comenzó el 21 de octubre y finalizará el 4 de diciembre de 2020. Los comentarios que se reciban antes del 4 de diciembre de 2020 estarán incluidos en el registro oficial del estudio.

How to ask a question during the Live November 18, 2020 public meeting

- To make a verbal statement over the phone, press *3 to be placed in the queue
- To submit a comment online, use the question box under the online streaming player as shown below.

There is a question box on the streaming player as shown below once the event is launched. Participants are also able to answer any poll questions that are asked on the call as well.

▼ Ask a Question

Name:

Question:

► Poll

Questions submitted online will show up in the Online Question and Answer Queue on the interface right below the standard Q&A queue. These participants are not able to be taken live, however their questions may be read live on the call by the host or moderator.

▼ Online Question and Answer Queue (0 online web questions)

Name	Question

Si desean hacer una pregunta o comentario durante la reunión pública en vivo del 18 de noviembre, esta diapositiva les mostrará qué deben hacer.

Aceptaremos tantos comentarios del público como podamos hasta que la reunión pública concluya a las 7:00 p. m. Si participan por teléfono y desean hacer un comentario, presionen la tecla asterisco más el número tres (*3) en el teclado del teléfono en cualquier momento y se les colocará en línea para hablar con un miembro de nuestro personal. Todos aquellos que deseen hacer un comentario y que estén en espera para hablar antes de las 7:00 p. m. tendrán la oportunidad de proporcionar sus comentarios verbalmente a los miembros de nuestro panel. Nuestros operadores registrarán su nombre, y la próxima vez que escuche su nombre, es cuando estara en vivo para hacer su comentario o pregunta. Tengan en cuenta que puede haber un ligero retraso durante el proceso de selección. Tengan paciencia. Su turno llegará tan pronto como sea posible. Con el fin de permitirle a la mayor cantidad posible de personas ser escuchadas y darle la misma oportunidad, a cada orador se le asignará un tiempo de máximo de tres minutos. Una persona o representante de un grupo que tiene la palabra también puede presentar comentarios más detallados por escrito para el registro de la reunión a través de cualquiera de los métodos de comentarios descritos en la presentación. Una vez más, todos los comentarios, independientemente de cómo se envíen, se considerarán iguales.

También pueden enviar un comentario o pregunta a través del cuadro de preguntas en el reproductor de transmisión en línea. Las preguntas y comentarios que se envíen en línea aparecerán en la lista de preguntas y respuestas en línea con nuestros panelistas y serán leídos en voz alta por nuestro anfitrión de la reunión. Los participantes que se unan únicamente en línea no pueden ser puestos en vivo (si desean interactuar en vivo en la llamada, comuníquense por teléfono con la reunión al 833.380.0669). Sin embargo, como se indicó anteriormente, sus preguntas o comentarios serán leídos en voz alta por nuestro anfitrión de la reunión.



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

THANK YOU
FOR YOUR TIME AND INPUT

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ARIZONA DEPARTMENT OF TRANSPORTATION

En nombre de ADOT y de todos los socios de este estudio, me gustaría dar las gracias a cada uno de ustedes por asistir a la reunión pública virtual de esta noche para conocer las alternativas y opciones que se están considerando para el corredor de la Interestatal 10. Esperamos poder revisar y considerar todos los comentarios que recibamos de ustedes durante este período de comentarios públicos que termina el 4 de diciembre. Sus comentarios son esenciales y necesarios para garantizar que el proceso de selección recomiende la mejor solución general para la vitalidad a largo plazo de este corredor de la Interestatal 10.

Quisiera cederle la palabra al moderador de la reunión para que inicie la fase de preguntas y respuestas.

<<volver a la diapositiva 29 durante el período de preguntas y respuestas>>

I-10; SR 202L to SR 387 – Wild Horse Pass Corridor Study

Frequently Asked Questions

November 11, 2020

1. Why are you studying this project?

Three major issues have been identified in this corridor that would be addressed by this proposed project. The first issue is that rapid population and employment growth will increase traffic, worsen congestion, and negatively impact travel time and emergency response times. While traffic volumes decreased earlier this year due to the COVID 19 pandemic, they are anticipated to return to pre-pandemic levels soon. I-10 has been especially important because it has been a vital link throughout the pandemic for the movement of essential goods throughout the region, state, and country. It is also important to note that this study uses projected traffic volumes for the year 2040 for the analysis, which are based on long-term growth projections and not temporary conditions like the pandemic.

The second issue is that this segment of I-10 currently has a higher than average crash rate and severity, due in large part to the traffic volumes and resulting congestion. Related factors, such as traffic incidents, construction restrictions, weather events, and other emergencies occasionally force Interstate 10 traffic to divert onto roadways crossing through the Gila River Indian Community.

The third issue is that this corridor is more than 50 years old, and some freeway elements fall short of current design standards or have degraded because of use or age.

The combination of these three issues has resulted in the need to identify improvements that will improve and upgrade the corridor to address these issues.

2. Where can I find more information about the study and the alternatives and options being considered?

You can find more information at the study website at i10wildhorsepasscorridor.com. The “Resources” tab on the website includes the information on the alternatives and options being evaluated (i10wildhorsepasscorridor.com/resources.html).

3. When and how can I make comments on this study?

The public comment period will end on December 4, 2020. Comments can be made through the comment form on the study website (i10wildhorsepasscorridor.com), by email, phone, or mail any time during that comment period. Details are provided on the study website. In addition, a call-in/online public meeting will be held on November 18, 2020, from 5:30 to 7:00 p.m. Verbal comments can be made if you call in to this meeting. Written comments also can be submitted during the public meeting if you chose the on-line meeting option.

4. What happens after this public comment period ends?

The study team will gather all comments submitted during the comment period, which concludes on December 4, 2020. The public feedback will be compiled and summarized into a Public Meeting Summary Report, which, when completed, will be shared on the study website.

Public and stakeholder input, as well as engineering, environmental, cost, and right-of-way considerations, will be used to identify the Recommended Build Alternative. The Recommended

I-10; SR 202L to SR 387 – Wild Horse Pass Corridor Study

Frequently Asked Questions

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Build Alternative and the No-Build Alternative will both be fully detailed and evaluated in the environmental assessment and the engineering report. Once completed, the draft environmental assessment and engineering report will be made available for public review one last time, culminating in a public hearing, which is expected to occur in late 2021 or early 2022. Following that, either the Recommended Build Alternative or the No-Build Alternative will be selected and the documents finalized.

5. How do I know if my property could be impacted?

The easiest way is to visit the Resources page on the study website at <http://i10wildhorsepasscorridor.com/resources.html> and then open or download the plan exhibit PDF files under the Level 2 information. Identify the parcel(s) you are interested in, and if you see a purple shaded area crossing through it, then your property may be impacted by that alternative or option. It's important to note that if the Recommended Build Alternative is selected, final property impacts would not be identified until the design nears completion.

6. If the Build Alternative is ultimately selected, how will this project be funded?

This proposed project does not currently have all the necessary funding identified to construct all 26 miles of improvements. Proposed improvements to the 6-mile segment within Maricopa County are identified in the Regional Transportation Plan for Maricopa County that is funded, in part, through a dedicated half-cent sales tax for transportation. Efforts are underway to identify potential funding sources for the portion of the project within Pinal County, including federal funds.

7. When would right-of-way/new easements be acquired?

If a build alternative is selected, receives environmental approval, and additional funding is identified, right-of-way and easement acquisition could begin as early as the end of 2022. However, delays in this study process would delay acquisitions. The Arizona Department of Transportation would work with the Gila River Indian Community/Bureau of Indian Affairs and would follow the processes and procedures related to easement acquisition on the Community lands.

8. When would these I-10 improvements be built?

Should the Build Alternative be selected and approved in the environmental document, construction could start as early as 2024 for the northern 6 miles of the corridor between Loop 202 and Riggs Road. For the remainder of the corridor, the construction timeline would depend on identification of the funding source(s).

9. When will the next round of public outreach occur for the I-10 Improvements?

The third and final round of public outreach will be the public hearing, which is expected to take place at the end of 2021 or early 2022. The public hearing will provide the public an opportunity to provide input and comments on the study team's preliminary recommended alternative for the corridor.

I-10; SR 202L to SR 387 – Wild Horse Pass Corridor Study

Frequently Asked Questions

November 11, 2020

10. How much of an influence does public input have on the selection of an alternative?

Input received during the public outreach process is extremely important. While the study team can evaluate engineering, environmental, right-of-way, and cost factors associated with certain alternatives and options, only the users of the corridor and people who live, work, or have businesses along the corridor can provide insight into the corridor's problems and potential solutions that cannot be otherwise quantified in a technical analysis. Therefore, the public input is considered as important as the technical factors in determining the best solution ultimately selected.

11. If the Build Alternative is selected to widen I-10, how will the freeway traffic change?

During peak travel times, it takes an average of 33 minutes to drive through the 26-mile segment of I-10 today. If no improvements are built, this will increase to 40 minutes by 2040. If the I-10 widening were built, the travel time is projected to be reduced to approximately 32 minutes in 2040, based on the future increased traffic volumes.

12. If a build alternative is selected to widen I-10, how will safety improve?

The addition of a third lane in each direction, in conjunction with wide inside and outside shoulders and improved ramp exits and merges, is expected to reduce congestion, improve emergency response times, and will improve freeway ingress and egress - all causes of crashes in the corridor. Alternative ML3 would retain the existing open median and would not include a new median barrier system; however, Alternative ML2 would add a median barrier system to the corridor, further reducing median crossover-type crashes.

13. I-10 traffic frequently cuts across the Gila River Indian Community, especially if there is an accident or construction on I-10. Will this cut-through traffic be eliminated or reduced if this project is built?

Traffic diverting from I-10 to other roads occurs for many reasons, with accidents and construction being just two of those reasons. Adding one additional lane and widening the inside and outside shoulders on each direction of I-10 would decrease the number of times the freeway would need to be closed or restricted for either accidents or construction.

14. Would this project be built all at once?

While there is a possibility the proposed project could all be built at once if a build alternative is selected, it is unlikely based on the current availability of funding. It is more likely that the project would be built in segments over time as project funding is secured.

15. How long would it take to construct the project?

If a build alternative is selected, the time to construct the project would vary depending on how construction funding is programmed. Under the best-case scenario, the project could be built in approximately three years starting in 2025, but if funding is spread over multiple years, it could take five to 10 years.

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Frequently Asked Questions

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16. What kind of impacts do you anticipate during construction?

If a build alternative is selected, construction impacts would be minimized or avoided to the extent possible but could include narrowed lanes and shoulders on I-10, short term closures or restrictions for I-10, ramps, or crossroads, and construction dust and noise. These impacts would be considered temporary and would only apply during the construction duration.

17. Would construction of this project coincide with the I-10 Broadway Curve Project immediately to the north?

If a build alternative is selected, it is possible that this project's construction schedule may overlap with the I-10 Broadway Curve Project schedule. However, there is no physical overlap between the two projects and any overlap of time is expected to be minimal as the start of this project would occur near the end of the I-10 Broadway Curve Project construction schedule.

18. How much would this project cost?

Because the study has not selected a preferred alternative yet, this is unknown at this time. More detailed cost information will be developed for the public hearing in about a year, but for now, preliminary cost information is available for all the alternatives and options being considered on the Resources page of the study website at:

http://i10wildhorsepasscorridor.com/resources/i-10_202to387_Level3-TechnicalAlternativesScreening_CostandROW.pdf

I-10; SR 202L a SR 387: Estudio del corredor Wild Horse Pass

Preguntas frecuentes

11 de noviembre de 2020

1. ¿Por qué se estudia este proyecto?

En este corredor se han identificado tres problemas importantes que se abordarían con este proyecto propuesto. El primer problema es que el rápido crecimiento de la población y el empleo aumentará el tránsito, empeorará la congestión y afectará negativamente el tiempo de desplazamiento y los tiempos de respuesta de emergencia. Si bien el volumen de tránsito disminuyó a principios de este año debido a la pandemia del COVID-19, se prevé que pronto volverá a los niveles previos a la pandemia. La I-10 ha sido especialmente importante porque ha sido un eslabón vital durante toda la pandemia para el transporte de bienes esenciales en toda la región, el estado y el país. También es importante señalar que este estudio utiliza los volúmenes de tránsito proyectados para el año 2040 para el análisis, que se basan en proyecciones de crecimiento a largo plazo y no en condiciones temporales como la pandemia.

El segundo problema es que este segmento de la I-10 tiene actualmente una tasa de accidentes y de gravedad más alta que el promedio, debido en gran parte a los volúmenes de tránsito y a la congestión resultante. Factores relacionados, como incidentes de tránsito, restricciones de construcción, eventos meteorológicos y otras emergencias, ocasionalmente obligan al tránsito de la Interestatal 10 a desviarse hacia caminos que atraviesan la Gila River Indian Community (Comunidad Indígena del Río Gila).

El tercer problema es que este corredor tiene más de 50 años, y algunos elementos de la autopista no cumplen con los estándares de diseño actuales o se han degradado debido al uso o al tiempo.

La combinación de estos tres problemas ha dado lugar a la necesidad de identificar mejoras que perfeccionarán y actualizarán el corredor para abordar estos problemas.

2. ¿Dónde puedo encontrar más información sobre el estudio y las alternativas y opciones que se están considerando?

Puede encontrar más información en el sitio web del estudio en i10wildhorsepasscorridor.com. La pestaña "Recursos" del sitio web incluye información sobre las alternativas y opciones que se están evaluando (i10wildhorsepasscorridor.com/resources.html).

3. ¿Cuándo y cómo puedo hacer comentarios sobre este estudio?

El período de comentarios públicos finalizará el 4 de diciembre de 2020. Los comentarios se pueden hacer a través del formulario de comentarios en el sitio web del estudio (i10wildhorsepasscorridor.com), por correo electrónico, teléfono o correo postal en cualquier momento durante ese período de comentarios. Los datos se proporcionan en el sitio web del estudio. Además, el 18 de noviembre de 2020 se llevará a cabo una reunión pública en línea/por teléfono de 5:30 a 7:00 p. m. Puede hacer comentarios verbales si participa en esta reunión. También puede enviar comentarios escritos durante la reunión pública si elige la opción de reunión en línea.

I-10; SR 202L a SR 387: Estudio del corredor Wild Horse Pass

Preguntas frecuentes

11 de noviembre de 2020

4. ¿Qué sucederá después de que finalice este período de comentarios públicos?

El equipo del estudio recogerá todos los comentarios enviados durante el período de comentarios, que concluye el 4 de diciembre de 2020. Los comentarios del público se compilarán y resumirán en un Informe de resumen de reunión pública, que se compartirá en el sitio web del estudio cuando se complete.

Las opiniones del público y de las partes interesadas, así como las consideraciones de ingeniería, medio ambiente, costos y derechos de paso, se utilizarán para identificar la Alternativa de construcción recomendada. La Alternativa de construcción recomendada y la Alternativa de no construcción se detallarán y evaluarán en su totalidad en la evaluación ambiental y en el informe de ingeniería. Una vez completados, los borradores del informe de ingeniería y de la evaluación ambiental se pondrán a disposición del público una última vez que culminará en una audiencia pública, que está prevista para fines de 2021 o principios de 2022. A continuación, se seleccionará la Alternativa de construcción recomendada o la Alternativa de no construcción y se finalizarán los documentos.

5. ¿Cómo sé si mi propiedad podría verse afectada?

La forma más fácil es ingresar a la pestaña Recursos en la página del sitio web del estudio en <http://i10wildhorsepasscorridor.com/resources.html> y luego abrir o descargar los archivos PDF de las exposiciones tipo plano de la información de Nivel 2. Identifique las parcelas que le interesan y, si ve un área sombreada en morado que las cruza, entonces su propiedad puede verse afectada por esa alternativa u opción. Es importante tener en cuenta que, si se selecciona la Alternativa de construcción recomendada, los impactos finales en la propiedad no se identificarían hasta que el diseño esté casi terminado.

6. Si finalmente se selecciona la Alternativa de construcción, ¿cómo se financiará este proyecto?

Este proyecto propuesto no cuenta actualmente con toda la financiación necesaria identificada para construir las 26 millas de mejoras. Se identifican las mejoras propuestas para el segmento de 6 millas dentro del condado de Maricopa en el Plan de Transporte Regional para el Condado de Maricopa que se financia, en parte, a través de un impuesto a las ventas de medio centavo exclusivo para el transporte. Hay iniciativas en marcha para identificar posibles fuentes de financiamiento para la parte del proyecto dentro del condado de Pinal, que incluyen fondos federales.

7. ¿Cuándo se adquiriría el derecho de paso/nuevas servidumbres?

Si se selecciona una alternativa de construcción, recibe la aprobación ambiental y se identifica financiación adicional, la adquisición del derecho de paso y de la servidumbre podría comenzar a fines de 2022. Sin embargo, los retrasos en este proceso de estudio retrasarían las adquisiciones. El Arizona Department of Transportation (Departamento de Transporte de Arizona) trabajaría con la Gila River Indian Community/Bureau of Indian Affairs (Oficina de Asuntos Indígenas) y seguiría los procesos y procedimientos relacionados con la adquisición de la servidumbre en las tierras de la comunidad.

I-10; SR 202L a SR 387: Estudio del corredor Wild Horse Pass

Preguntas frecuentes

11 de noviembre de 2020

8. ¿Cuándo se construirían estas mejoras a la I-10?

Si la Alternativa de construcción fuera seleccionada y aprobada en el documento ambiental, la construcción podría comenzar ya en 2024 para las 6 millas al norte del corredor entre la Circunvalación 202 y Riggs Road. Para el resto del corredor, el cronograma de construcción dependería de la identificación de las fuentes de financiación.

9. ¿Cuándo se producirá la próxima ronda de participación pública para las mejoras a la I-10?

La tercera y última ronda de participación pública será la audiencia pública, que se prevé para fines de 2021 o principios de 2022. La audiencia pública le ofrecerá al público la oportunidad de proporcionar aportes y comentarios sobre la alternativa recomendada preliminarmente del equipo de estudio para el corredor.

10. ¿Cuánta influencia tienen los comentarios del público en la selección de una alternativa?

Los comentarios recibidos durante el proceso de participación pública son extremadamente importantes. Si bien el equipo de estudio puede evaluar los factores de ingeniería, medio ambiente, derecho de paso y costo asociados con ciertas alternativas y opciones, solo los usuarios del corredor y las personas que viven, trabajan o tienen negocios a lo largo del corredor pueden proporcionar información sobre los problemas que este tiene y las posibles soluciones que no se pueden cuantificar de otro modo en un análisis técnico. Por lo tanto, los comentarios del público se consideran tan importantes como los factores técnicos para determinar la mejor solución que se seleccionará finalmente.

11. Si se selecciona la Alternativa de construcción para ampliar la I-10, ¿cómo cambiará el tránsito de la autopista?

Durante las horas pico, hoy en día se tarda un promedio de 33 minutos en recorrer el segmento de 26 millas de la I-10. Si no se construyen mejoras, esto aumentará a 40 minutos para 2040. Si se construye el ensanchamiento de la I-10, se prevé que el tiempo de viaje se reduzca a aproximadamente 32 minutos en 2040, en función del aumento de los volúmenes de tránsito a futuro.

12. Si se selecciona una alternativa de construcción para ampliar la I-10, ¿cómo mejorará la seguridad?

Se espera que la adición de un tercer carril en cada dirección, junto con las cunetas interiores y exteriores amplias y las salidas y empalmes de rampa mejorados, reduzca la congestión, mejore los tiempos de respuesta de emergencia y mejore la entrada y salida de la autopista; todas causas de accidentes en el corredor. La alternativa ML3 conservaría la mediana abierta existente y no incluiría un nuevo sistema de barrera central; sin embargo, la alternativa ML2 añadiría un sistema de barrera central al corredor, lo que reduciría aún más los accidentes por cruce de la mediana.

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Preguntas frecuentes

11 de noviembre de 2020

13. El tránsito de la I-10 con frecuencia se desvía a la Gila River Indian Community, especialmente si hay un accidente o una obra en la I-10. ¿Se eliminará o reducirá este desvío del tránsito si se construye este proyecto?

El tráfico que se desvía de la I-10 a otras carreteras ocurre por muchas razones; los accidentes y las obras son solo dos de esas razones. Añadir un carril adicional y ensanchar las cunetas interiores y exteriores en cada dirección de la I-10 disminuiría la cantidad de veces que sea necesario cerrar o restringir la autopista por accidentes u obras.

14. ¿Este proyecto se construiría todo de una vez?

Si bien existe la posibilidad de que el proyecto propuesto se construya todo de una vez si se selecciona una alternativa de construcción, es poco probable en función de la disponibilidad actual de financiación. Es más probable que el proyecto se construya en segmentos a lo largo del tiempo a medida que se consiga la financiación del proyecto.

15. ¿Cuánto tiempo demorará la construcción del proyecto?

Si se selecciona una alternativa de construcción, el tiempo para construir el proyecto variaría en función de cómo se programe la financiación de la obra. En el mejor de los casos, el proyecto podría construirse en aproximadamente tres años a partir de 2025, pero si la financiación se distribuye en varios años, podría llevar de cinco a diez años.

16. ¿Qué tipo de impactos se prevén durante la construcción?

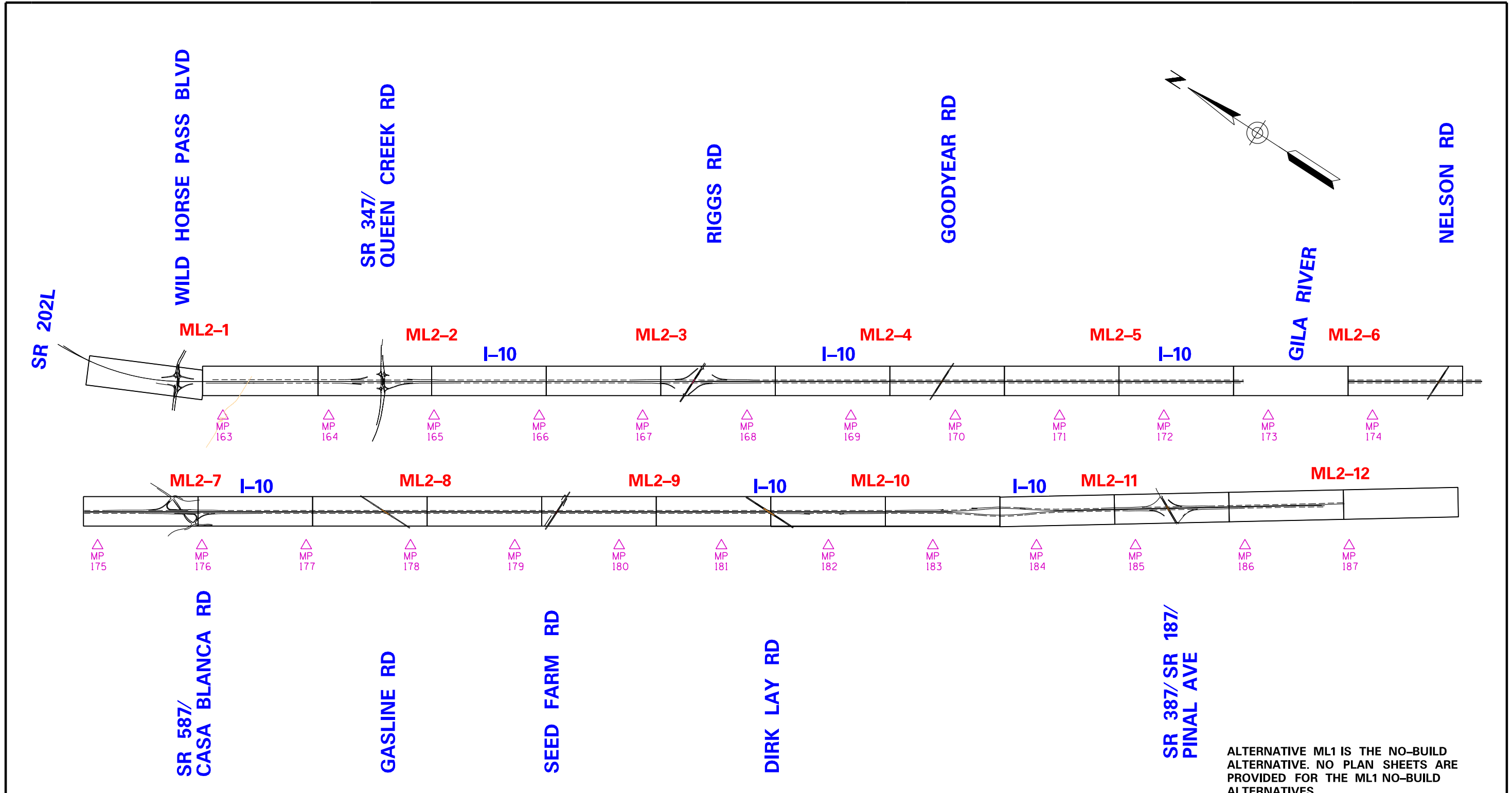
Si se selecciona una alternativa de construcción, los impactos de construcción se minimizarían o evitarían en la medida de lo posible, pero podrían incluir carriles y cunetas más estrechas en la I-10, cierres a corto plazo o restricciones en la I-10, rampas o cruces, y polvo y ruido de la obra. Estos impactos se considerarían temporales y ocurrirían solamente durante la duración de la obra.

17. ¿La construcción de este proyecto coincidiría con el Proyecto de la Curva Broadway de la I-10 inmediatamente al norte?

Si se selecciona una alternativa de construcción, es posible que el cronograma de construcción de este proyecto se superponga con el cronograma del Proyecto de la Curva Broadway de la I-10. Sin embargo, no hay superposición física entre los dos proyectos y se espera que cualquier superposición de tiempo sea mínima ya que el inicio de este proyecto ocurriría cerca del final del cronograma de construcción del Proyecto de la Curva Broadway de la I-10.

18. ¿Cuánto costaría este proyecto?

Debido a que el estudio aún no ha seleccionado una alternativa preferida, el costo se desconoce en este momento. En aproximadamente un año se elaborará información más detallada sobre los costos, pero por ahora, la información preliminar sobre los costos está disponible para todas las alternativas y opciones que se están considerando en la página "Recursos" del sitio web del estudio en: http://i10wildhorsepasscorridor.com/resources/I-10_202to387_Level3-TechnicalAlternativesScreening_CostandROW.pdf



ALTERNATIVE ML1 IS THE NO-BUILD ALTERNATIVE. NO PLAN SHEETS ARE PROVIDED FOR THE ML1 NO-BUILD ALTERNATIVES.

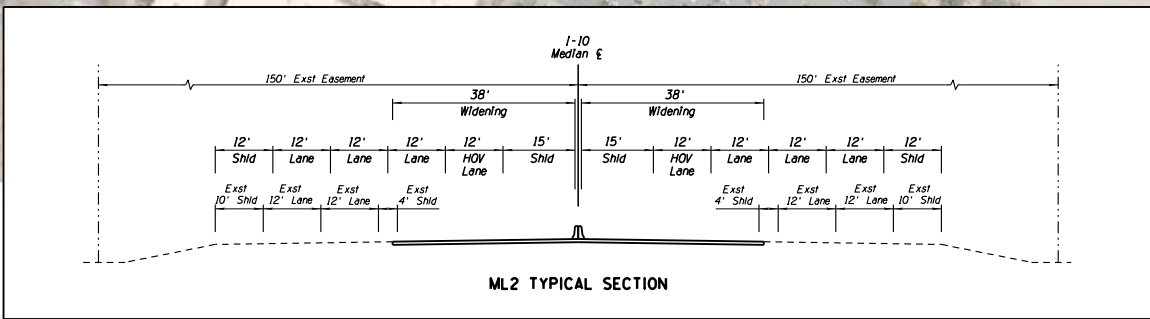
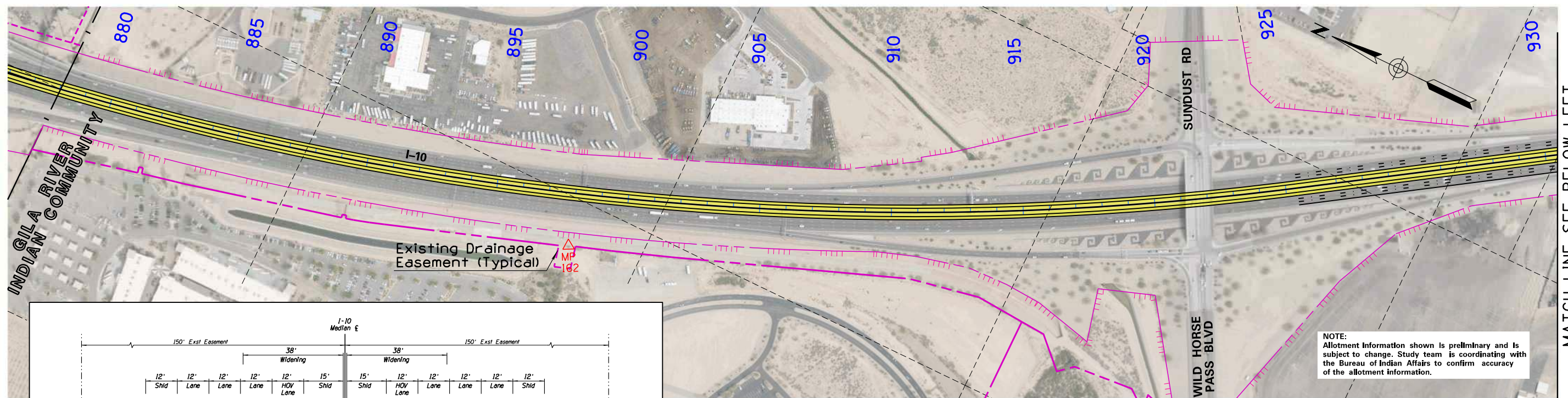
NOTE:
CLICK ON BOX BELOW SHEET NO. FOR DIRECT LINK TO SHEET

MAINLINE ALTERNATIVE 2



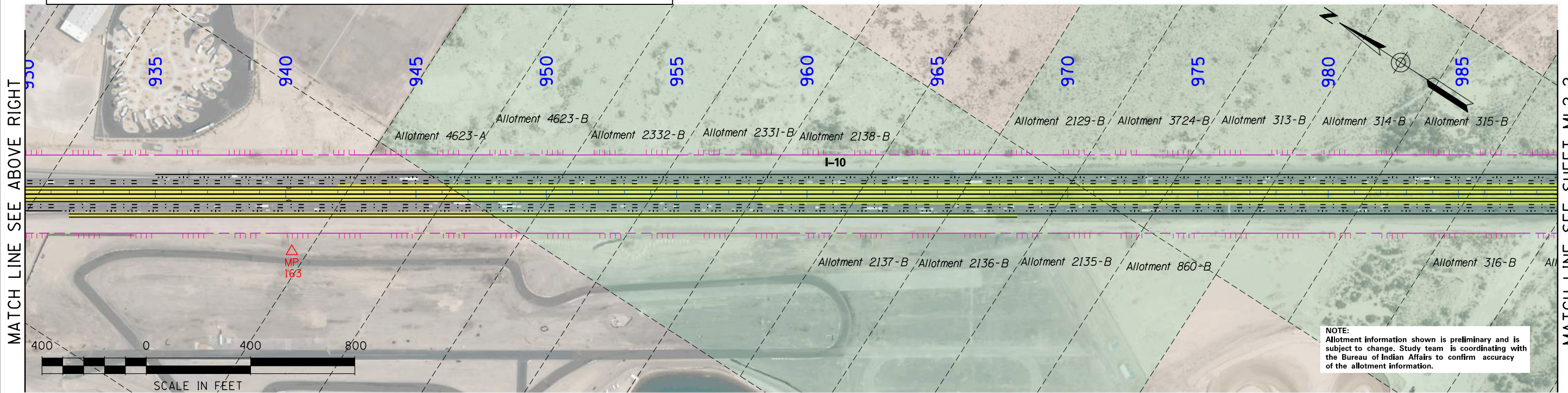
October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
KEY MAP - ALTERNATIVE ML2**



NOTE:
Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.

MATCH LINE SEE BELOW LEFT



NOTE:
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MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET ML2-2

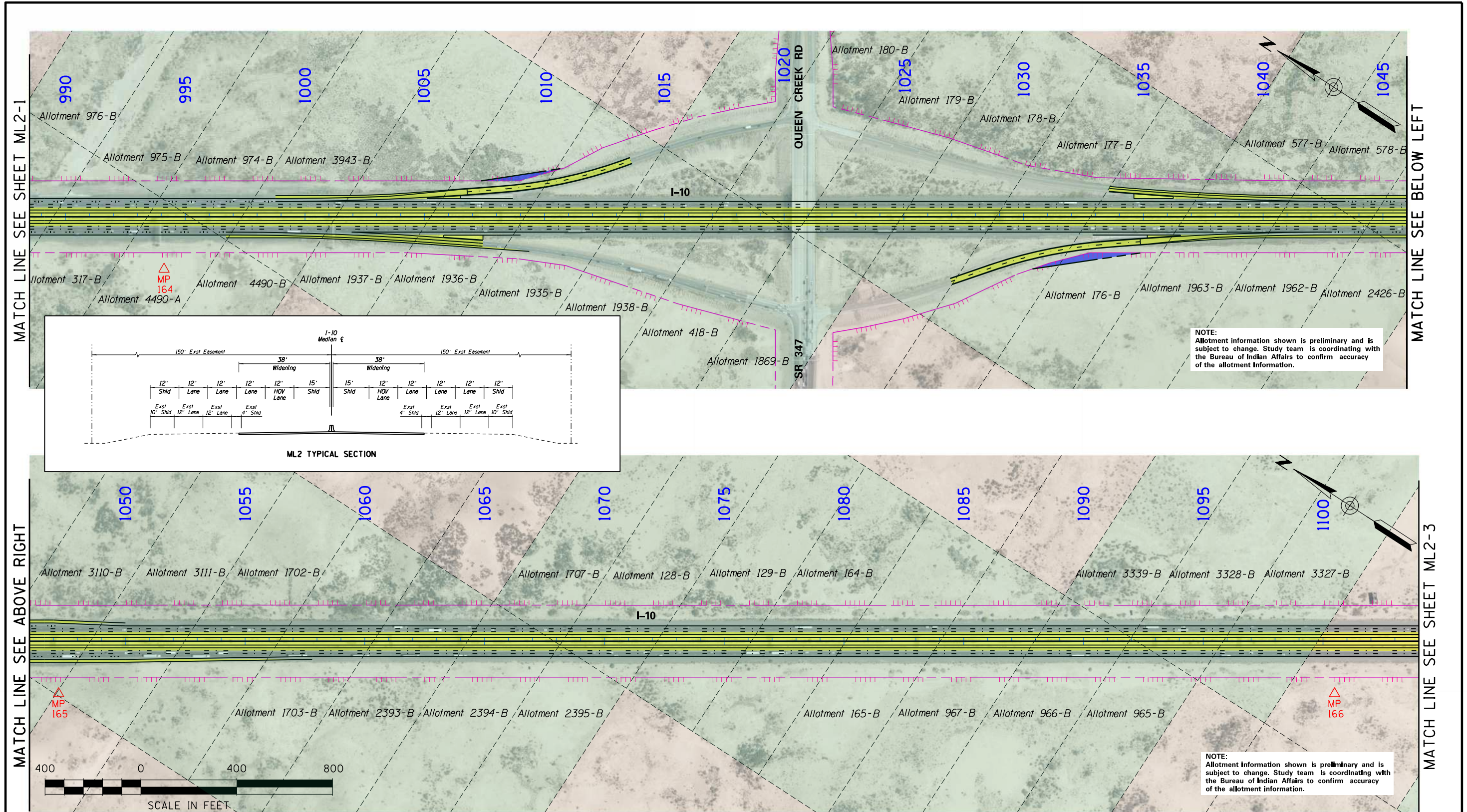


October 9, 2020

I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2

LEGEND	
	Allotment Parcels
	New Pavement
	New Permanent Easements
	Temporary Construction Easements
	Existing Easement (Line)
	Control of Access (Hash Marks)
	Milepost
	Land Boundary
	Median Cable Barrier

ML2-1
SHEET 1 of 12

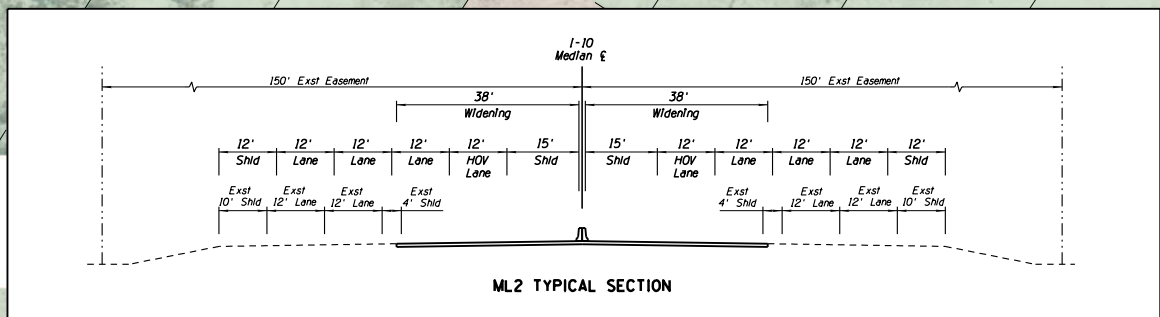


MATCH LINE SEE SHEET ML2-1

MATCH LINE SEE BELOW LEFT

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET ML2-3



NOTE: Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.

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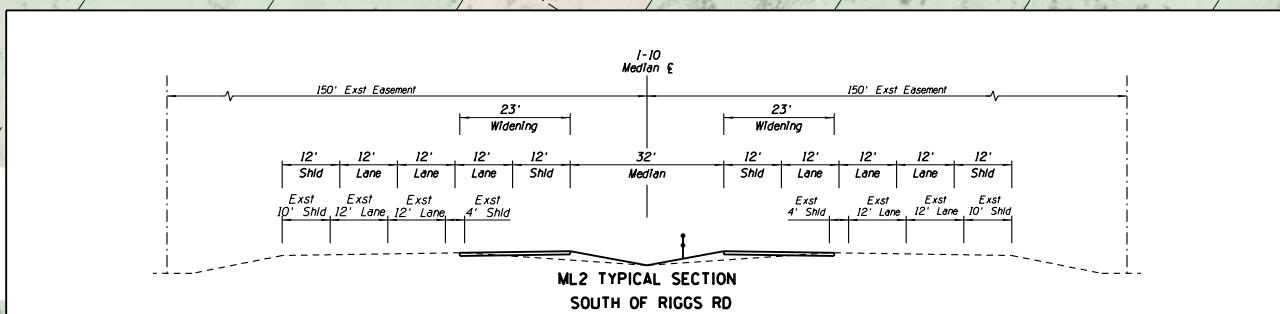
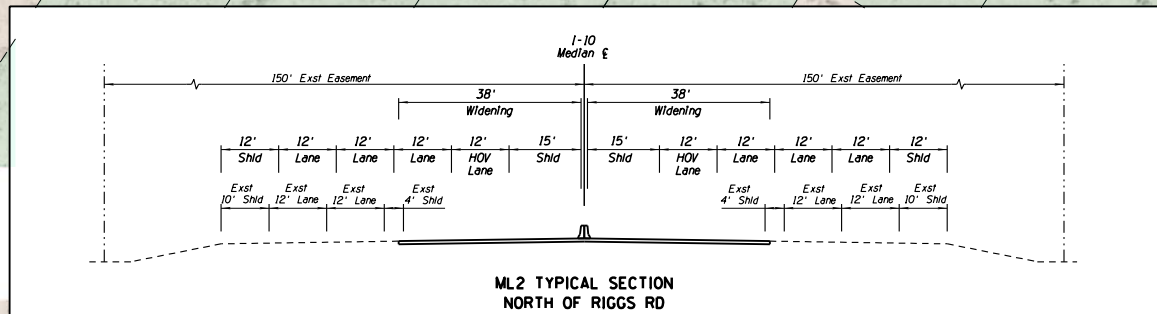
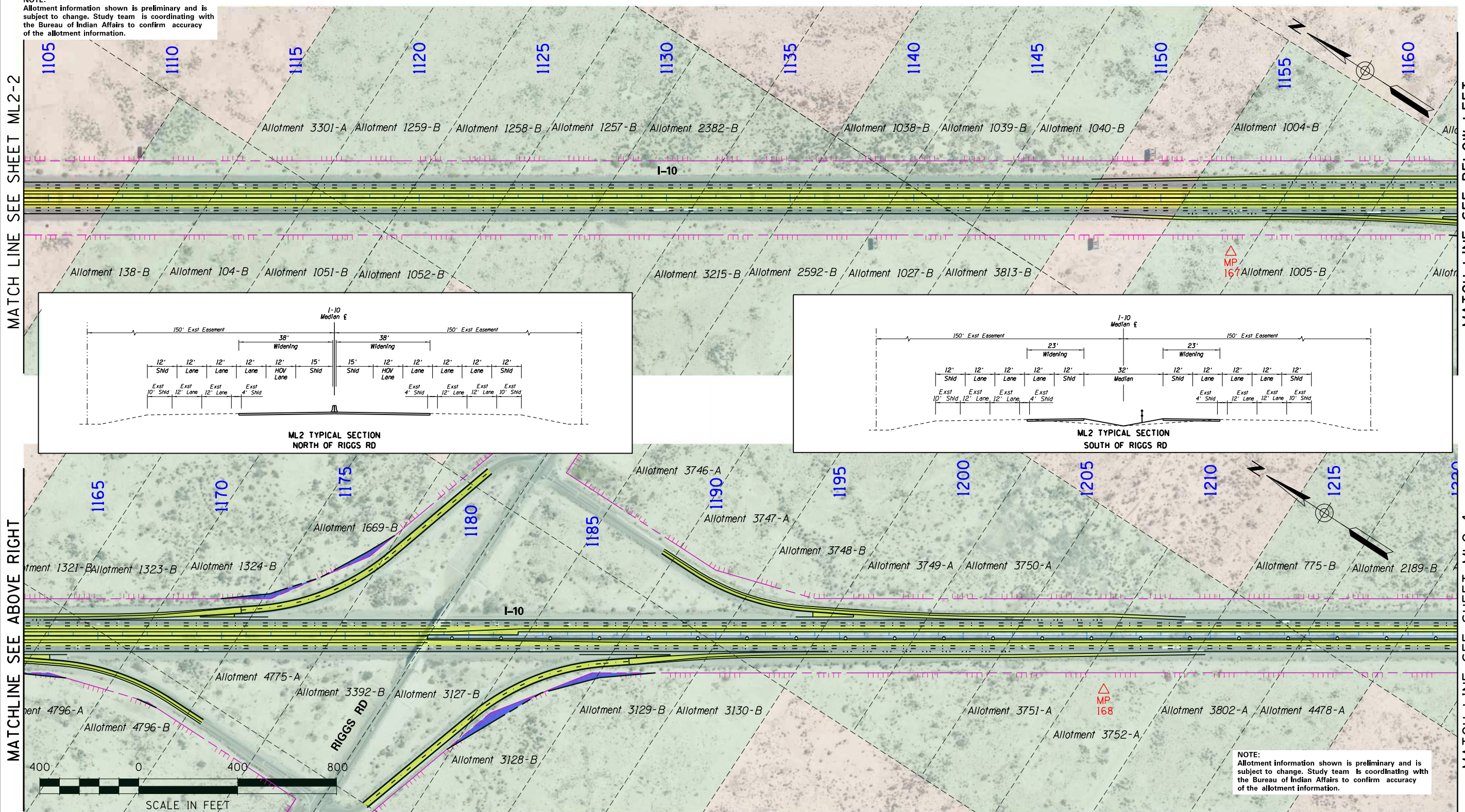
October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2**

Allotment Parcels	Temporary Construction Easements	Land Boundary
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	Median Cable Barrier
New Permanent Easements	Milepost	

**ML2-2
SHEET 2 of 12**

NOTE:
Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.



MATCHLINE SEE ABOVE RIGHT

MATCHLINE SEE SHEET ML2-4

MATCHLINE SEE SHEET ML2-2

MATCHLINE SEE BELOW LEFT

NOTE:
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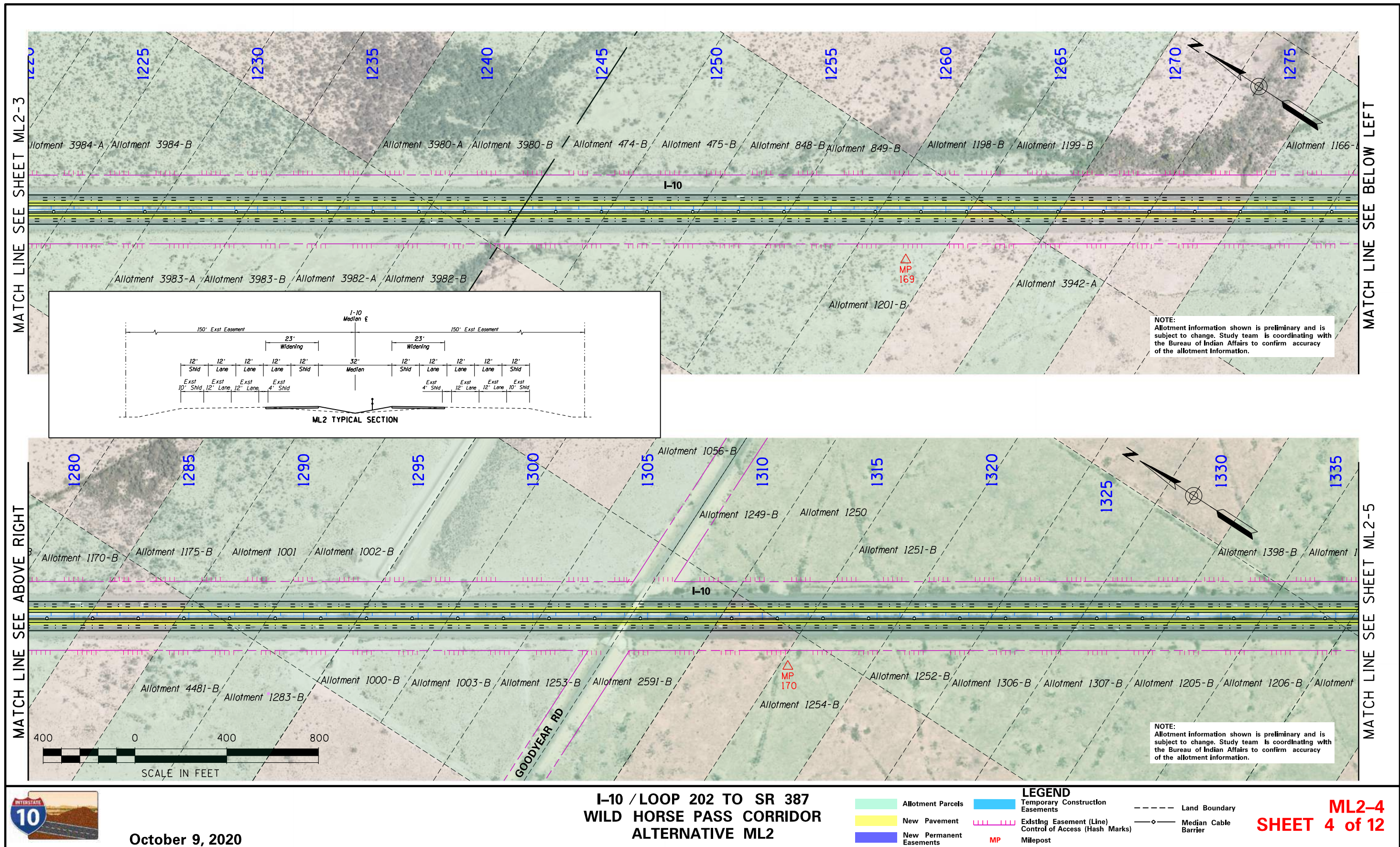


October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2**

Allotment Parcels	Temporary Construction Easements	Land Boundary
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	Median Cable Barrier
New Permanent Easements	Milepost	

**ML2-3
SHEET 3 of 12**



MATCH LINE SEE SHEET ML2-3

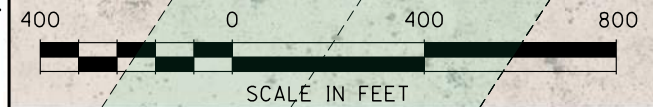
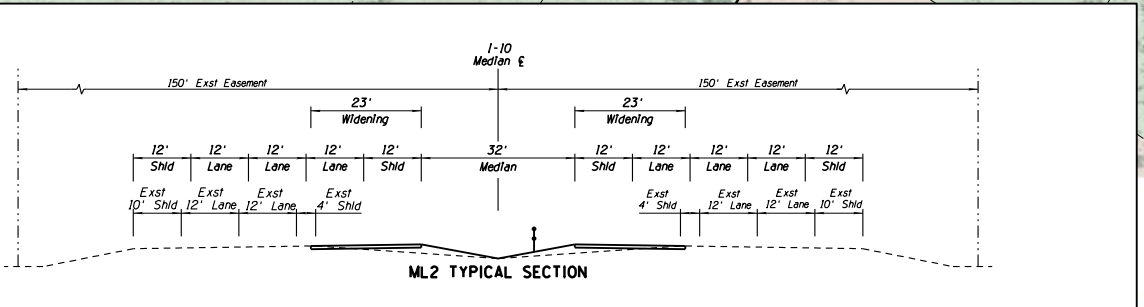
MATCH LINE SEE BELOW LEFT

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET ML2-5

NOTE: Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.

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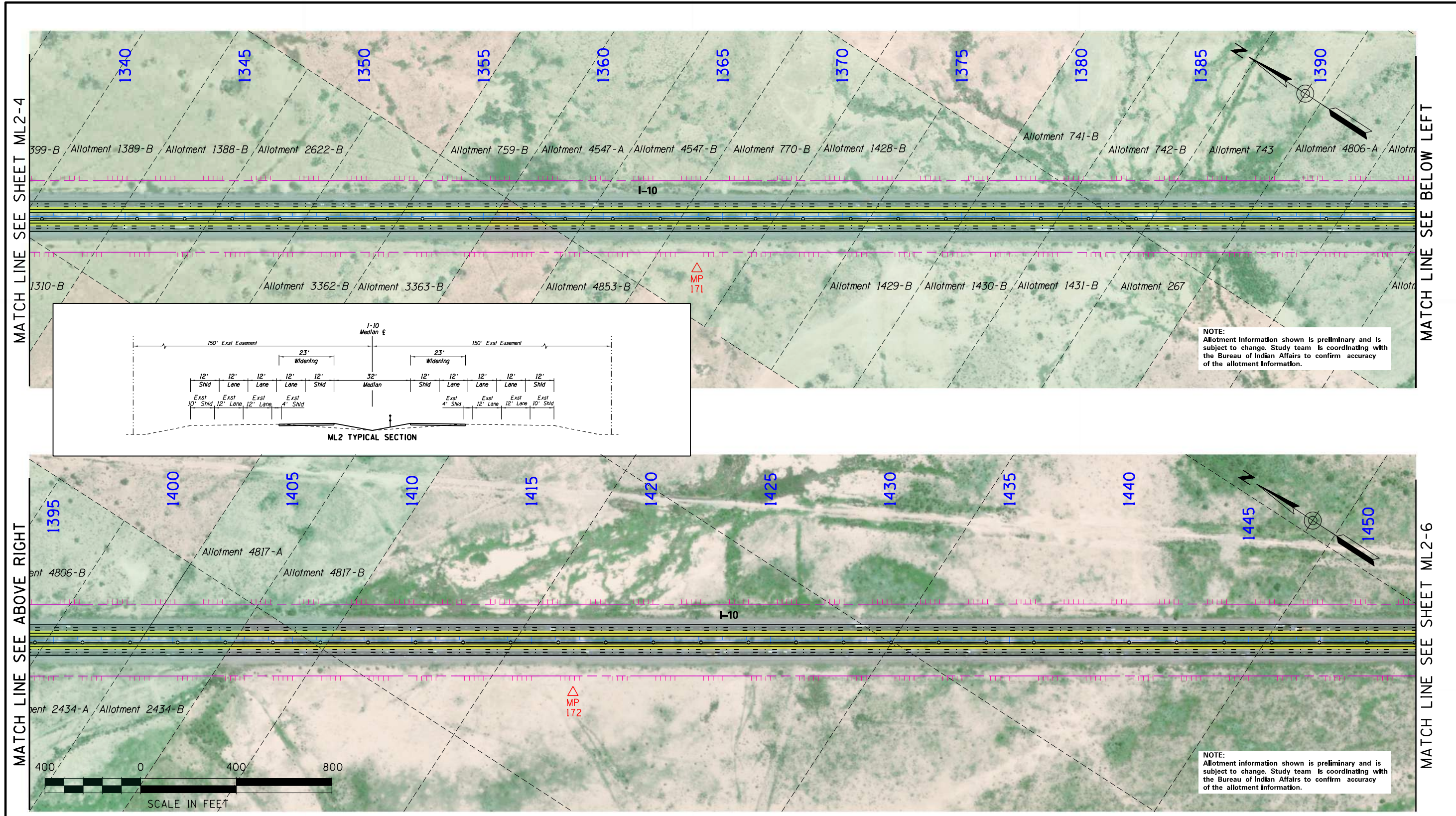
October 9, 2020

I-10 / LOOP 202 TO SR 387 WILD HORSE PASS CORRIDOR ALTERNATIVE ML2

LEGEND

Allotment Parcels	Temporary Construction Easements	Land Boundary
New Pavement	Existing Easement (Line)	Median Cable Barrier
New Permanent Easements	Control of Access (Hash Marks)	
	MP Milepost	

**ML2-4
SHEET 4 of 12**



MATCH LINE SEE SHEET ML2-4

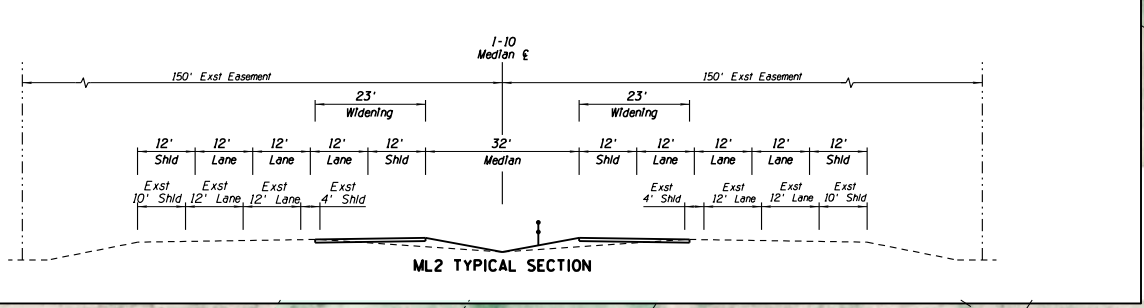
MATCH LINE SEE BELOW LEFT

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET ML2-6

NOTE:
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NOTE:
Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.

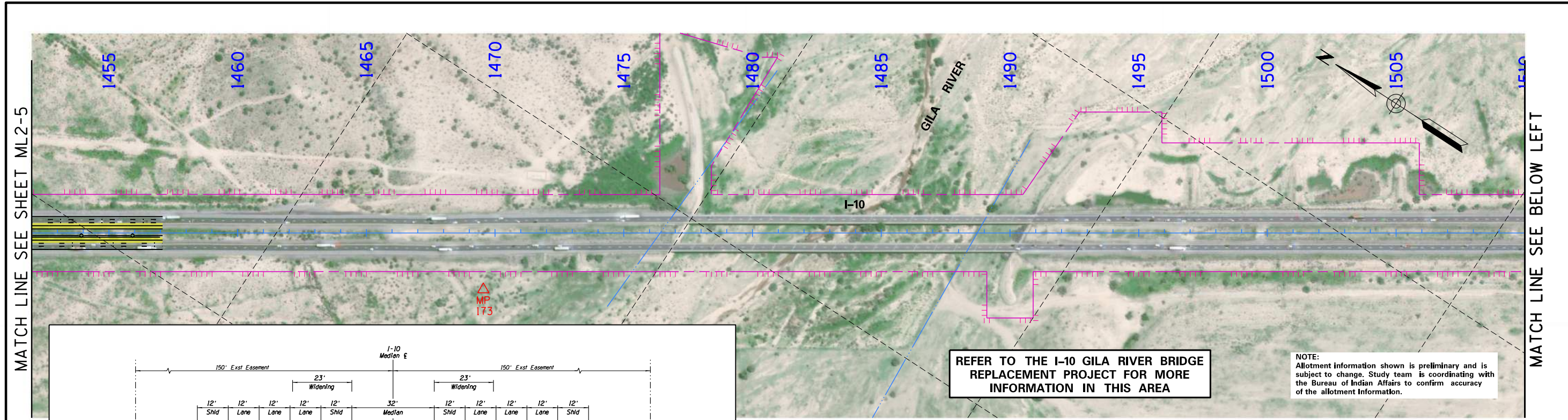


October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2**

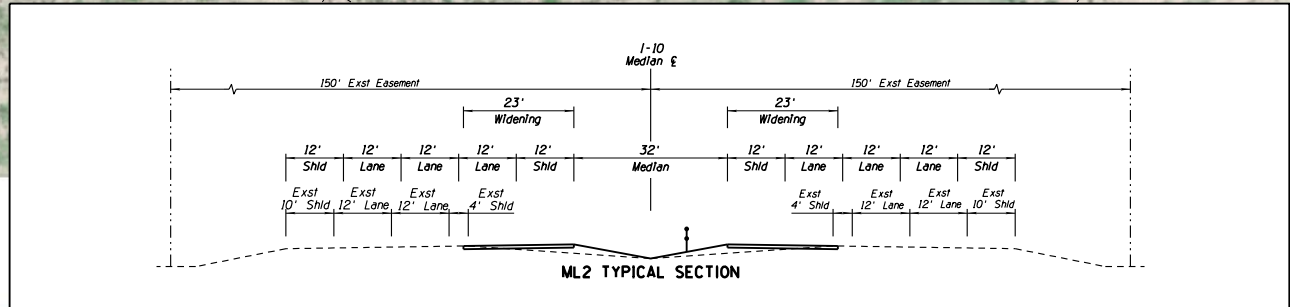
<ul style="list-style-type: none"> Allotment Parcels New Pavement New Permanent Easements 	<ul style="list-style-type: none"> Temporary Construction Easements Exst'g Easement (Line) Control of Access (Hash Marks) MP Milepost 	<ul style="list-style-type: none"> Land Boundary Median Cable Barrier
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**ML2-5
SHEET 5 of 12**



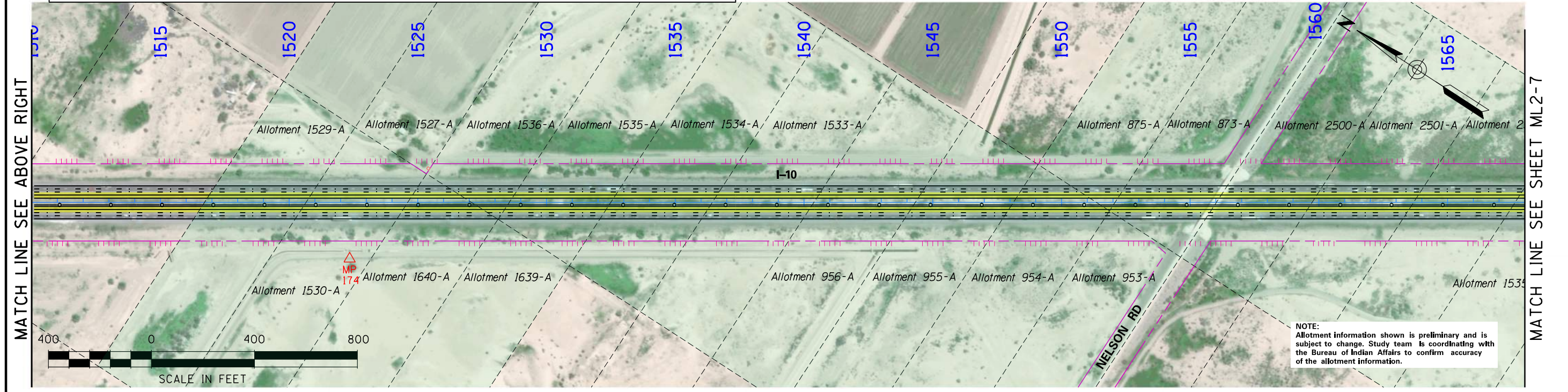
MATCH LINE SEE SHEET ML2-5

MATCH LINE SEE BELOW LEFT



REFER TO THE I-10 GILA RIVER BRIDGE REPLACEMENT PROJECT FOR MORE INFORMATION IN THIS AREA

NOTE:
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MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET ML2-7

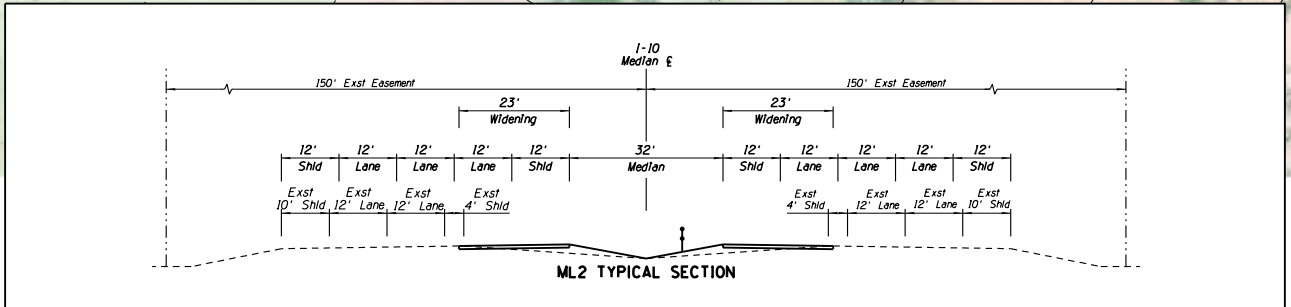
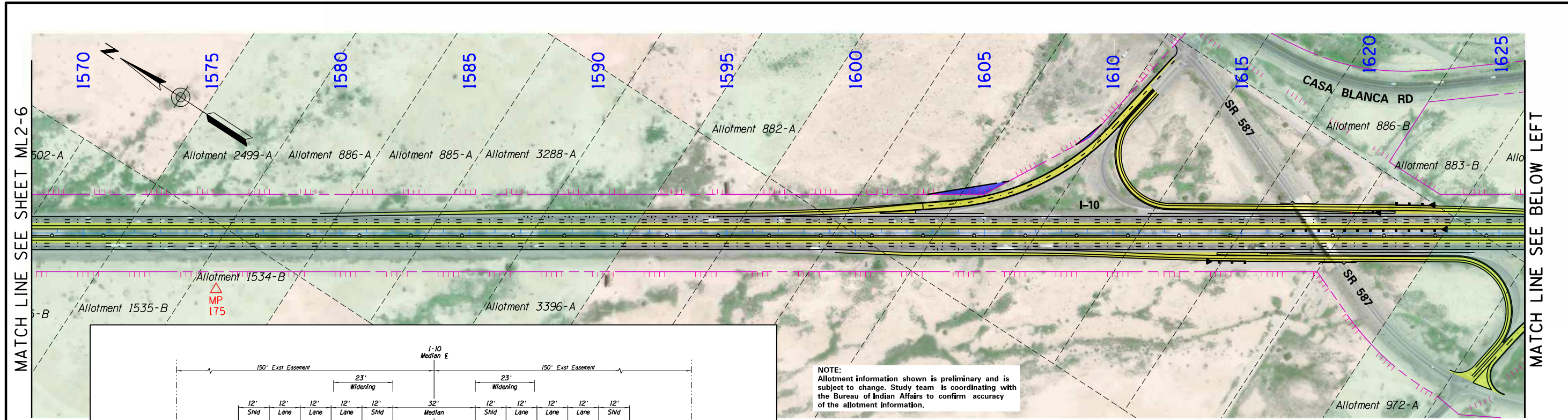
NOTE:
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**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2**

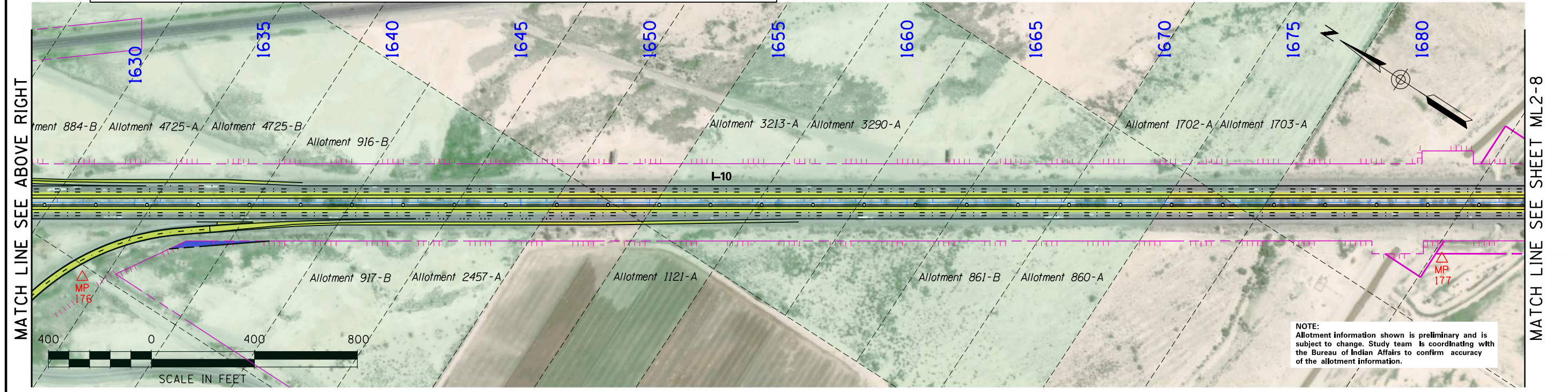
<ul style="list-style-type: none"> Allotment Parcels New Pavement New Permanent Easements 	<ul style="list-style-type: none"> Temporary Construction Easements Existing Easement (Line) Control of Access (Hash Marks) MP Milepost 	<ul style="list-style-type: none"> Land Boundary Median Cable Barrier
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**ML2-6
SHEET 6 of 12**

October 9, 2020



NOTE:
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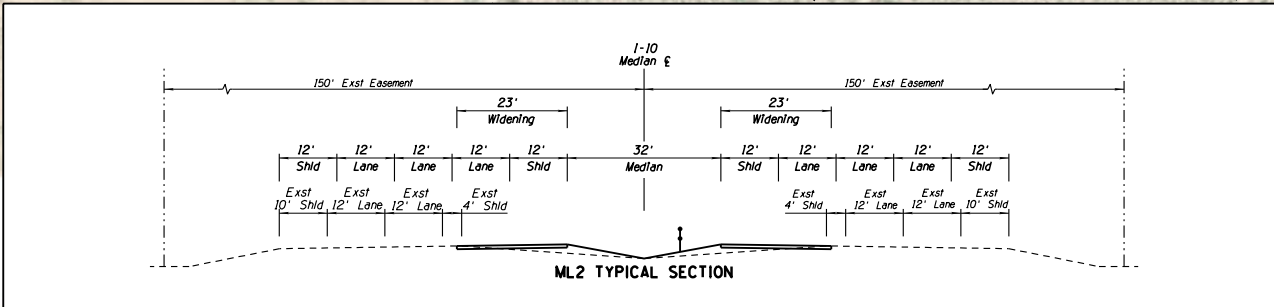
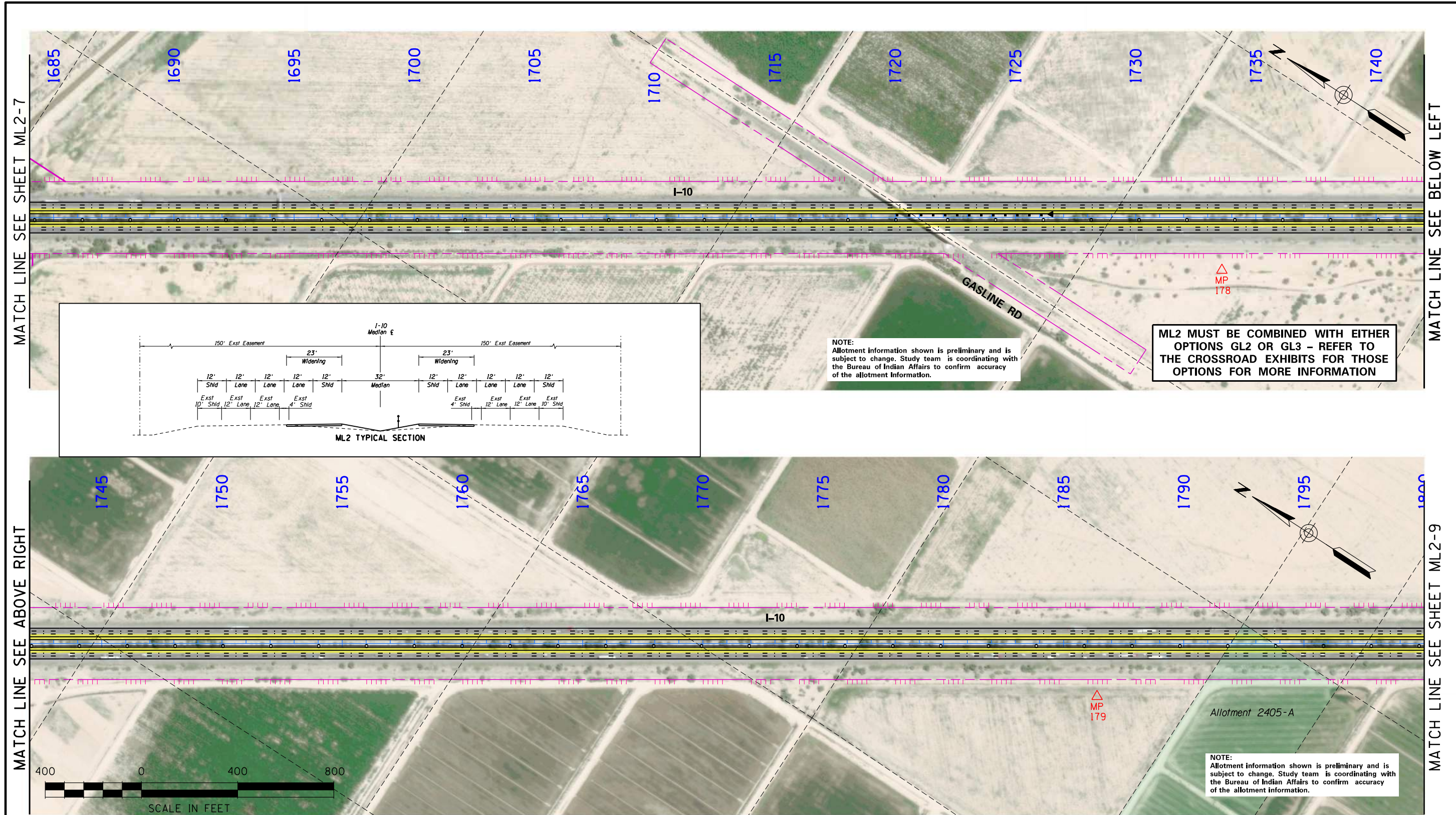
NOTE:
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October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2**

Allotment Parcels	Temporary Construction Easements	Land Boundary
New Pavement	Existing Easement (Line)	Median Cable Barrier
New Permanent Easements	Control of Access (Hash Marks)	
	Milepost	



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ML2 MUST BE COMBINED WITH EITHER OPTIONS GL2 OR GL3 - REFER TO THE CROSSROAD EXHIBITS FOR THOSE OPTIONS FOR MORE INFORMATION

NOTE: Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.



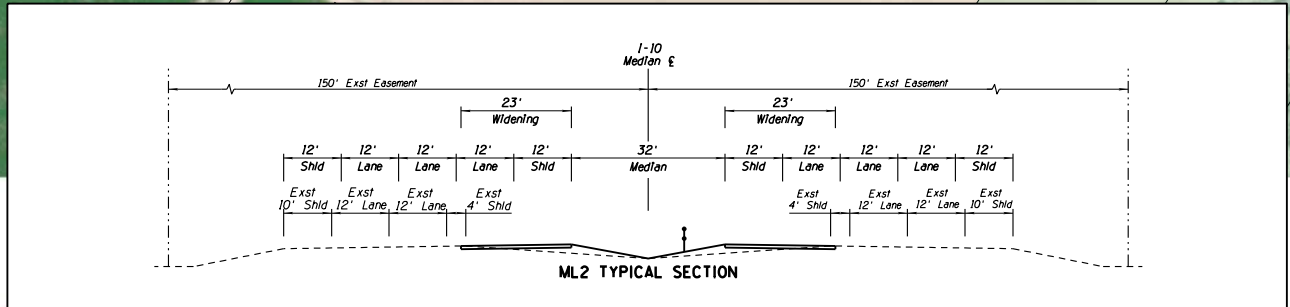
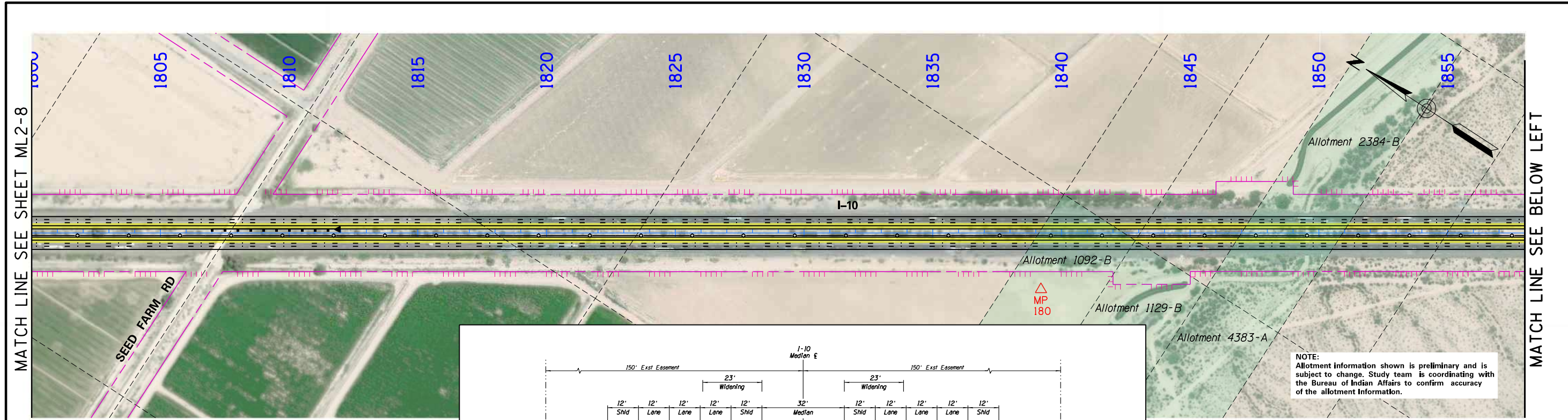
October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2 - SHEET 8 OF 12**

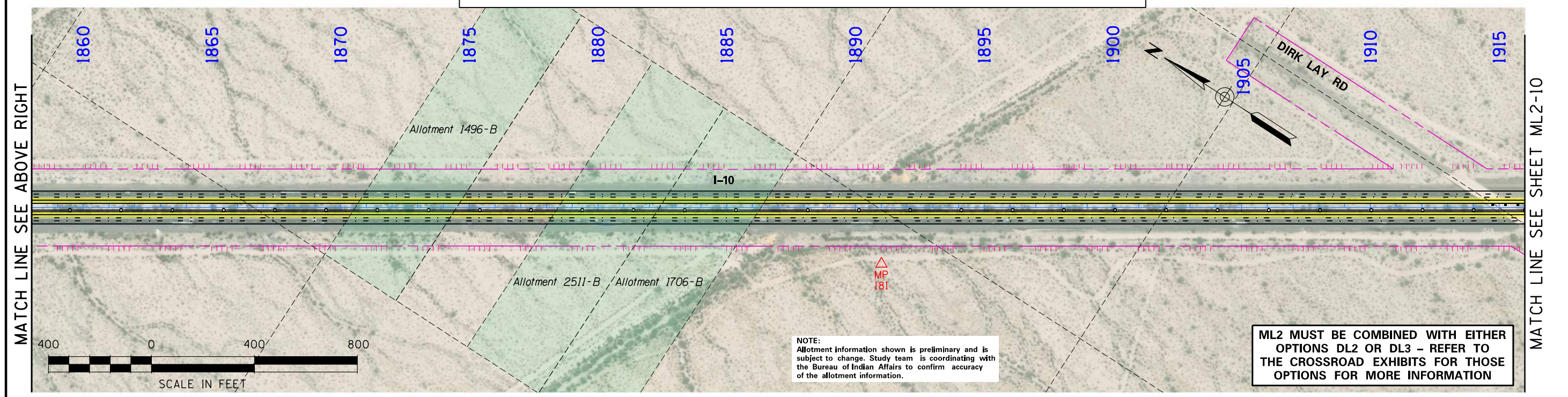
LEGEND

Allotment Parcels	Temporary Construction Easements	Land Boundary
New Pavement	Existing Easement (Line)	Median Cable Barrier
New Permanent Easements	Control of Access (Hash Marks)	Milepost

**ML2-8
SHEET 8 of 12**



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ML2 MUST BE COMBINED WITH EITHER OPTIONS DL2 OR DL3 - REFER TO THE CROSSROAD EXHIBITS FOR THOSE OPTIONS FOR MORE INFORMATION

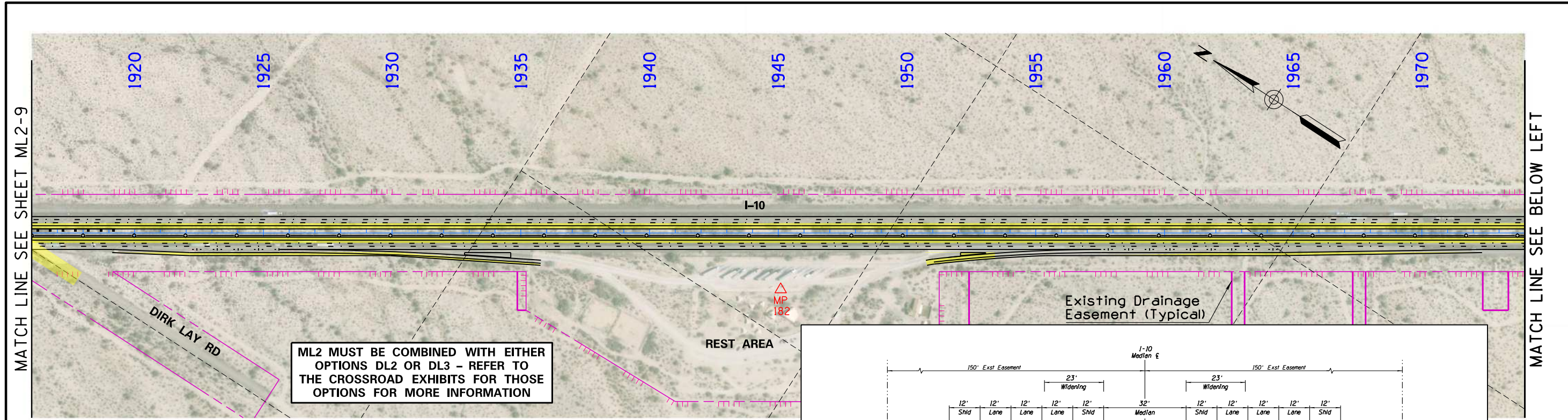
**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2**

LEGEND

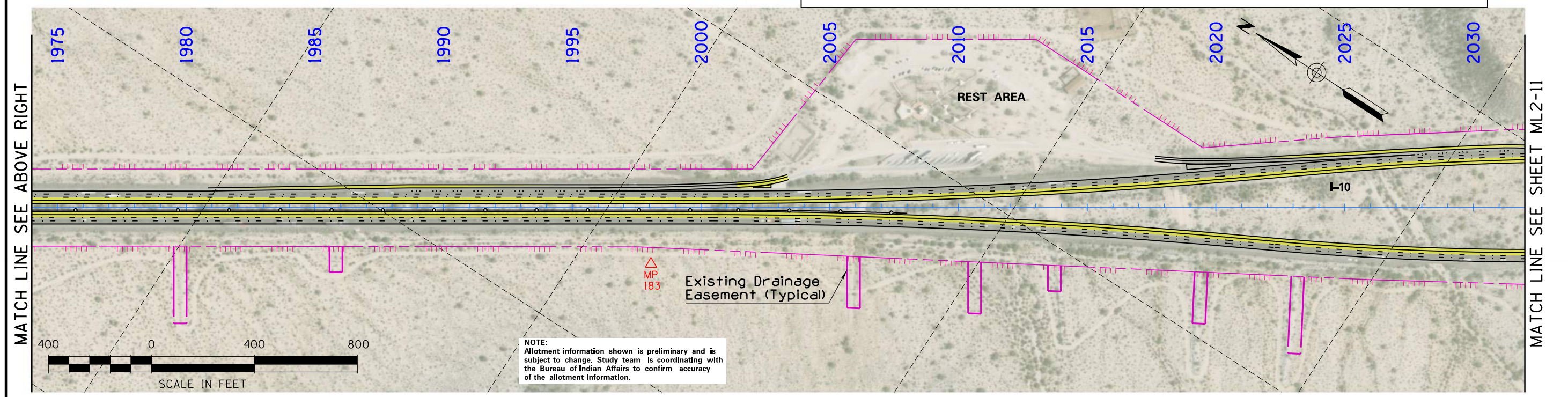
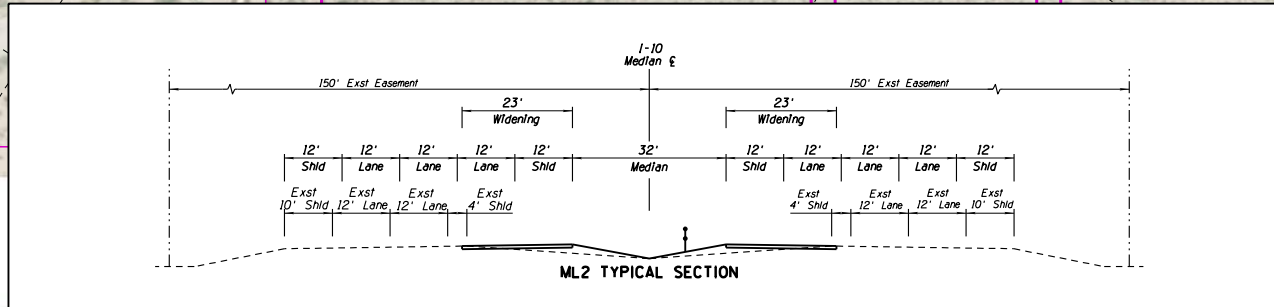
 Allotment Parcels	 Temporary Construction Easements	 Land Boundary
 New Pavement	 Existing Easement (Line)	 Median Cable Barrier
 New Permanent Easements	 Control of Access (Hash Marks)	MP Milepost

**ML2-9
SHEET 9 of 12**

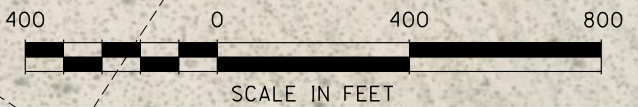
October 9, 2020



ML2 MUST BE COMBINED WITH EITHER OPTIONS DL2 OR DL3 - REFER TO THE CROSSROAD EXHIBITS FOR THOSE OPTIONS FOR MORE INFORMATION



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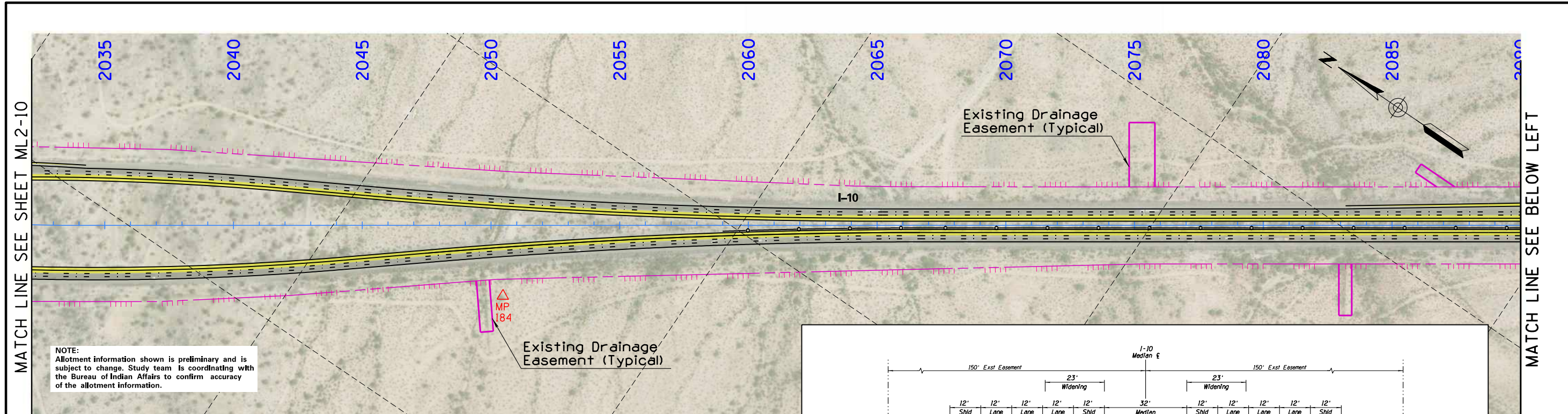
**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2**

LEGEND

 Allotment Parcels	 Temporary Construction Easements	 Land Boundary
 New Pavement	 Existing Easement (Line)	 Median Cable Barrier
 New Permanent Easements	 Control of Access (Hash Marks)	 Milepost

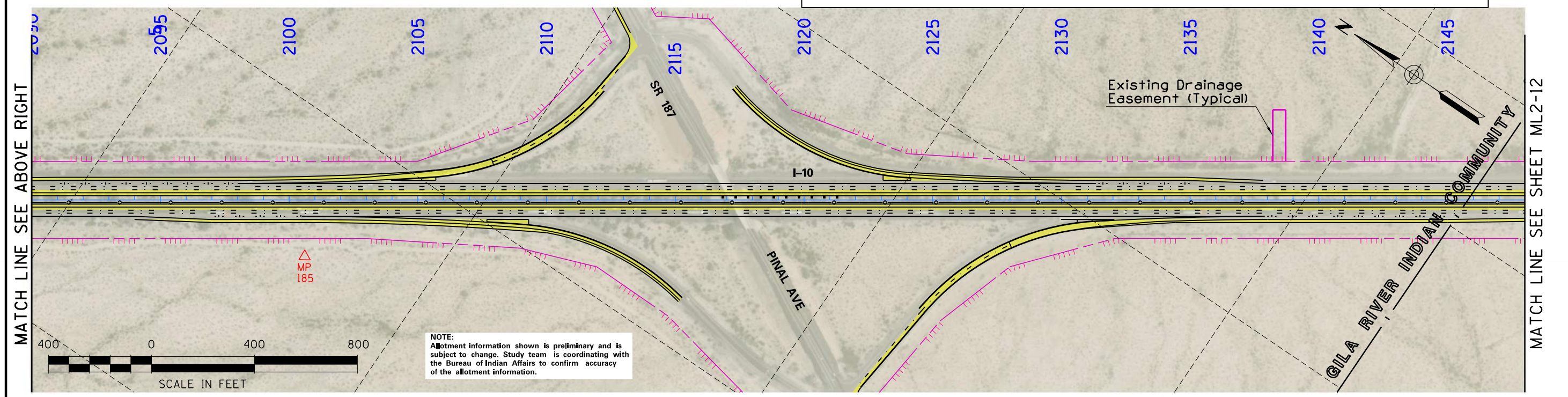
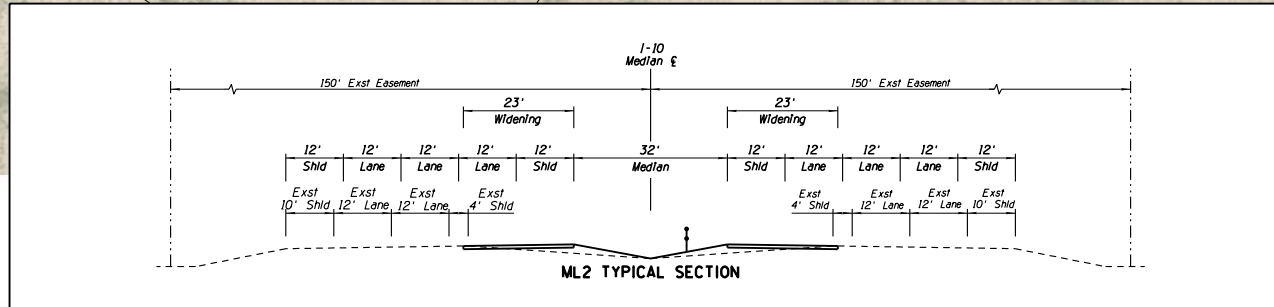
**ML2-10
SHEET 10 of 12**

October 9, 2020

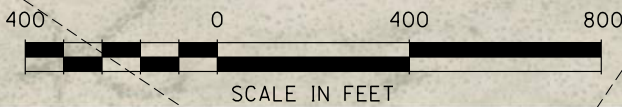


NOTE:
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Existing Drainage Easement (Typical)



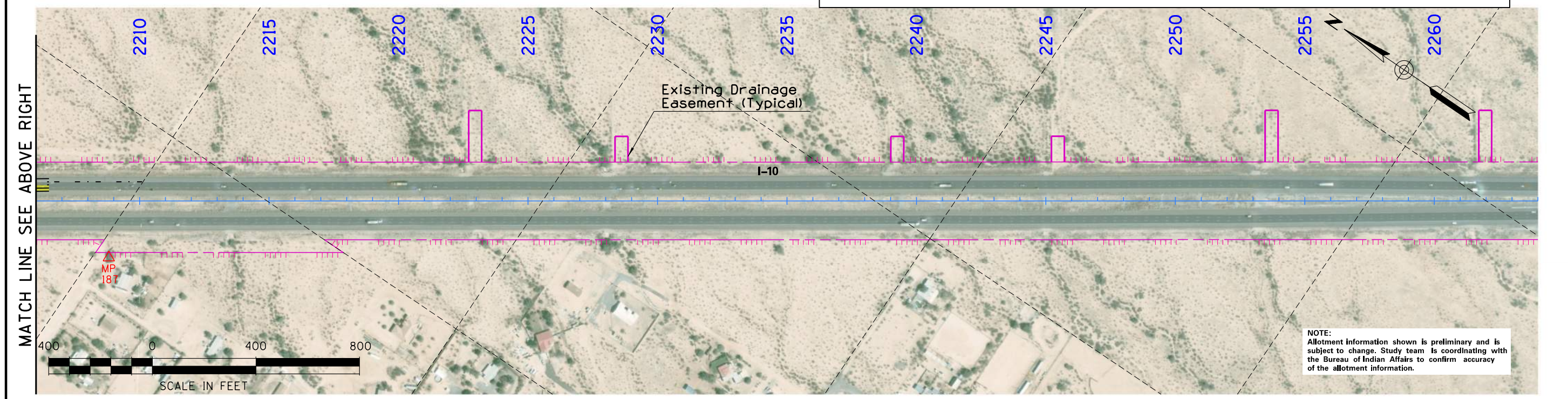
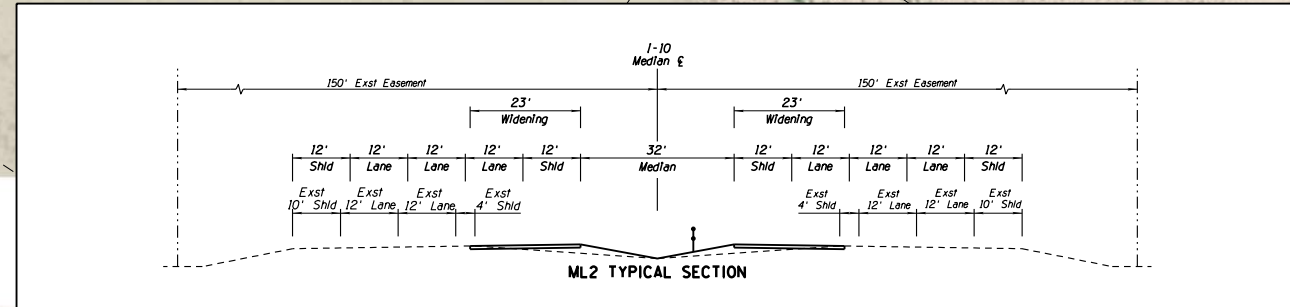
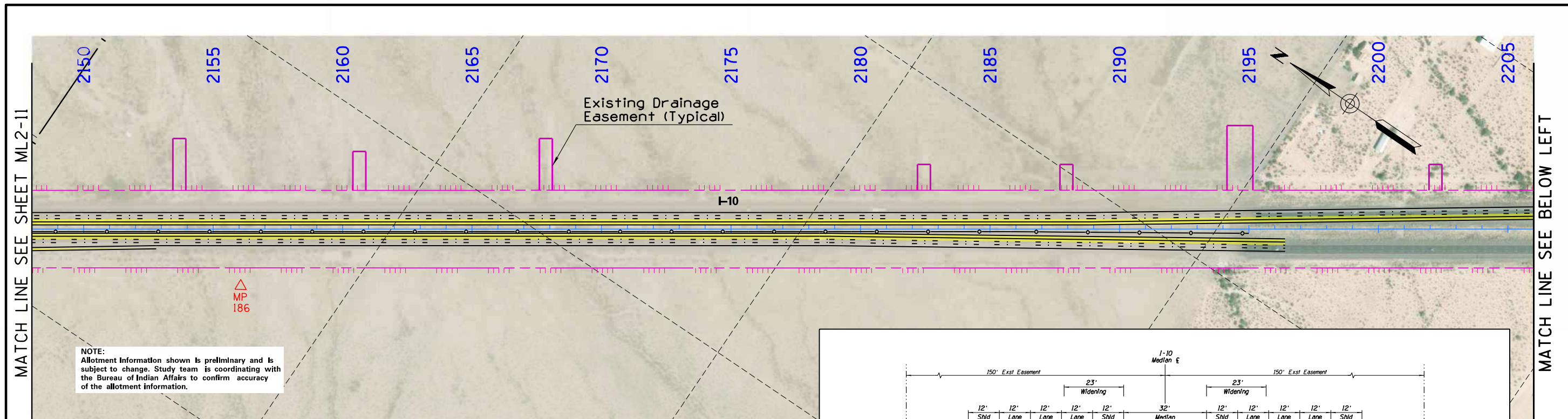
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October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2**

Allotment Parcels	Temporary Construction Easements	Land Boundary
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	Median Cable Barrier
New Permanent Easements	Milepost	



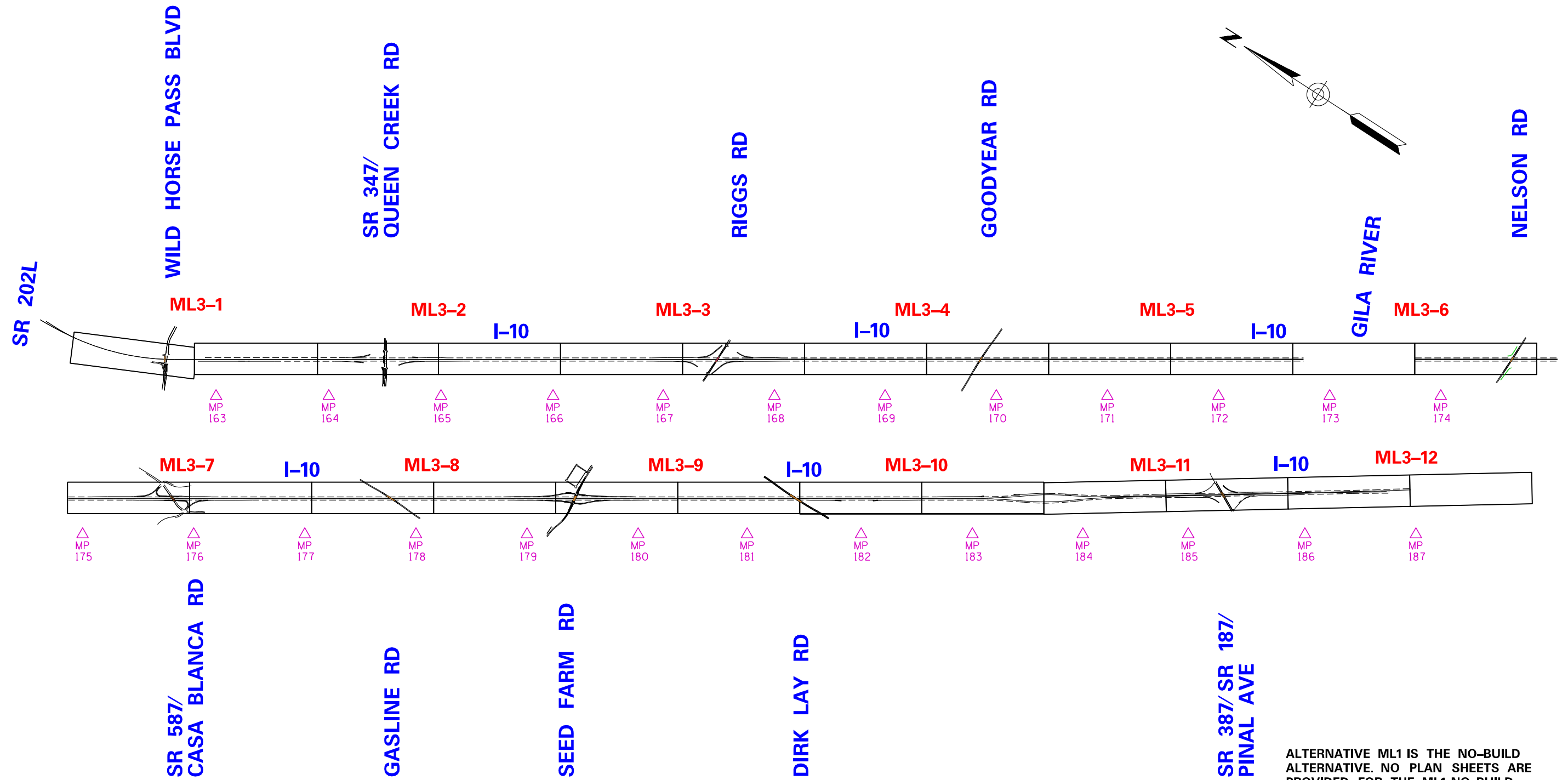
**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2**

LEGEND

 Allotment Parcels	 Temporary Construction Easements	 Land Boundary
 New Pavement	 Existing Easement (Line)	 Control of Access (Hash Marks)
 New Permanent Easements	 Control of Access (Hash Marks)	 Median Cable Barrier
MP Milepost		

**ML2-12
SHEET 12 of 12**

October 9, 2020



ALTERNATIVE ML1 IS THE NO-BUILD ALTERNATIVE. NO PLAN SHEETS ARE PROVIDED FOR THE ML1 NO-BUILD ALTERNATIVES.

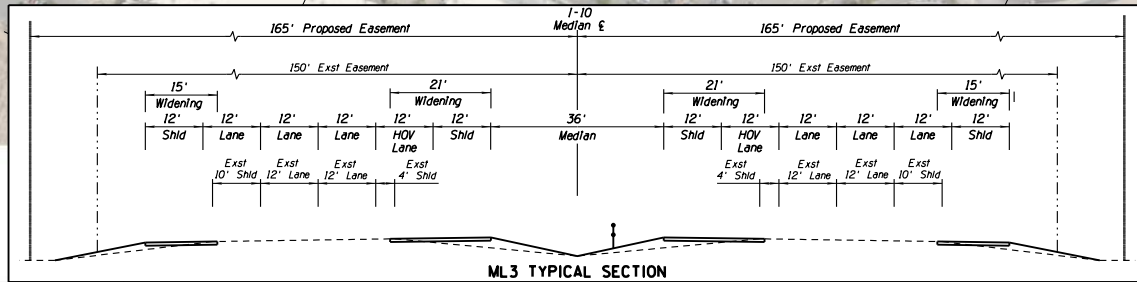
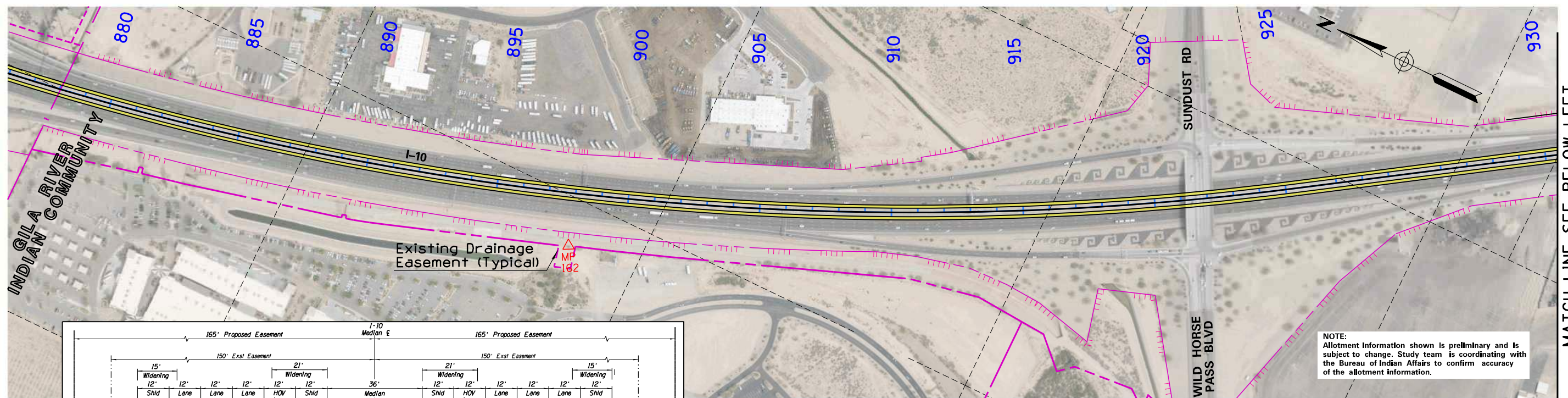
NOTE:
CLICK ON BOX BELOW SHEET NO. FOR DIRECT LINK TO SHEET

MAINLINE ALTERNATIVE 3



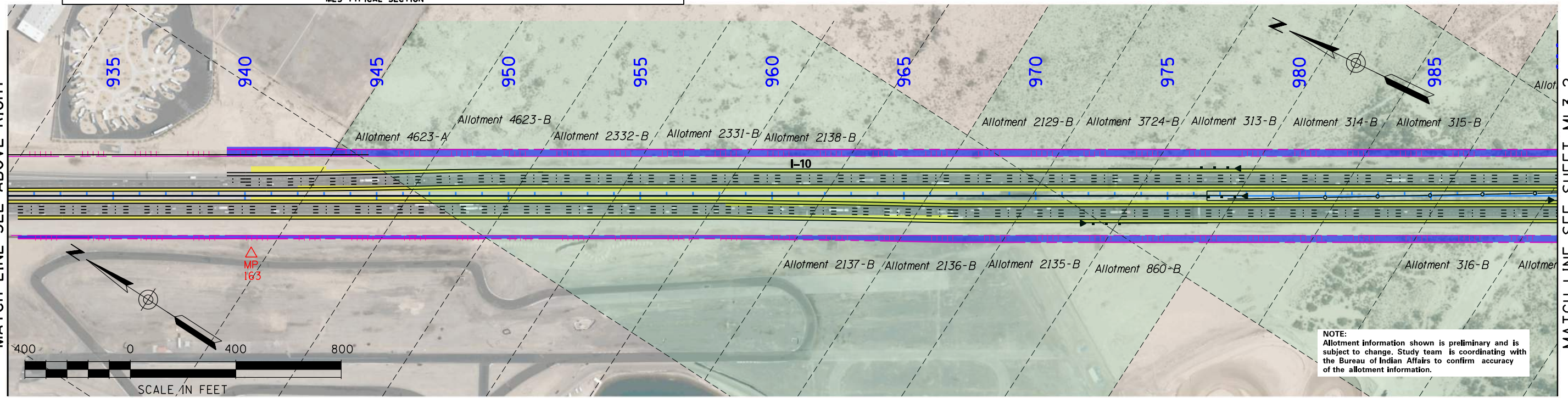
October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
KEY MAP - ALTERNATIVE ML3**



NOTE:
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MATCH LINE SEE BELOW LEFT



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MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET ML3-2

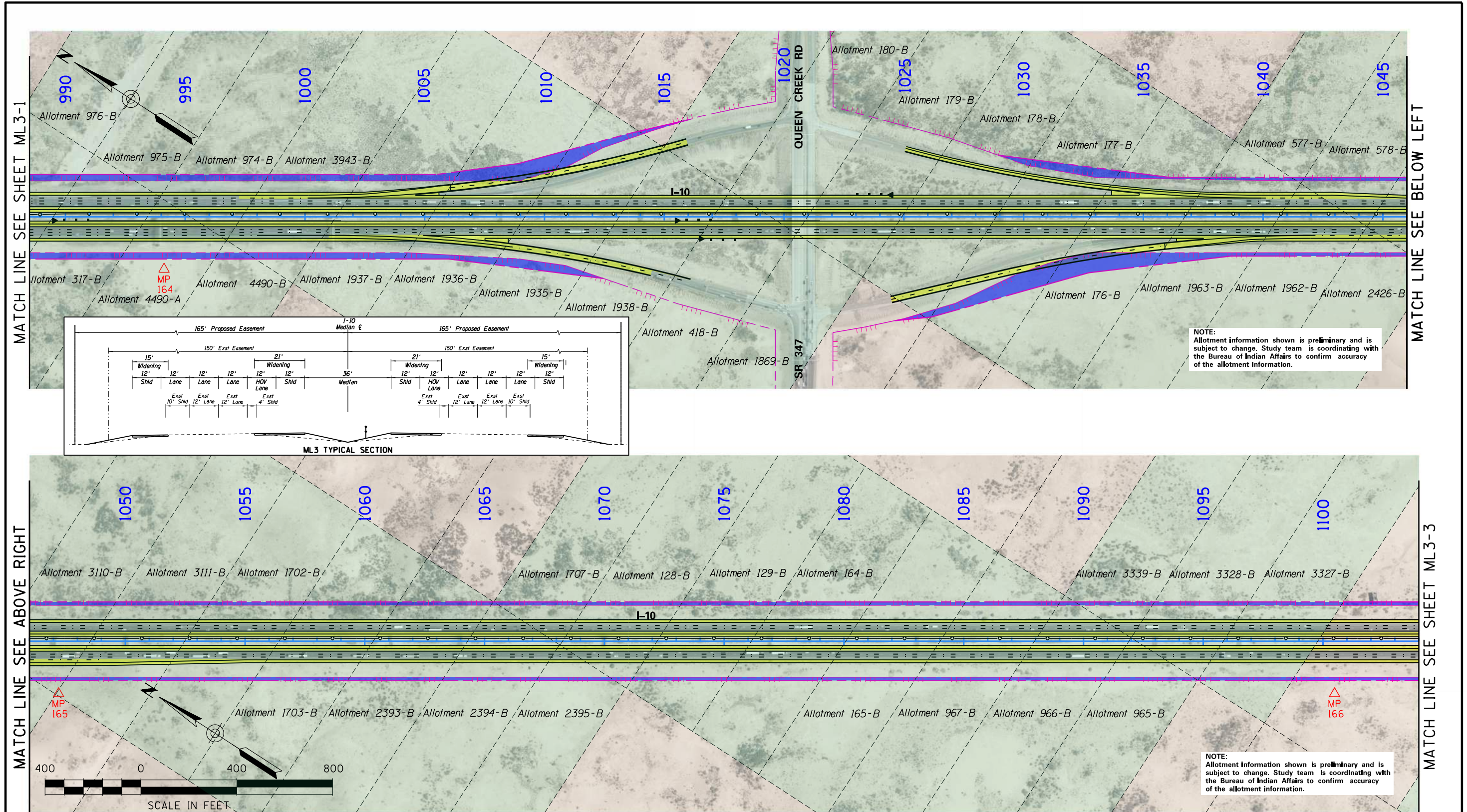


October 9, 2020

I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3

LEGEND	
	Allotment Parcels
	New Pavement
	New Permanent Easements
	Temporary Construction Easements
	Existing Easement (Line)
	Control of Access (Hash Marks)
	MP Milepost
	Land Boundary
	Median Cable Barrier

ML3-1
SHEET 1 of 12



MATCH LINE SEE SHEET ML3-1

MATCH LINE SEE BELOW LEFT

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET ML3-3



October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3**

- LEGEND**
- Allotment Parcels
 - New Pavement
 - New Permanent Easements
 - Temporary Construction Easements
 - Existing Easement (Line)
 - Control of Access (Hash Marks)
 - MP Milepost
 - Land Boundary
 - Median Cable Barrier

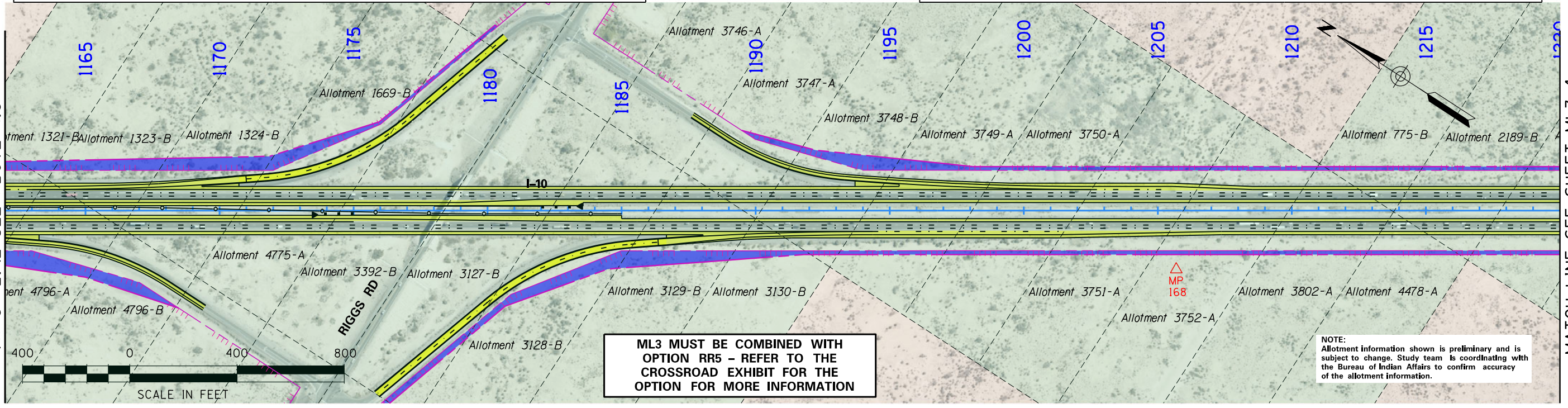
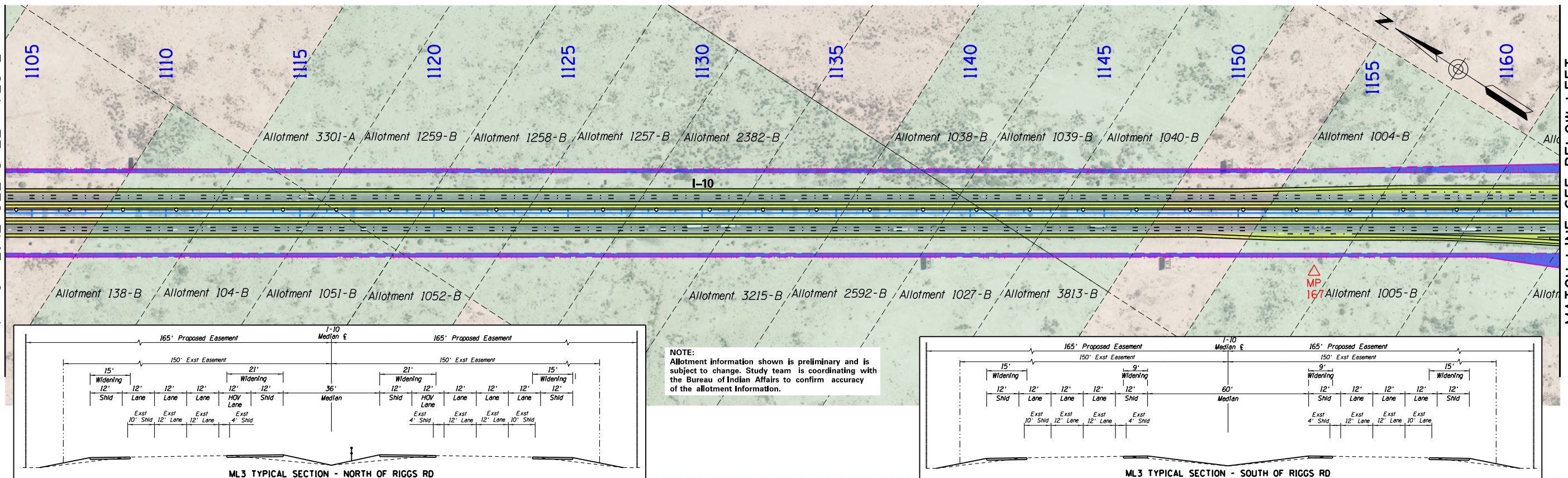
**ML3-2
SHEET 2 of 12**

MATCH LINE SEE SHEET ML3-2

MATCH LINE SEE BELOW LEFT

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET ML3-4



ML3 MUST BE COMBINED WITH OPTION RR5 - REFER TO THE CROSSROAD EXHIBIT FOR THE OPTION FOR MORE INFORMATION

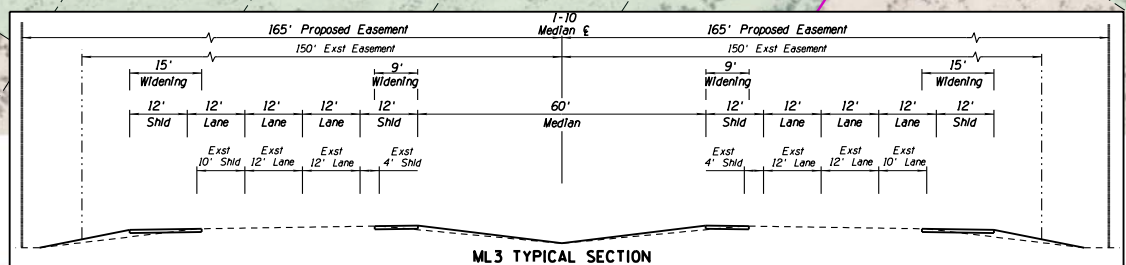
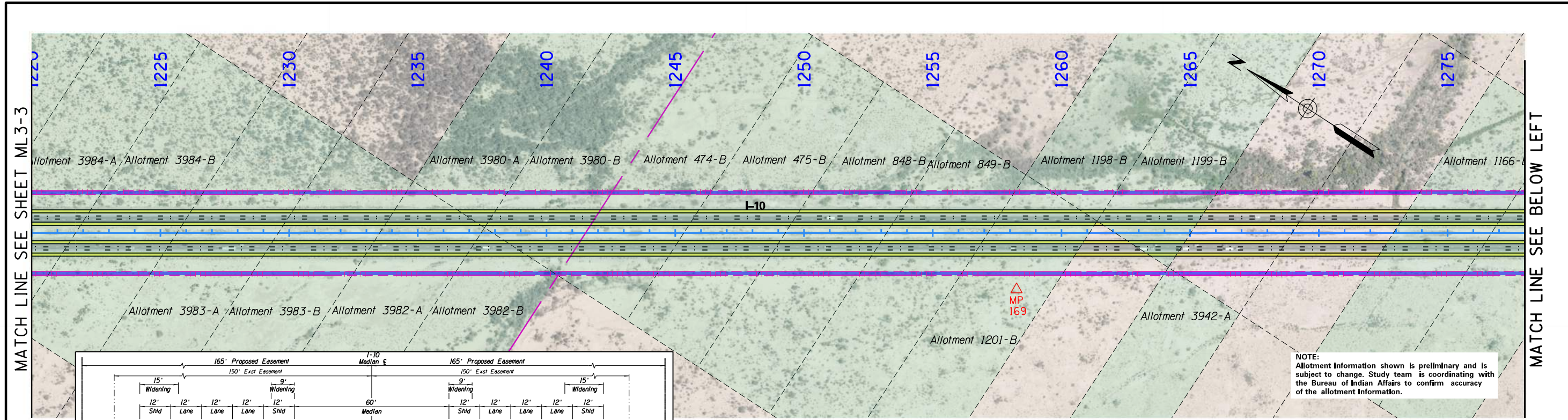


October 9, 2020

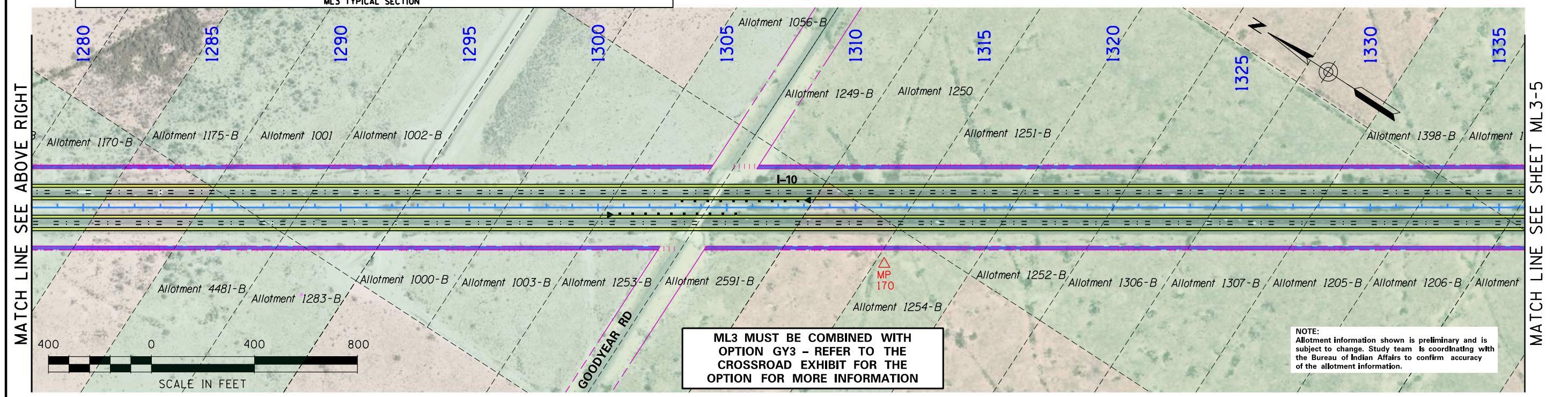
I-10 / LOOP 202 TO SR 387 WILD HORSE PASS CORRIDOR ALTERNATIVE ML3

Allotment Parcels	Temporary Construction Easements	Land Boundary
New Pavement	Existing Easement (Line)	Median Cable Barrier
New Permanent Easements	Control of Access (Hash Marks)	
	MP Milepost	

ML3-3
SHEET 3 of 12



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ML3 MUST BE COMBINED WITH OPTION GY3 - REFER TO THE CROSSROAD EXHIBIT FOR THE OPTION FOR MORE INFORMATION

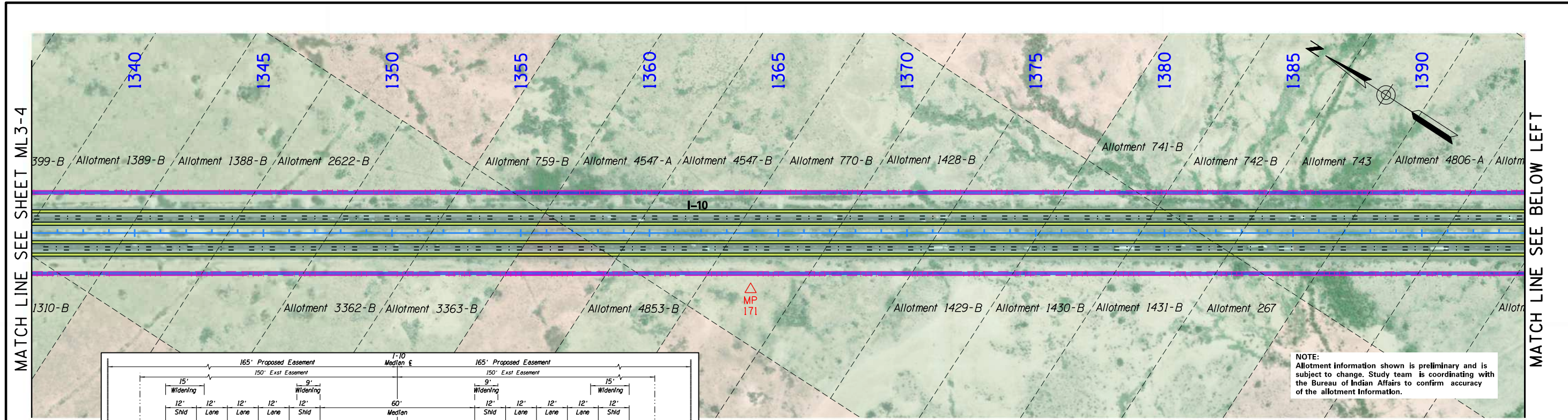
NOTE:
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October 9, 2020

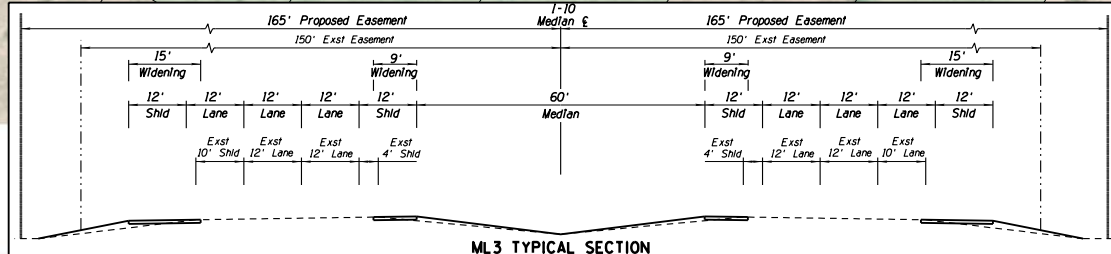
**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3**

Allotment Parcels	Temporary Construction Easements	Land Boundary
New Pavement	Existing Easement (Line)	Median Cable Barrier
New Permanent Easements	Control of Access (Hash Marks)	Milepost

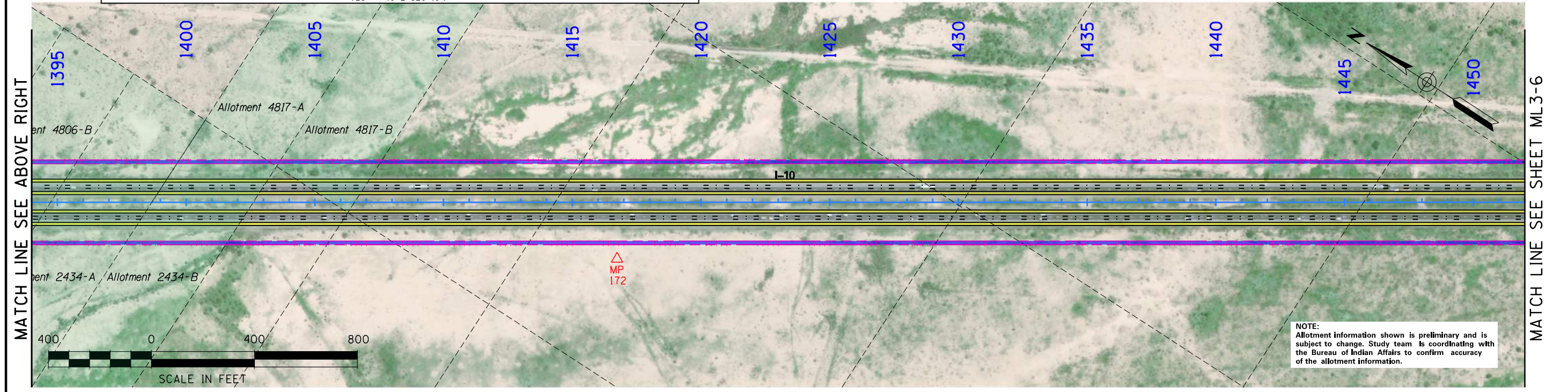


MATCH LINE SEE SHEET ML3-4

MATCH LINE SEE BELOW LEFT



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MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET ML3-6

NOTE:
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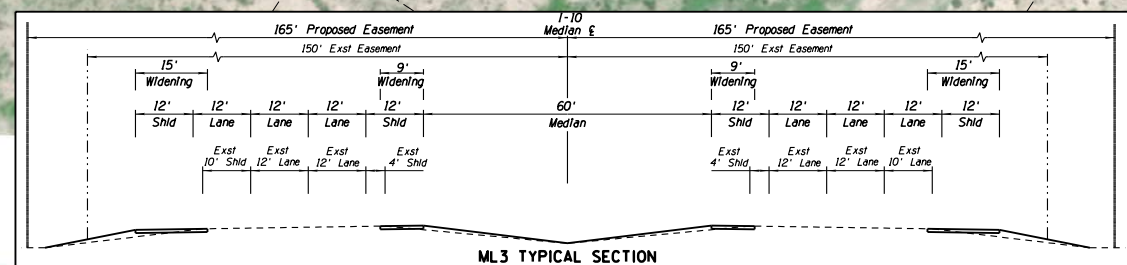
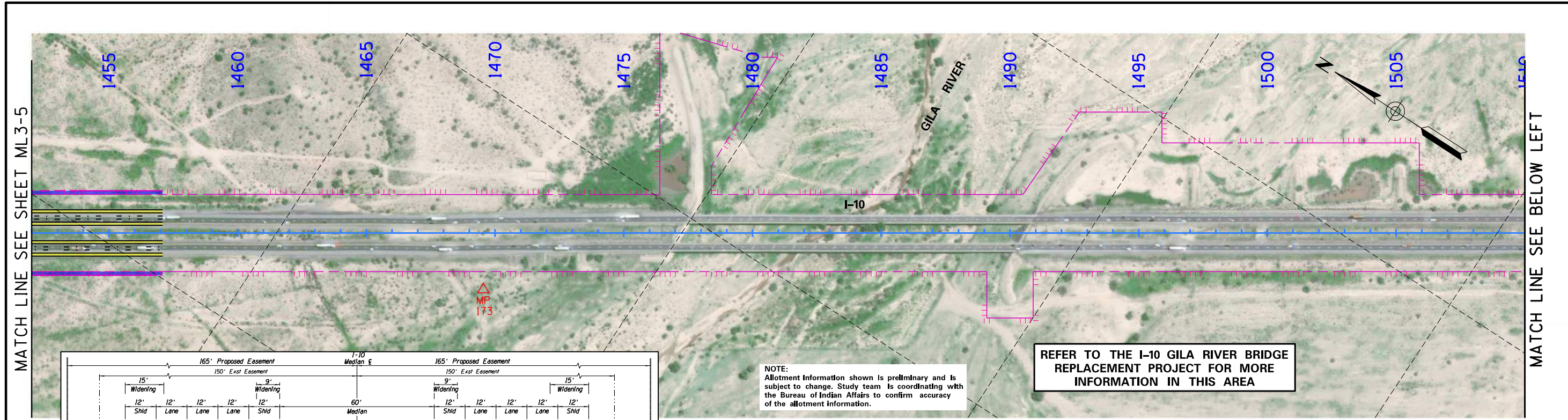


October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3**

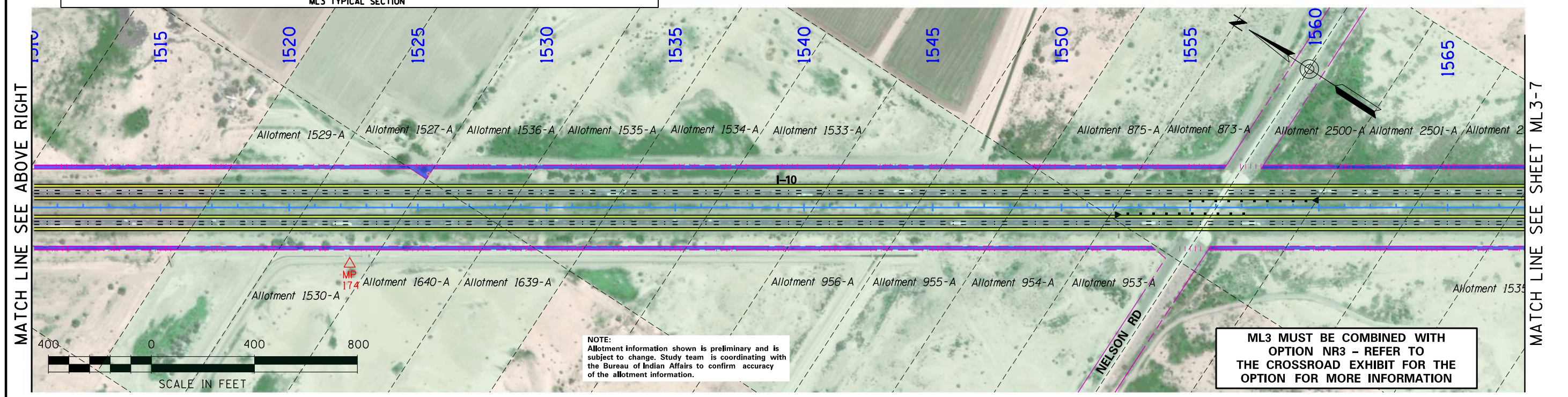
- | | | |
|-------------------------|----------------------------------|----------------------|
| Allotment Parcels | Temporary Construction Easements | Land Boundary |
| New Pavement | Existing Easement (Line) | Median Cable Barrier |
| New Permanent Easements | Control of Access (Hash Marks) | Milepost |

**ML3-5
SHEET 5 of 12**



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REFER TO THE I-10 GILA RIVER BRIDGE REPLACEMENT PROJECT FOR MORE INFORMATION IN THIS AREA



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ML3 MUST BE COMBINED WITH OPTION NR3 - REFER TO THE CROSSROAD EXHIBIT FOR THE OPTION FOR MORE INFORMATION

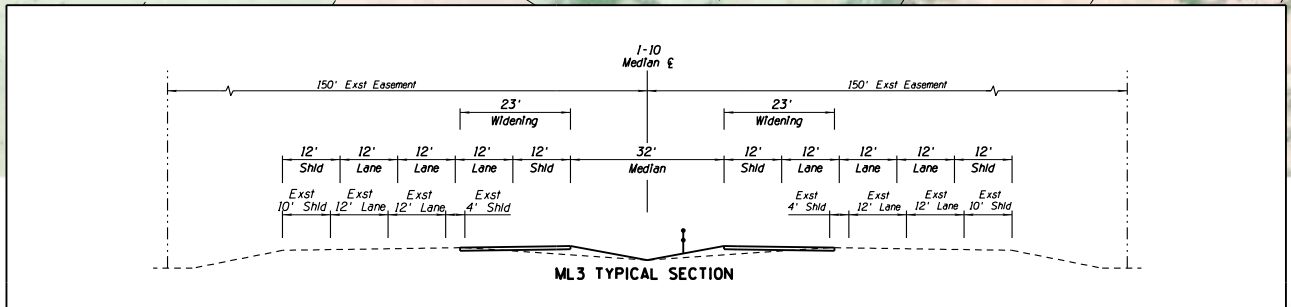
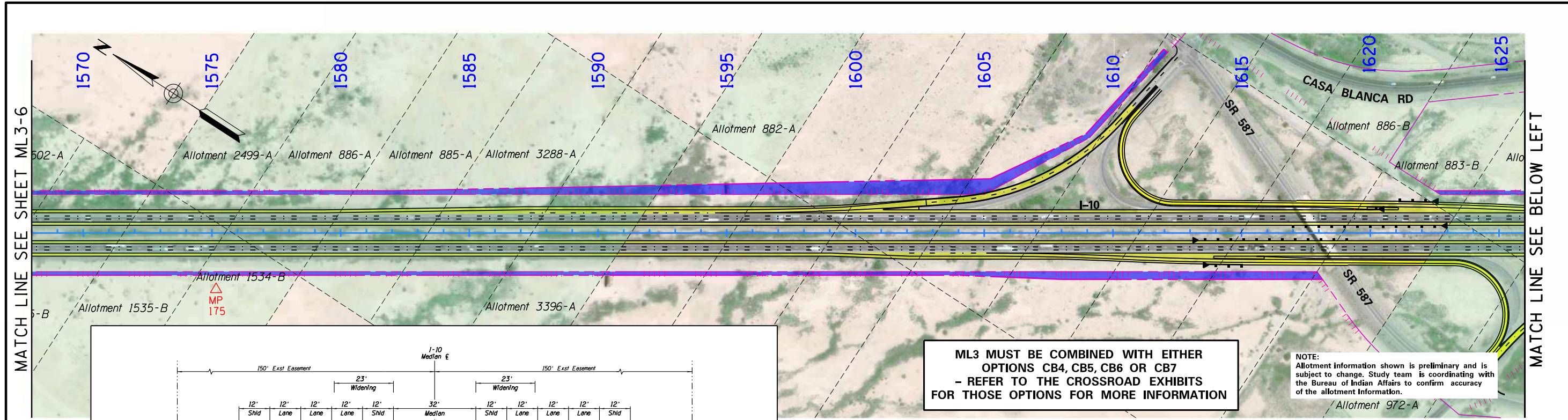
**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3**

LEGEND

 Allotment Parcels	 Temporary Construction Easements	 Land Boundary
 New Pavement	 Existing Easement (Line)	 Median Cable Barrier
 New Permanent Easements	 Control of Access (Hash Marks)	 Milepost

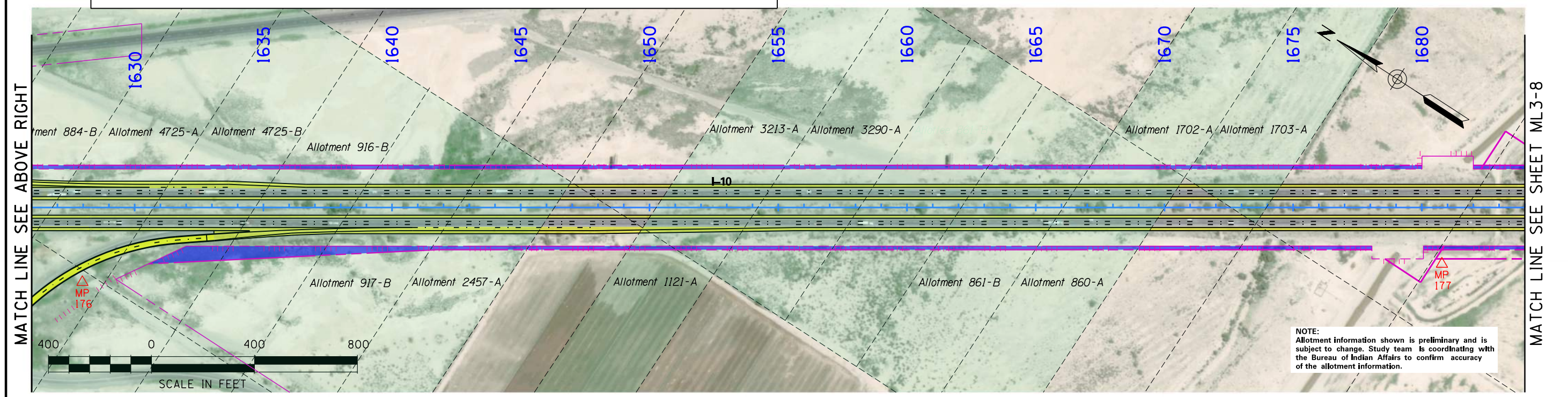
**ML3-6
SHEET 6 of 12**

October 9, 2020



**ML3 MUST BE COMBINED WITH EITHER
 OPTIONS CB4, CB5, CB6 OR CB7
 - REFER TO THE CROSSROAD EXHIBITS
 FOR THOSE OPTIONS FOR MORE INFORMATION**

NOTE:
 Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.



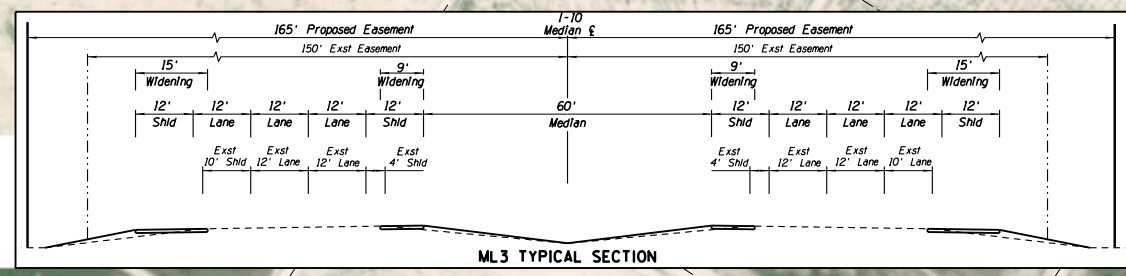
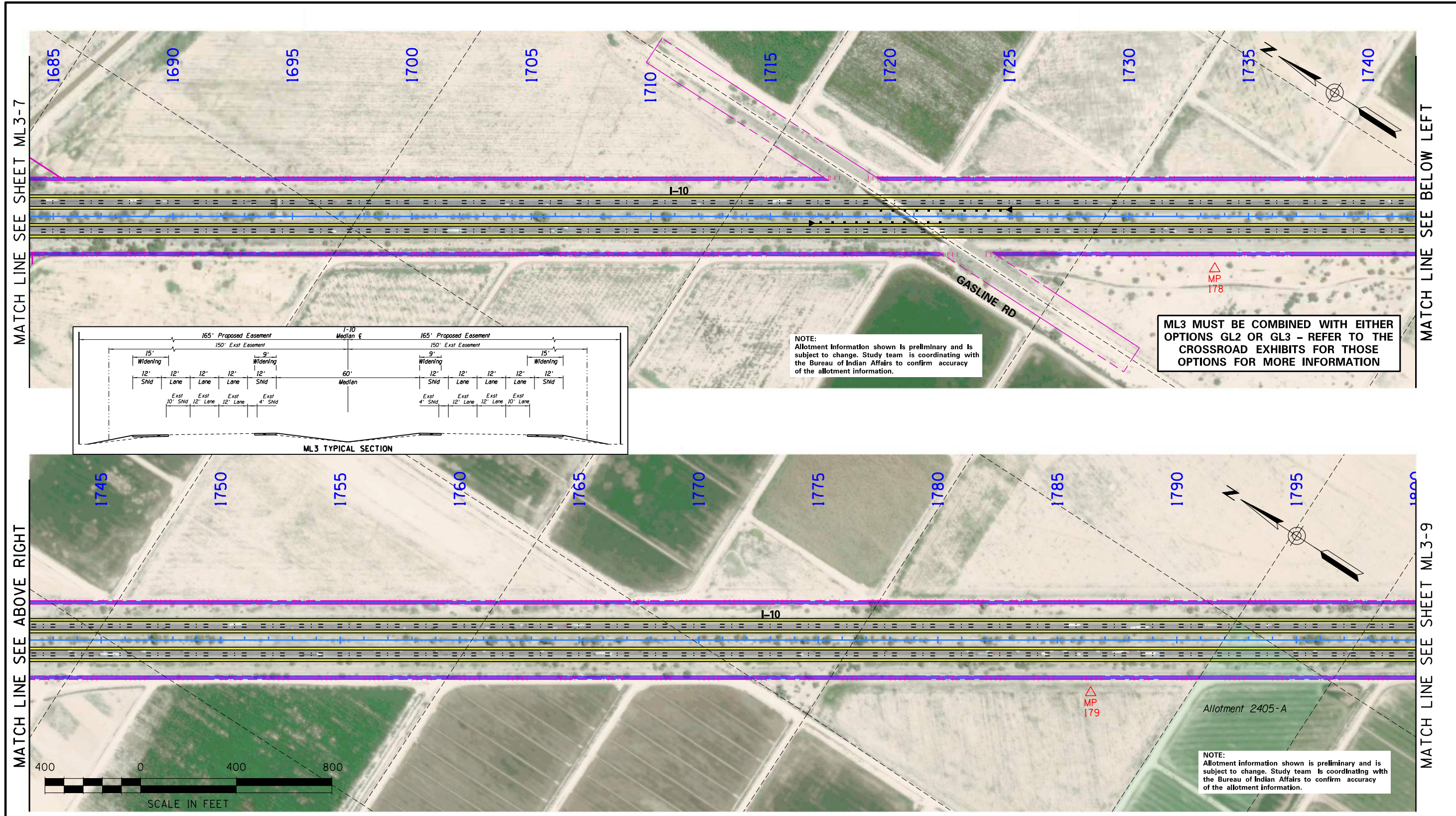
NOTE:
 Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.



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**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 ALTERNATIVE ML3**

Allotment Parcels	Temporary Construction Easements	Land Boundary
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	Median Cable Barrier
New Permanent Easements	Milepost	



NOTE:
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ML3 MUST BE COMBINED WITH EITHER OPTIONS GL2 OR GL3 - REFER TO THE CROSSROAD EXHIBITS FOR THOSE OPTIONS FOR MORE INFORMATION

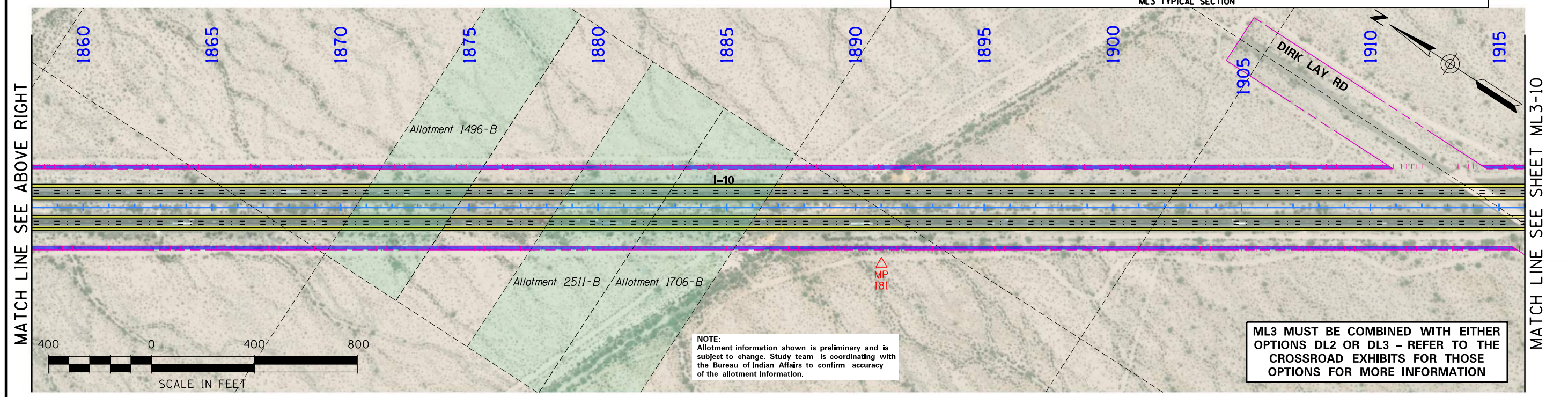
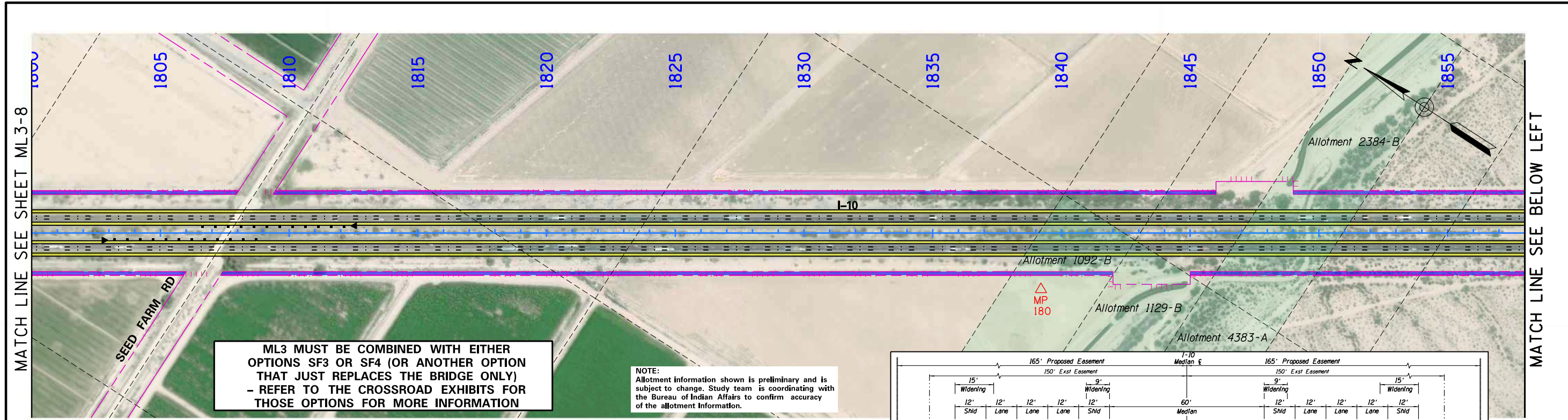
NOTE:
Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.

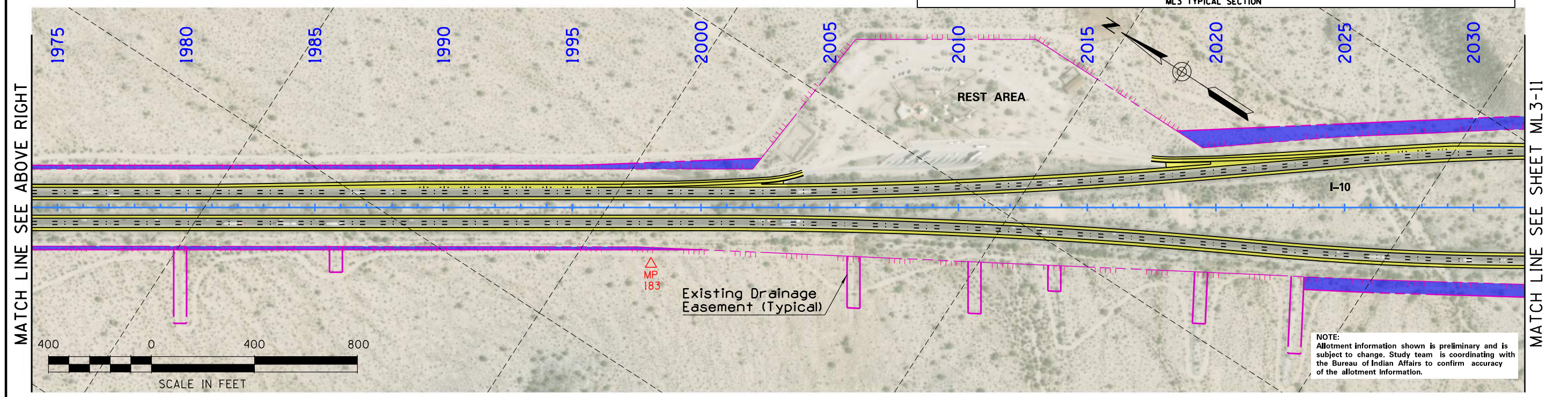
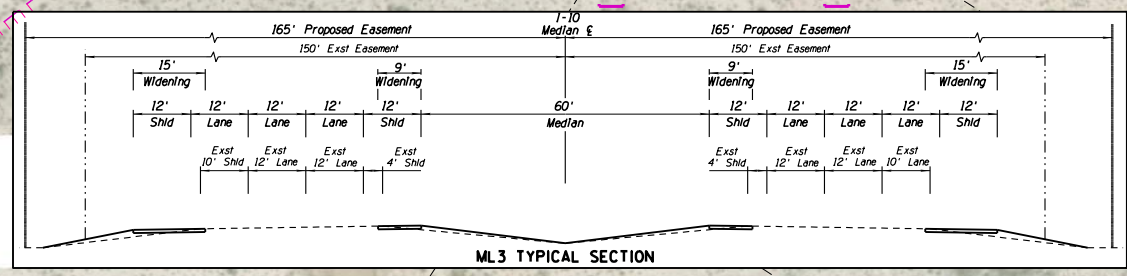
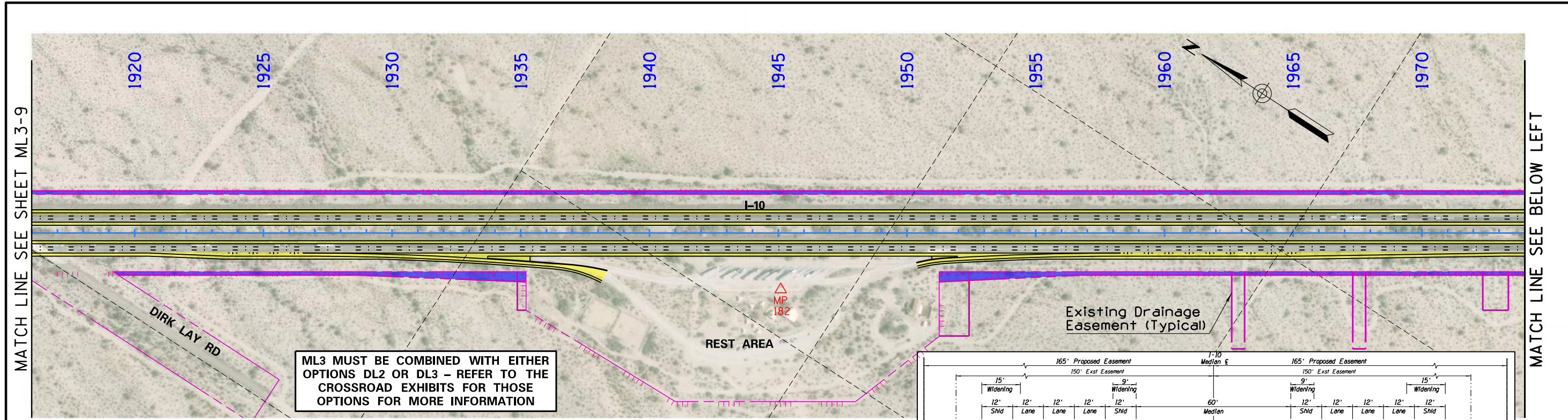


October 9, 2020

I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3

LEGEND	
	Allotment Parcels
	New Pavement
	New Permanent Easements
	Temporary Construction Easements
	Exst'g Easement (Line)
	Control of Access (Hash Marks)
	Milepost
	Land Boundary
	Median Cable Barrier







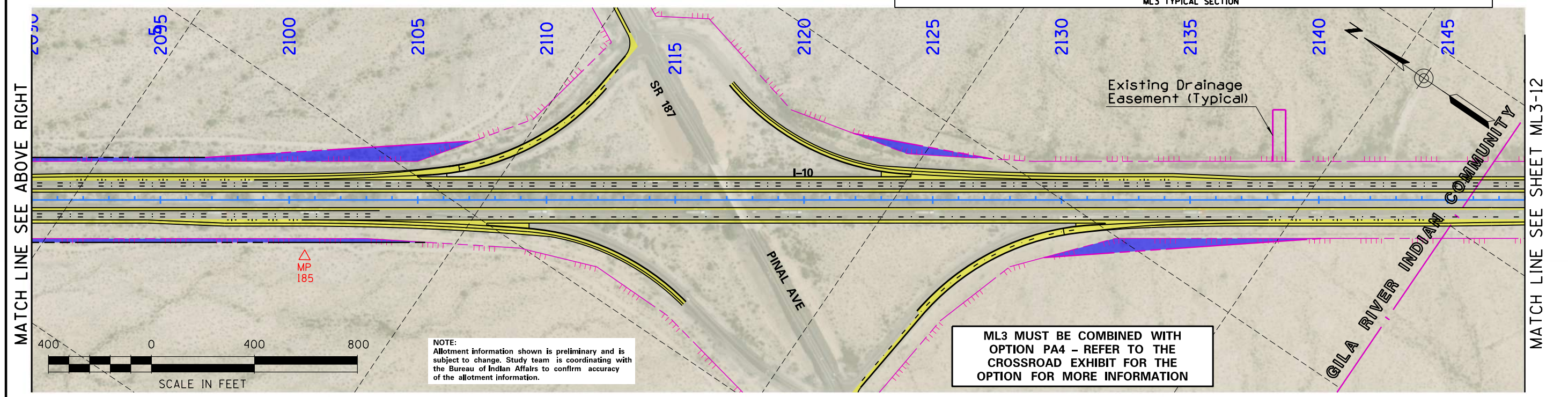
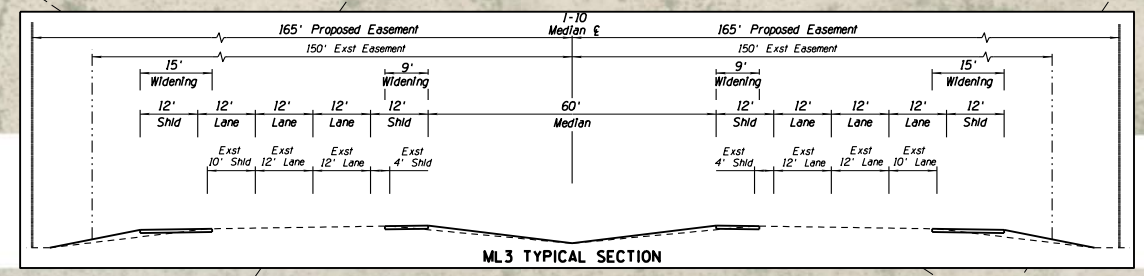
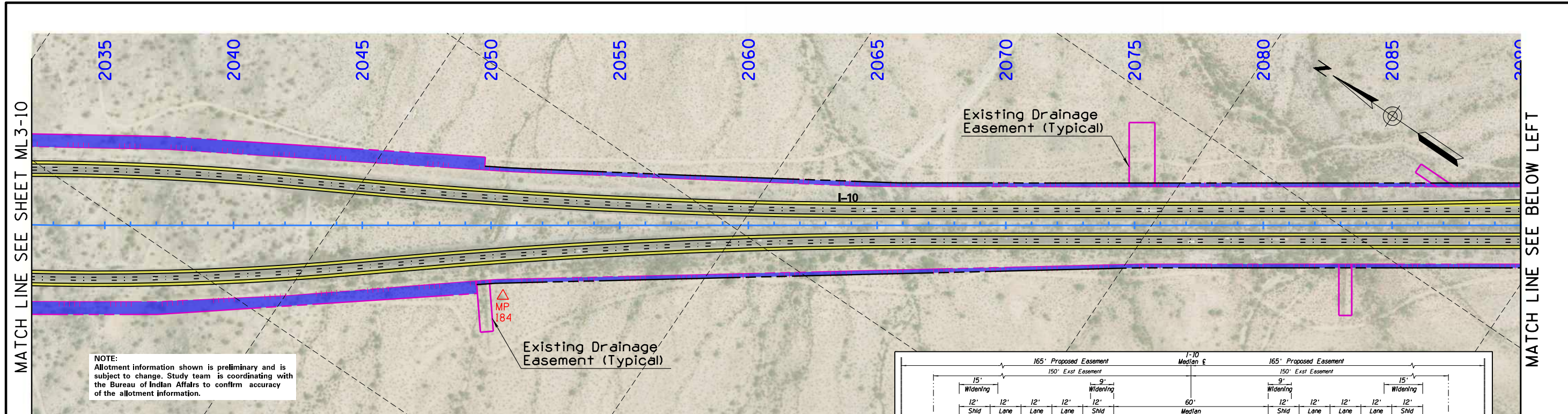
October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3**

LEGEND

 Allotment Parcels	 Temporary Construction Easements	 Land Boundary
 New Pavement	 Exst'g Easement (Line)	 Median Cable Barrier
 New Permanent Easements	 Control of Access (Hash Marks)	 Milepost

**ML3-10
SHEET 10 of 12**





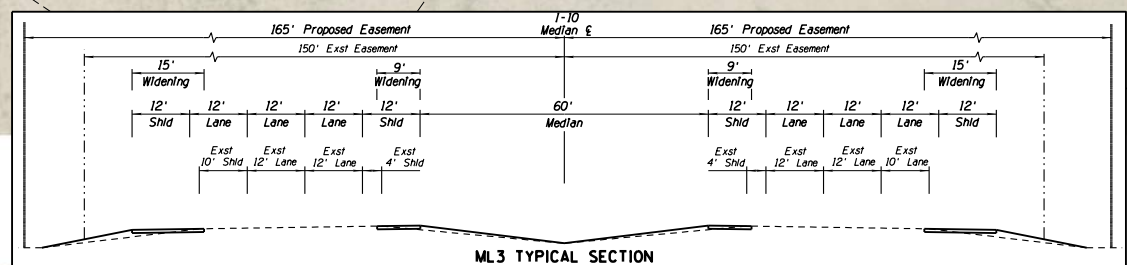
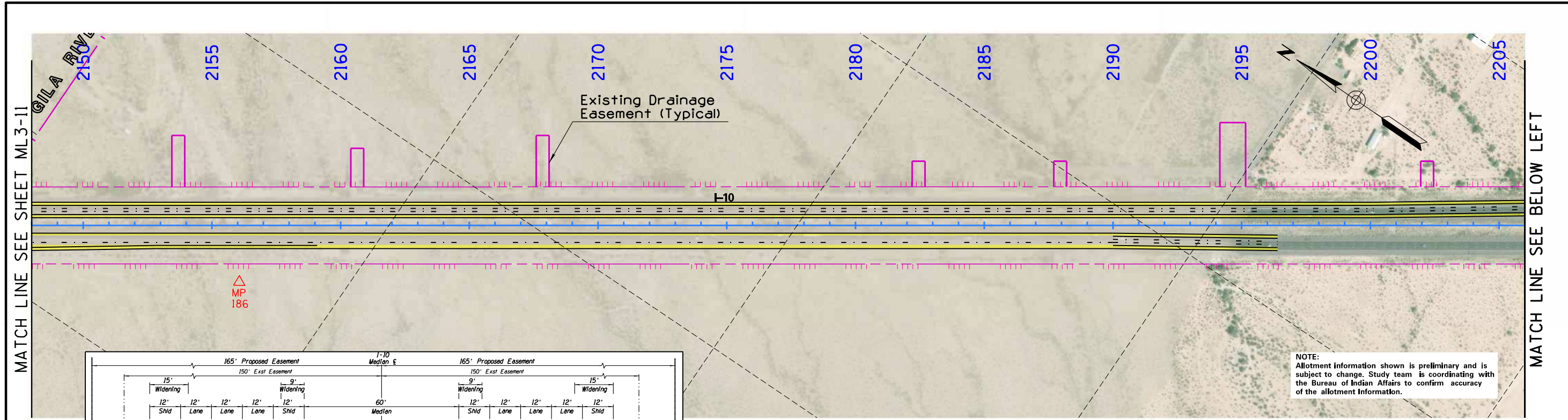
October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3**

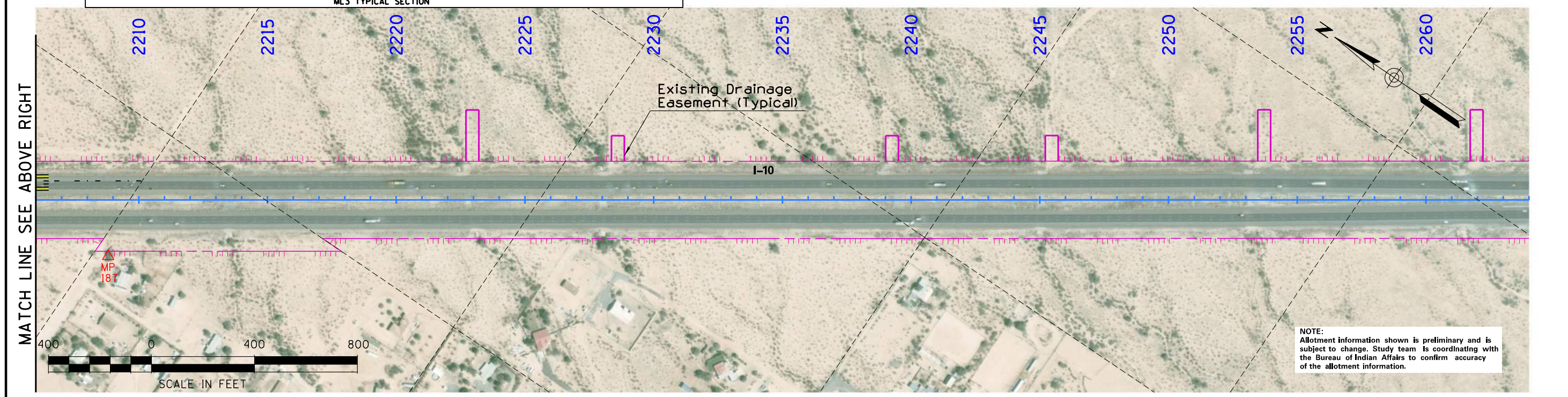
LEGEND

 Allotment Parcels	 Temporary Construction Easements	 Land Boundary
 New Pavement	 Existing Easement (Line)	 Median Cable Barrier
 New Permanent Easements	 Control of Access (Hash Marks)	 Milepost

**ML3-11
SHEET 11 of 12**



NOTE:
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NOTE:
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**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3**

Allotment Parcels

 New Pavement

New Permanent Easements

Temporary Construction Easements

Existing Easement (Line)

Control of Access (Hash Marks)

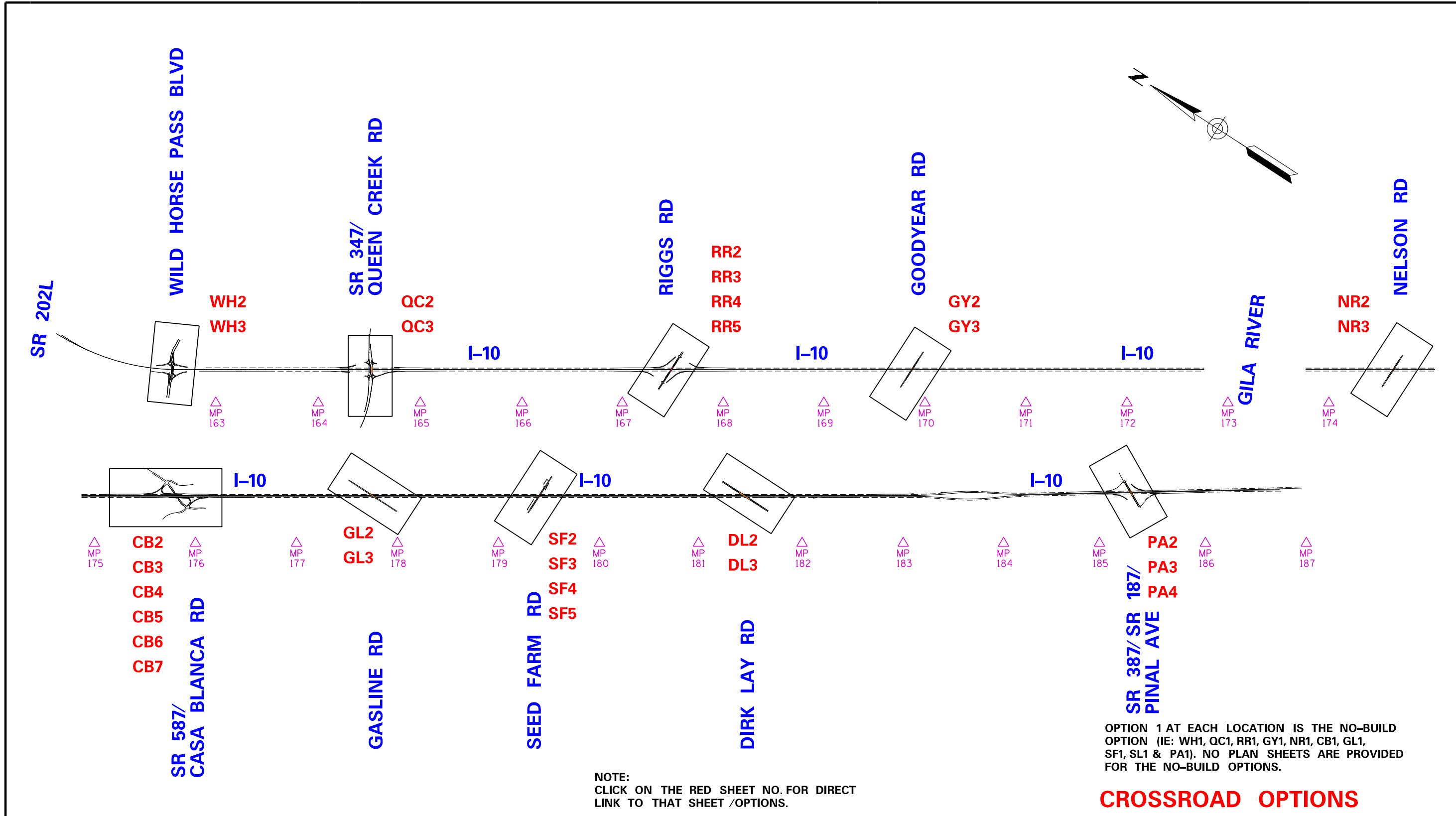
MP Milepost

Land Boundary

Median Cable Barrier

**ML3-12
SHEET 12 of 12**

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NOTE:
 CLICK ON THE RED SHEET NO. FOR DIRECT
 LINK TO THAT SHEET /OPTIONS.

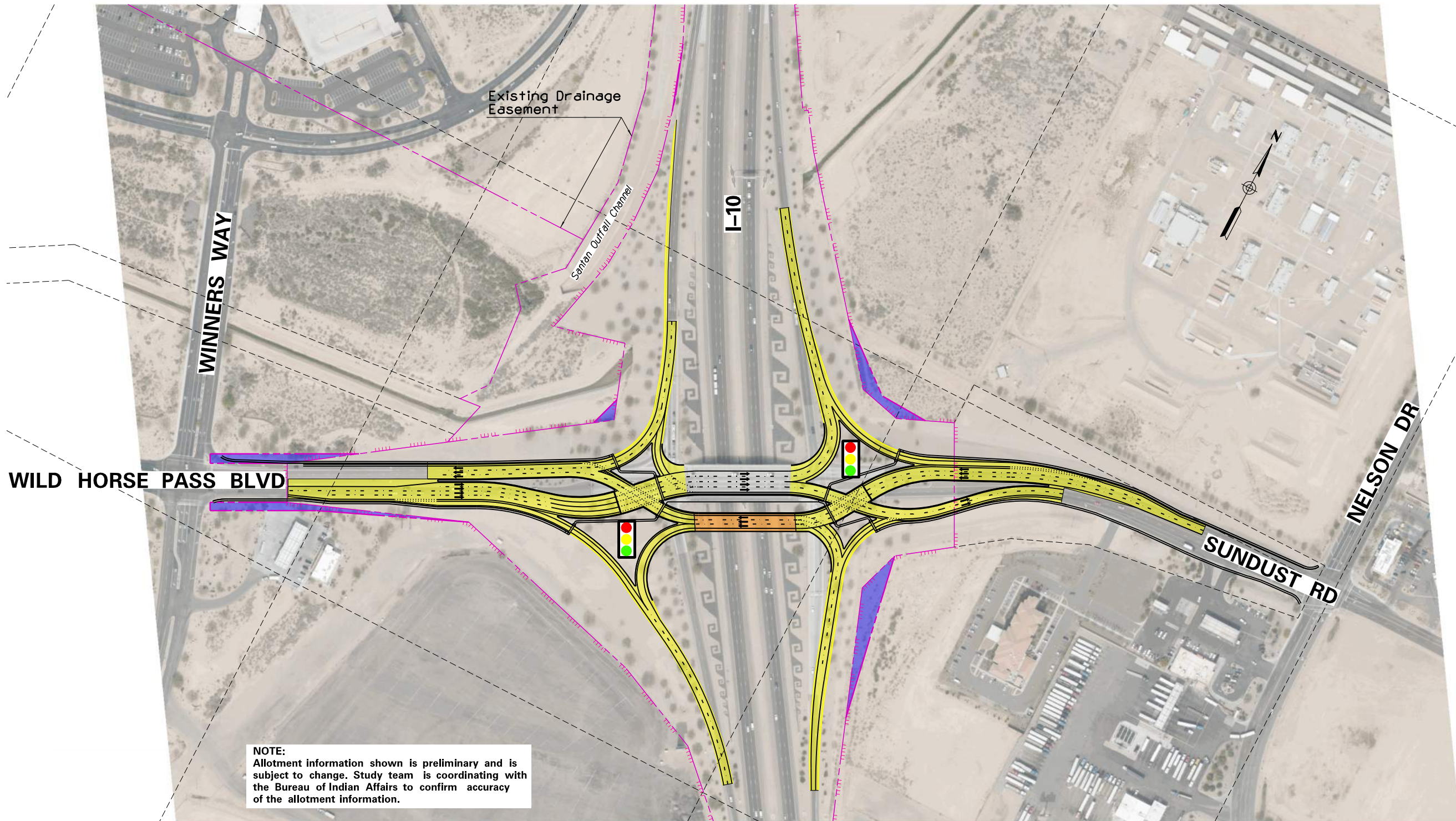
OPTION 1 AT EACH LOCATION IS THE NO-BUILD
 OPTION (IE: WH1, QC1, RR1, GY1, NR1, CB1, GL1,
 SF1, SL1 & PA1). NO PLAN SHEETS ARE PROVIDED
 FOR THE NO-BUILD OPTIONS.

CROSSROAD OPTIONS



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**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 KEY MAP - CROSSROAD OPTIONS**



NOTE:
 Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.

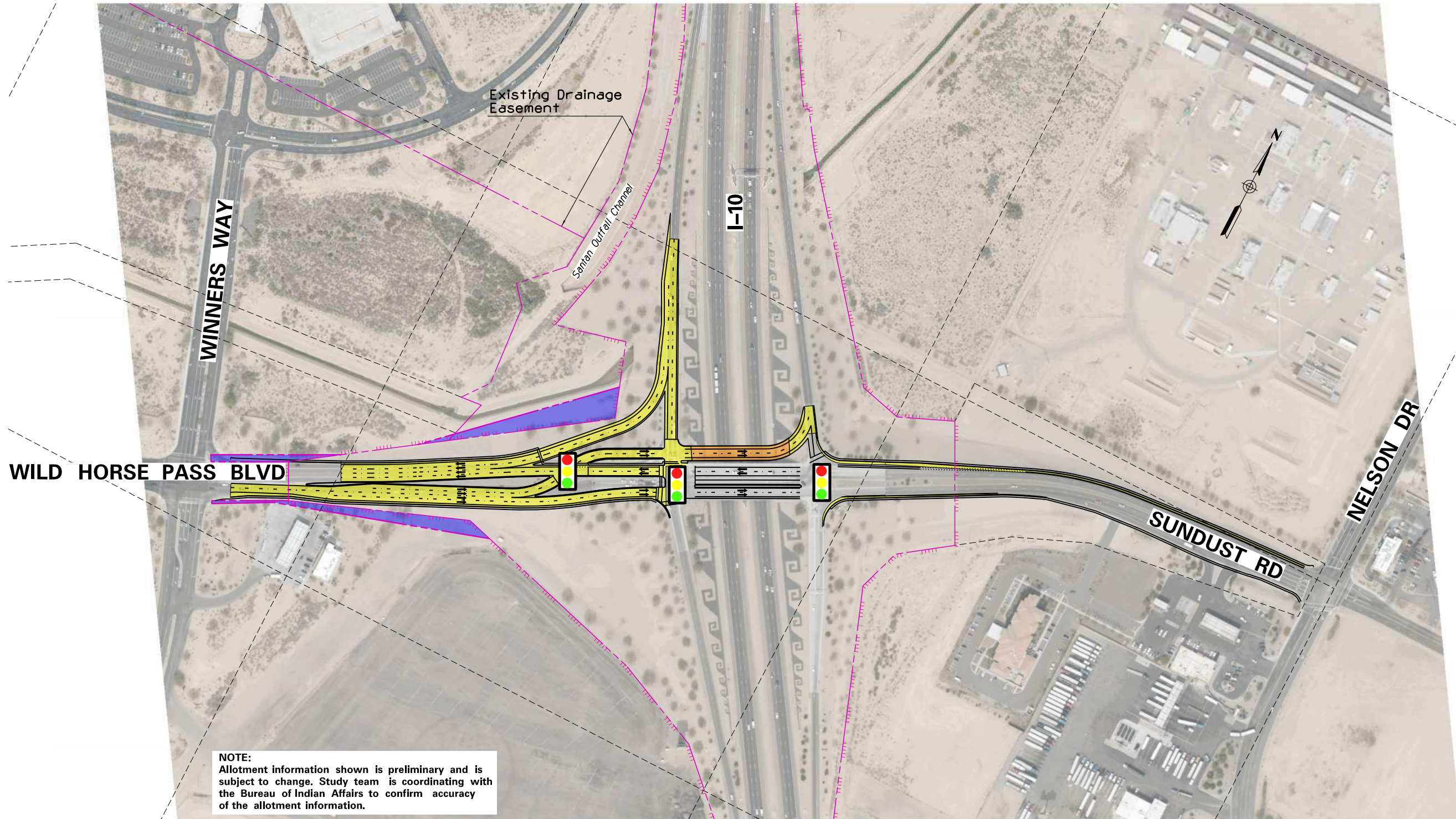


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**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 WILD HORSE PASS BLVD OPTION 2**

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		MP Milepost		Land Boundary

OPTION WH2



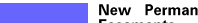




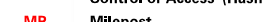
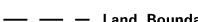


NOTE:
 Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.

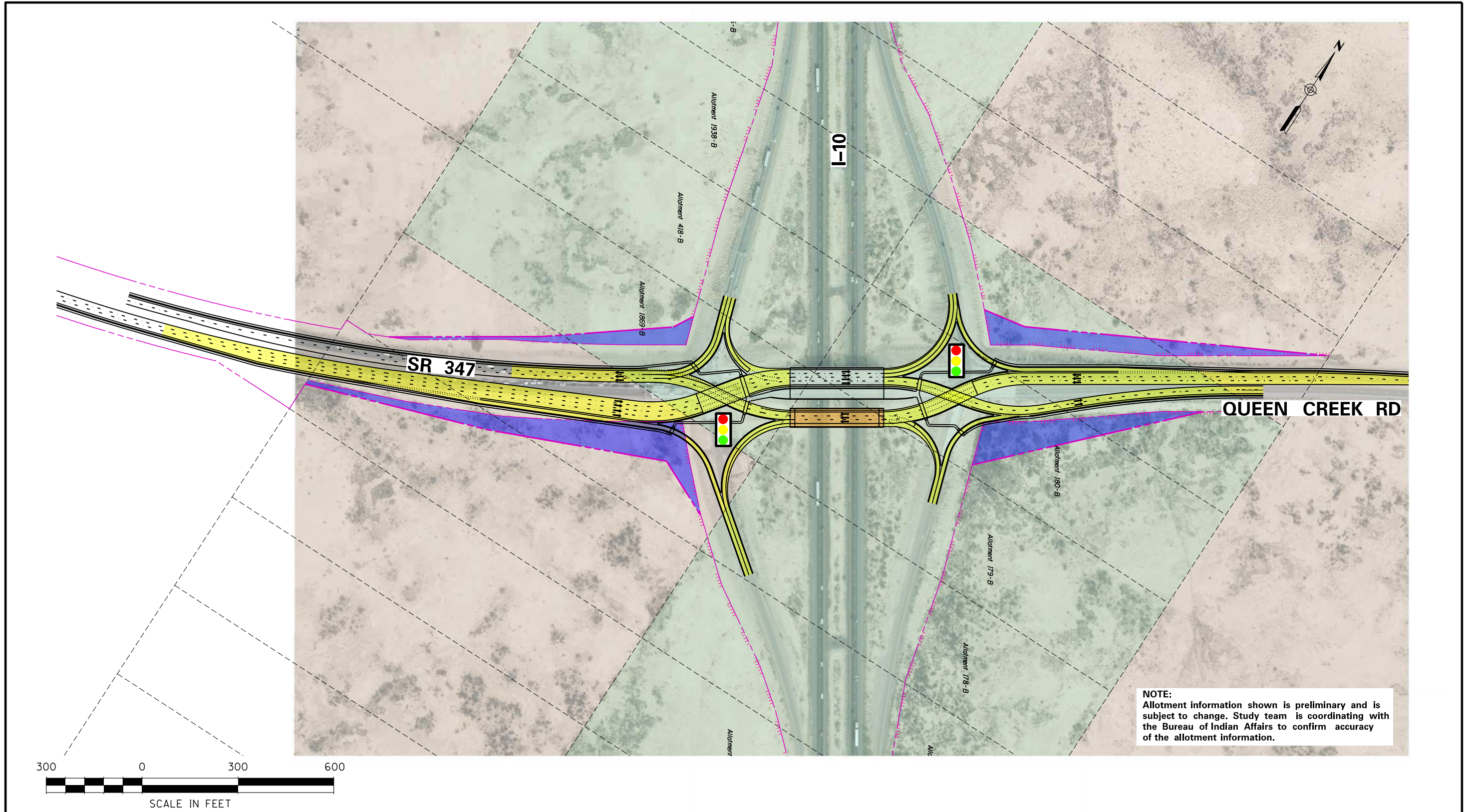


October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 WILD HORSE PASS BLVD OPTION 3**

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		Milepost		Land Boundary

OPTION WH3



NOTE:
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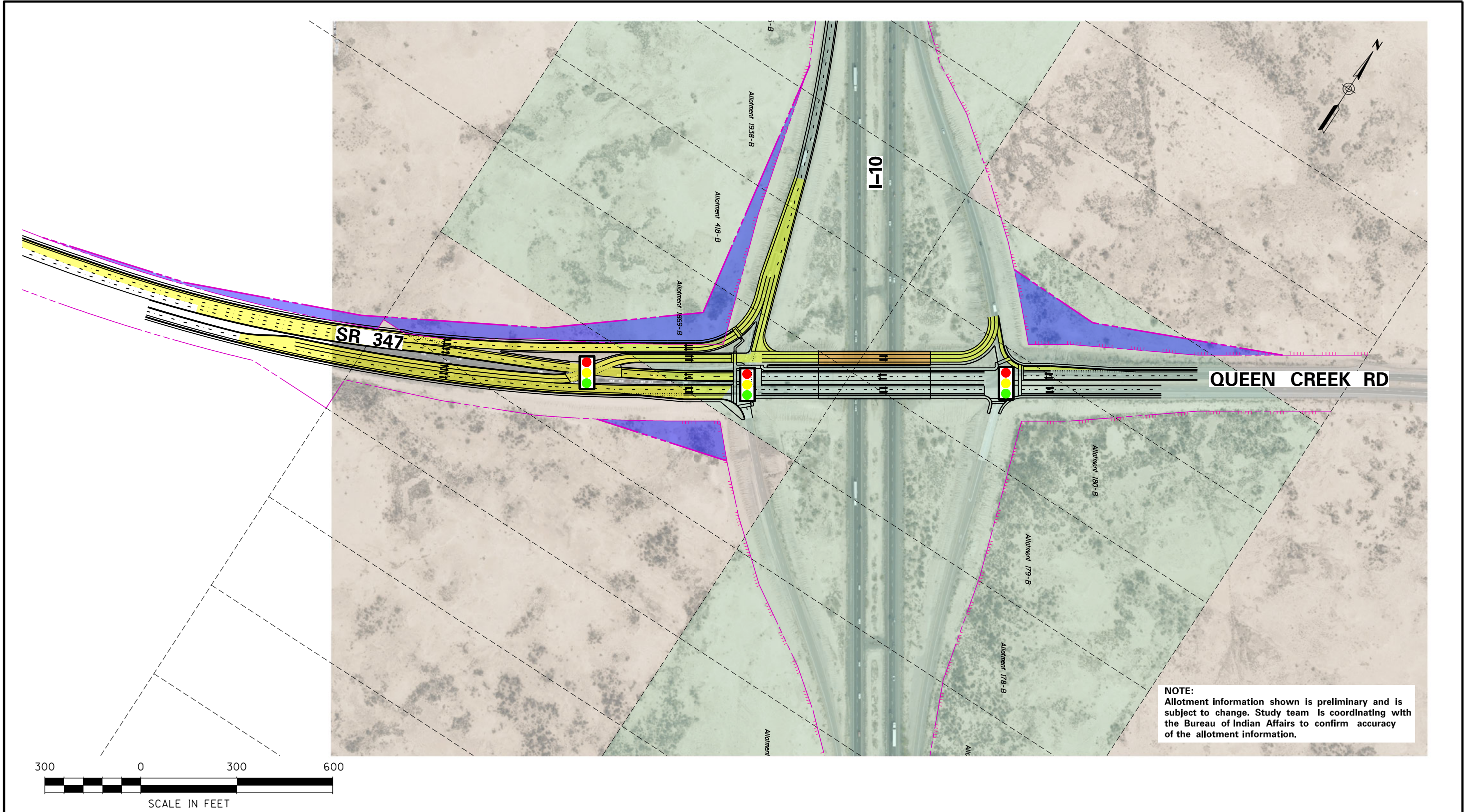


October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 347 / QUEEN CREEK ROAD OPTION 2**

LEGEND		
Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	New Bridge
Rehabilitated Bridge	Milepost	Land Boundary

OPTION QC2

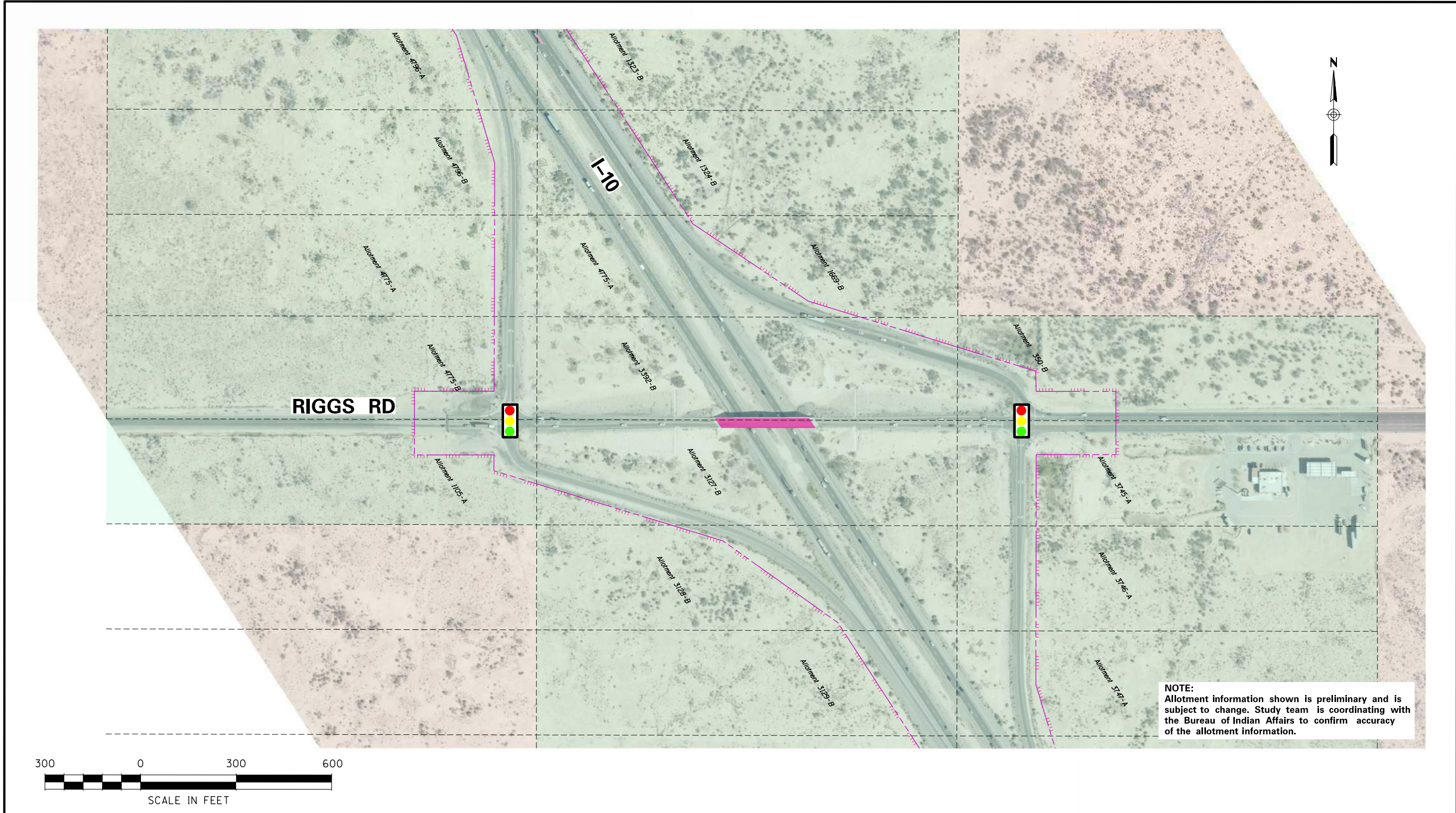


October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SR 347 / QUEEN CREEK ROAD OPTION 3**

LEGEND		
 Allotment Parcels	 Temporary Construction Easements	 New Permanent Easements
 New Pavement	 Existing Easement (Line) Control of Access (Hash Marks)	 New Bridge
 Rehabilitated Bridge	 MP Milepost	 Land Boundary

OPTION QC3



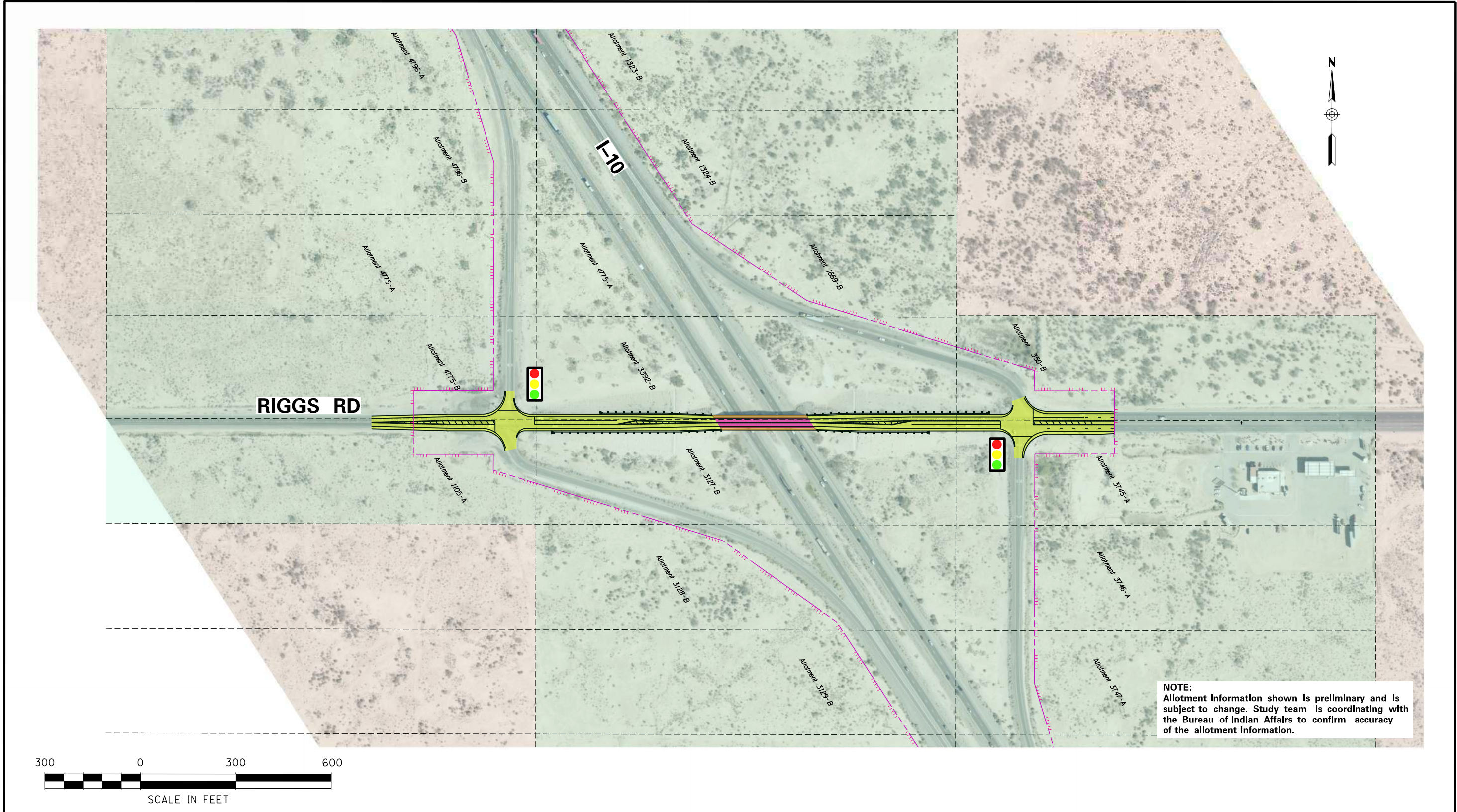
NOTE:
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October 9, 2020

**I-10 / LOOP 202 TO SR 387
 RIGGS RD CORRIDOR
 RIGGS ROAD OPTION 2**

Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line)	New Bridge
Rehabilitated Bridge	Control of Access (Hash Marks)	Land Boundary
	MP Milepost	OPTION RR2


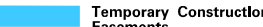









NOTE:
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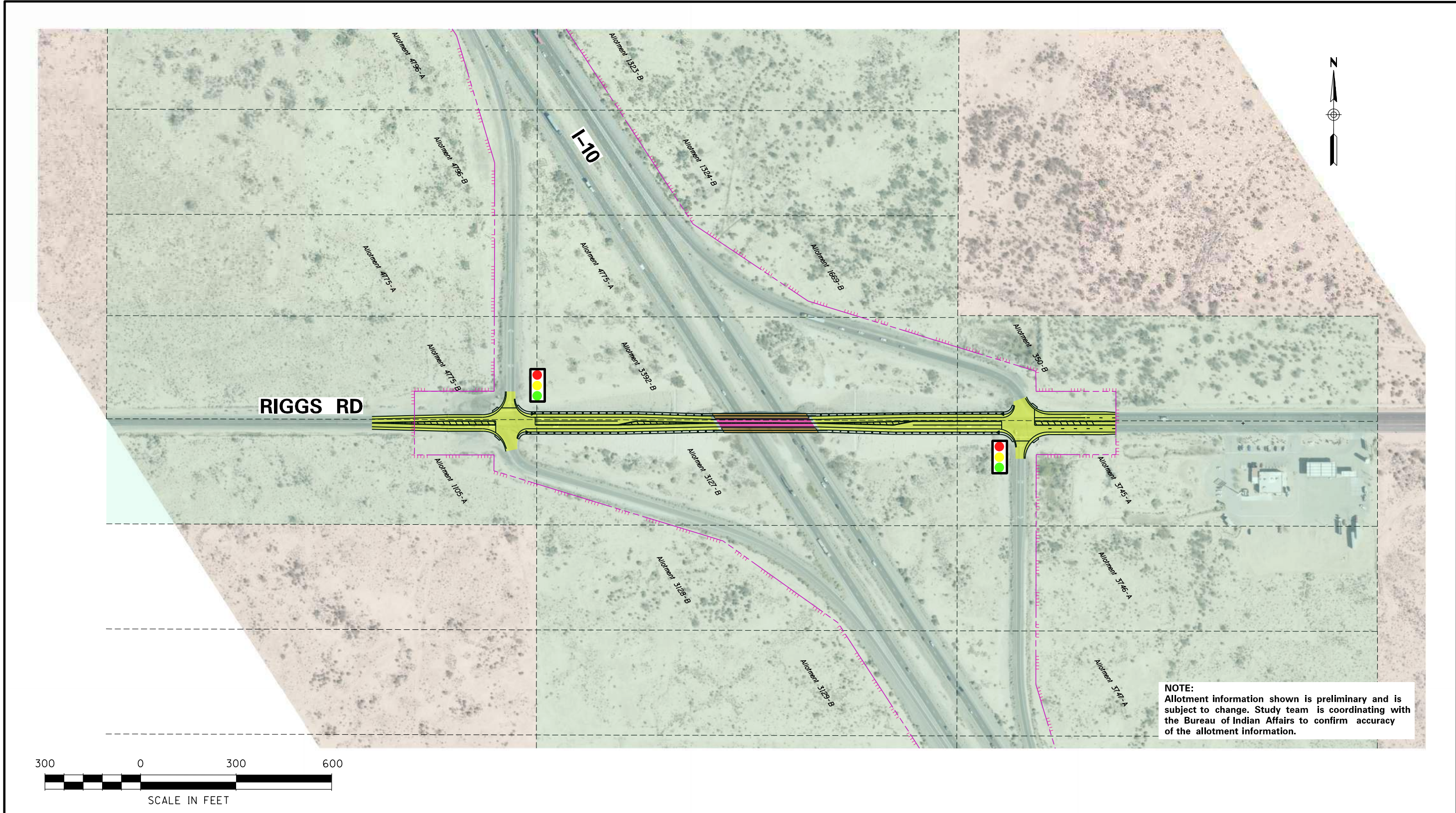


October 9, 2020


**I-10 / LOOP 202 TO SR 387
 RIGGS ROAD CORRIDOR
 RIGGS RD OPTION ALT 3**

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		MP Milepost		Land Boundary

OPTION RR3



NOTE:
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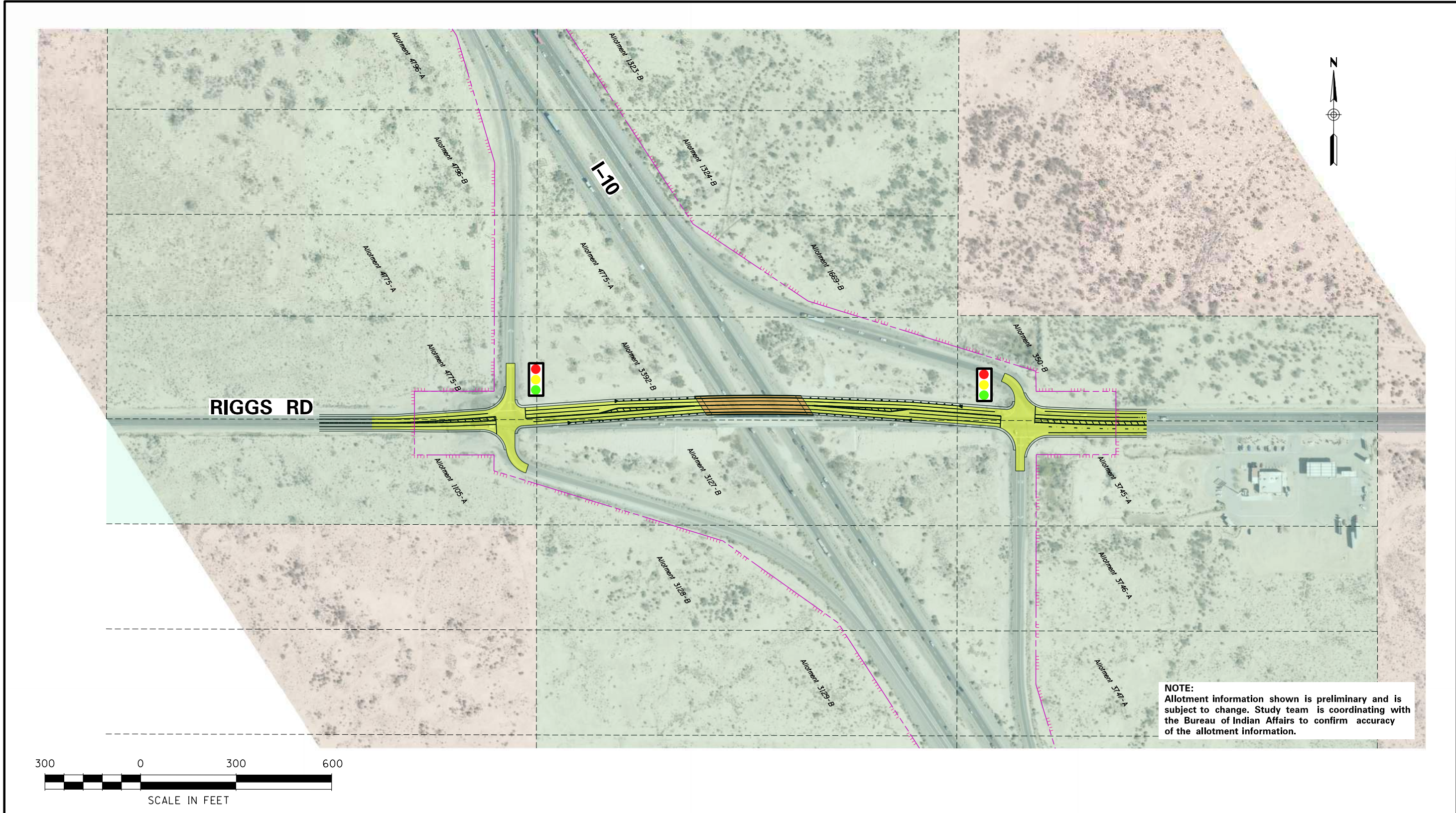
October 9, 2020

**I-10 / LOOP 202 TO SR 387
 RIGGS ROAD CORRIDOR
 RIGGS RD OPTION 4**

LEGEND

 Allotment Parcels	 Temporary Construction Easements	 New Permanent Easements
 New Pavement	 Existing Easement (Line)	 New Bridge
 Rehabilitated Bridge	 Control of Access (Hash Marks)	 Land Boundary
	MP Milepost	

OPTION RR4



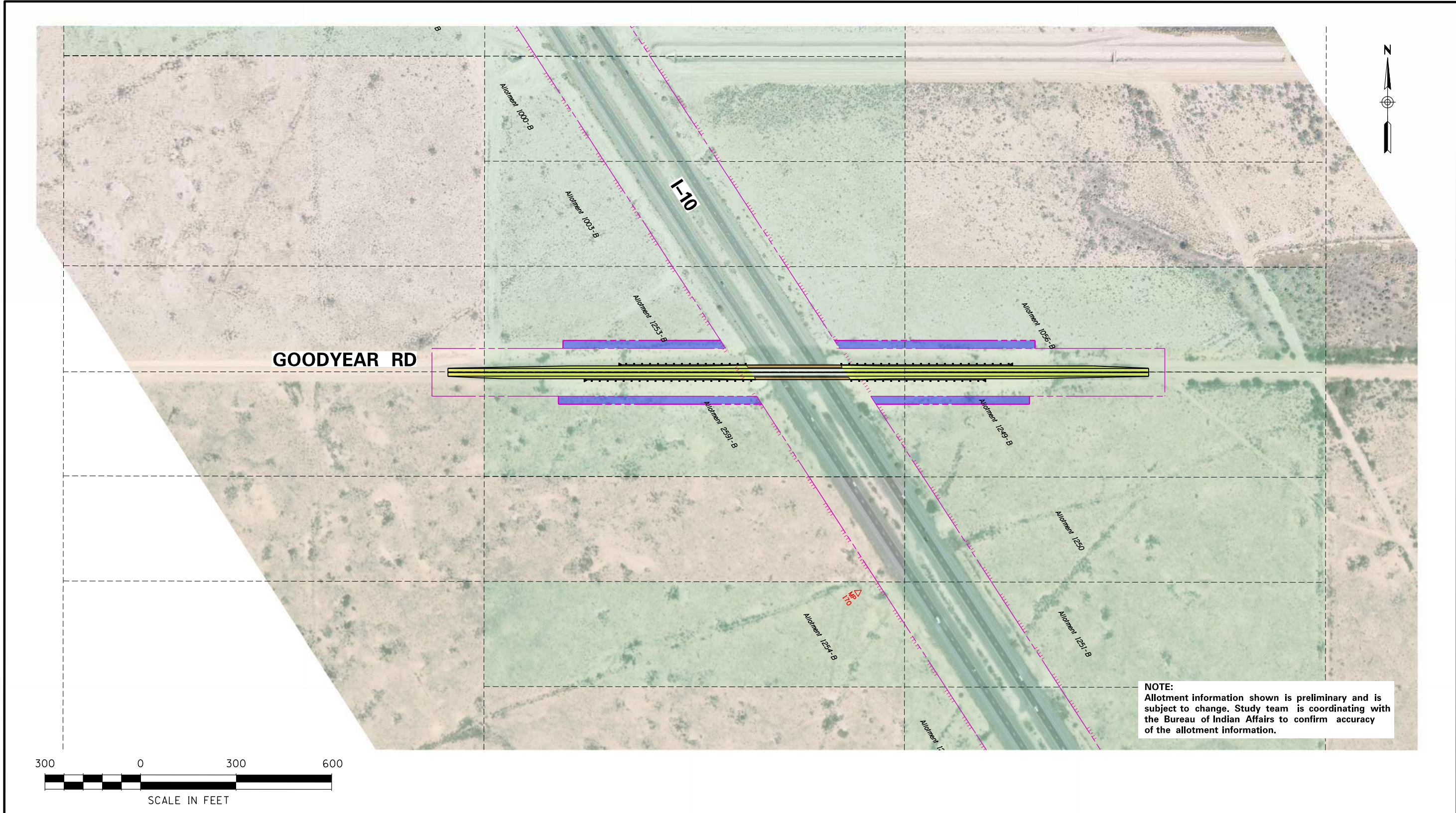
NOTE:
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**I-10 / LOOP 202 TO SR 387
 RIGGS ROAD CORRIDOR
 RIGGS RD OPTION 5**

LEGEND		
 Allotment Parcels	 Temporary Construction Easements	 New Permanent Easements
 New Pavement	 Existing Easement (Line)	 New Bridge
 Rehabilitated Bridge	 Control of Access (Hash Marks)	 Land Boundary
	MP Milepost	

OPTION RR5



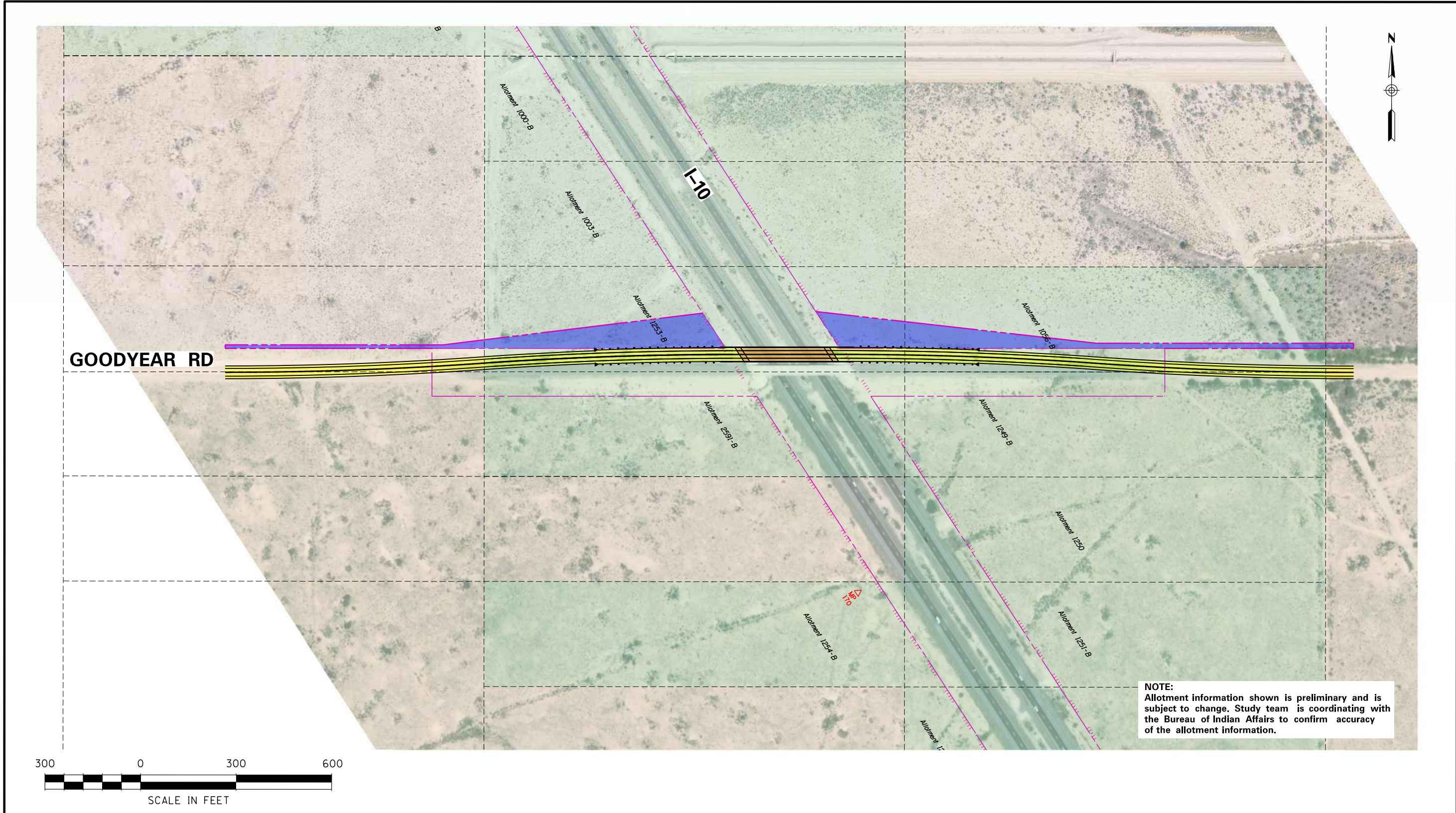
NOTE:
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October 9, 2020


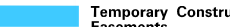







**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 GOODYEAR ROAD OPTION 2**

Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line)	New Bridge
Rehabilitated Bridge	Control of Access (Hash Marks)	Land Boundary
	Milepost	OPTION GY2

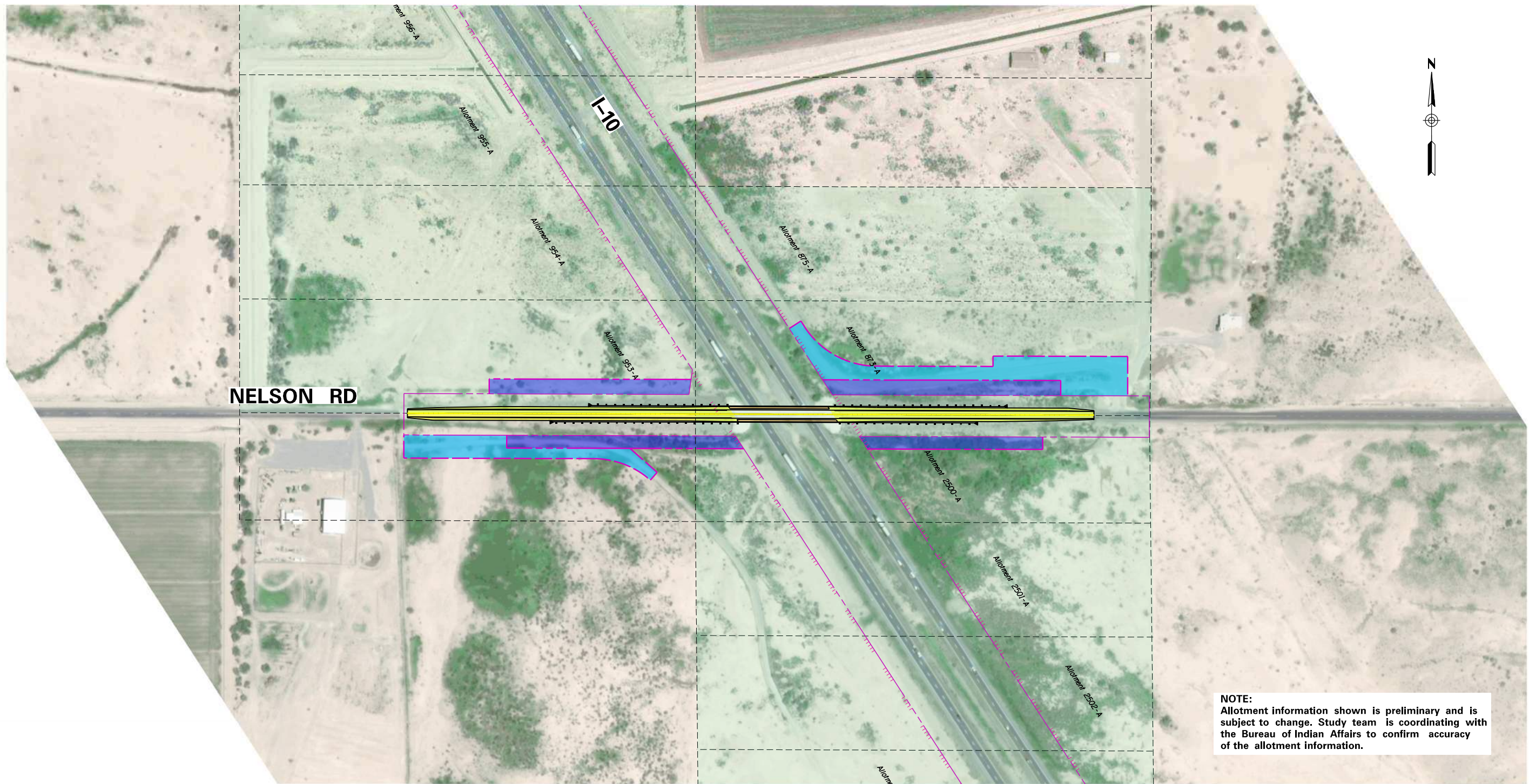


October 9, 2020

I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 GOODYEAR ROAD OPTION 3

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		MP Milepost		Land Boundary

OPTION GY3



NOTE:
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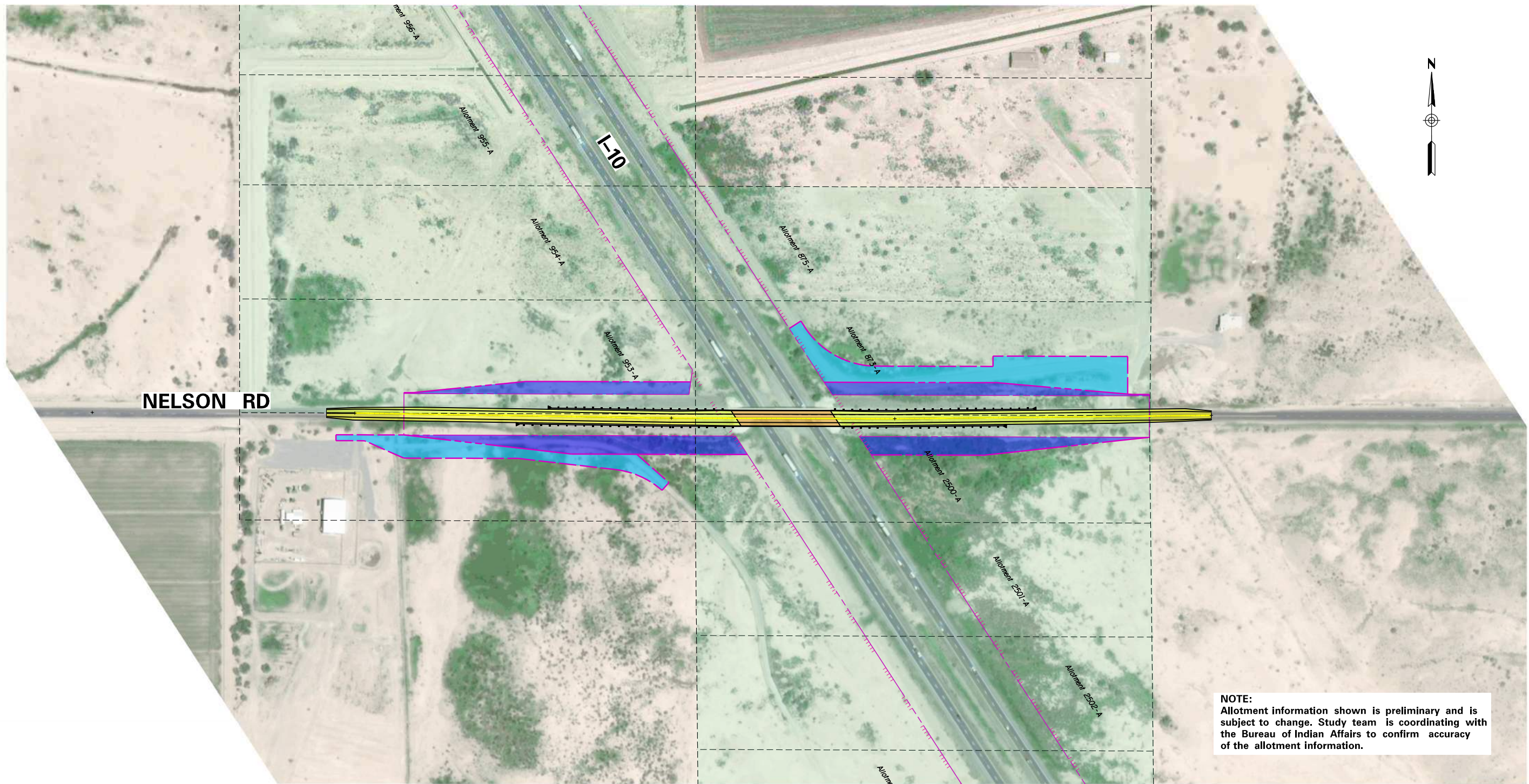
October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 NELSON ROAD OPTION 2**

LEGEND

Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	New Bridge
Rehabilitated Bridge	Milepost	Land Boundary

OPTION NR2



NOTE:
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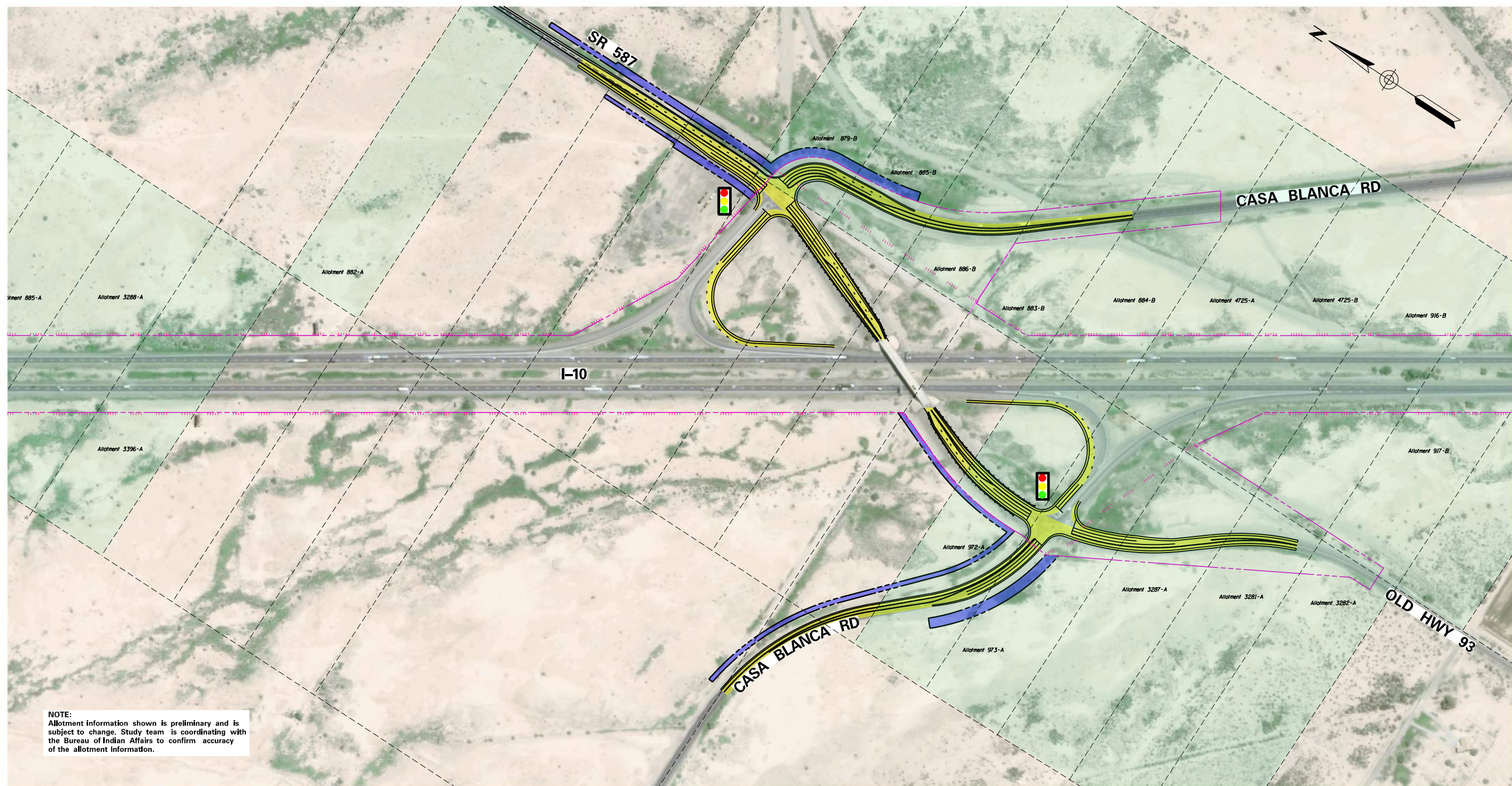
October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 NELSON ROAD OPTION 3**

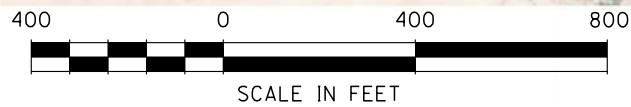
LEGEND

Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	New Bridge
Rehabilitated Bridge	Milepost	Land Boundary

OPTION NR3












NOTE:
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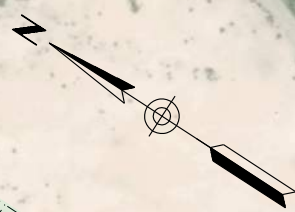
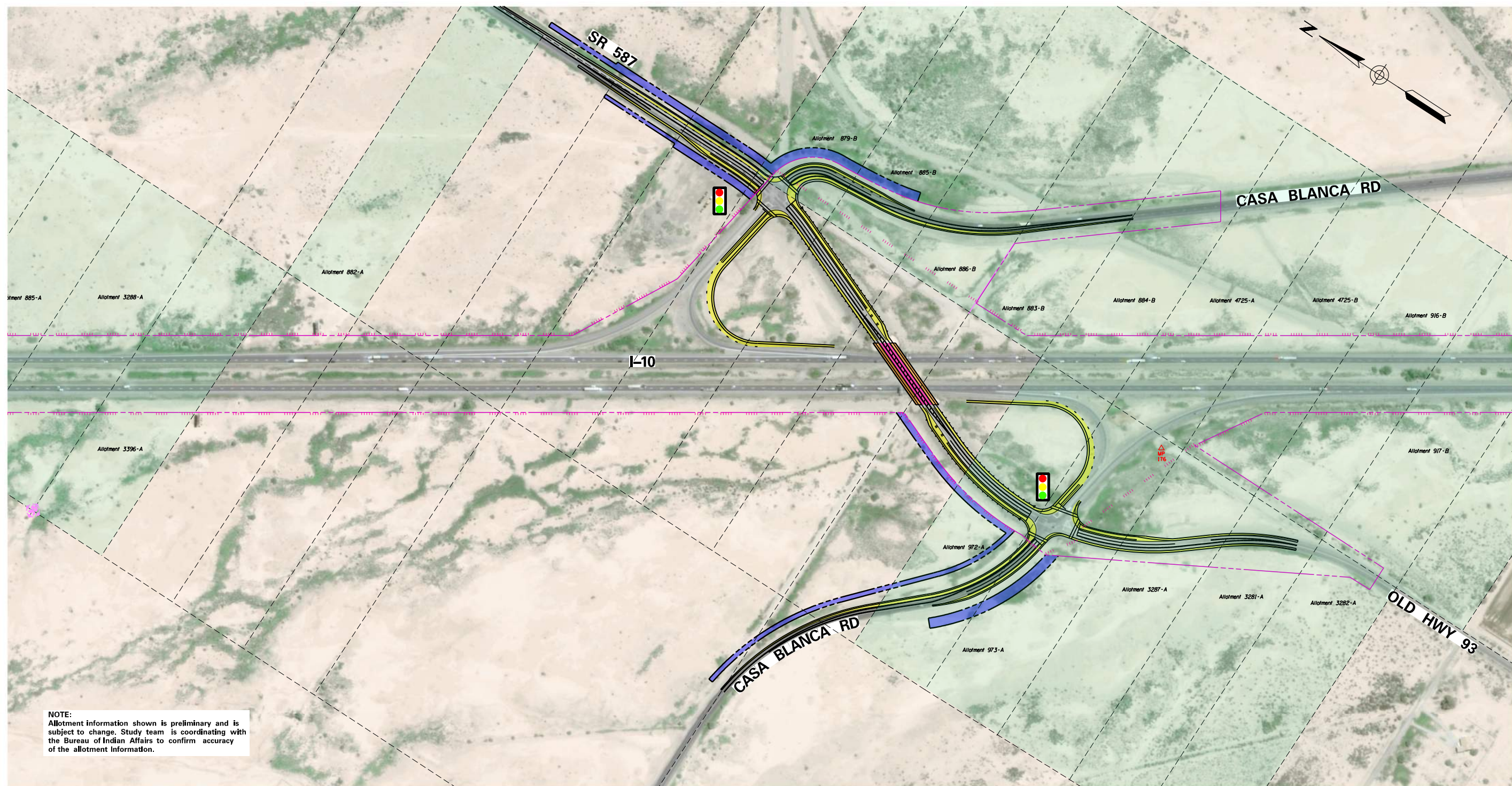


October 9, 2020

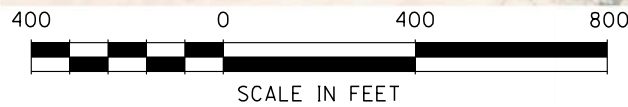
**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 587 / CASA BLANCA ROAD OPTION 2**

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		MP Milepost		Land Boundary

OPTION CB2



NOTE:
 Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.

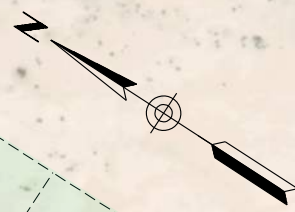


October 9, 2020

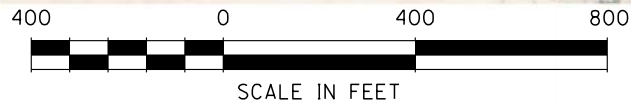
**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 587 / CASA BLANCA ROAD OPTION 3**

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		Milepost		Land Boundary

OPTION CB3

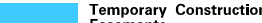
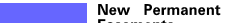








NOTE:
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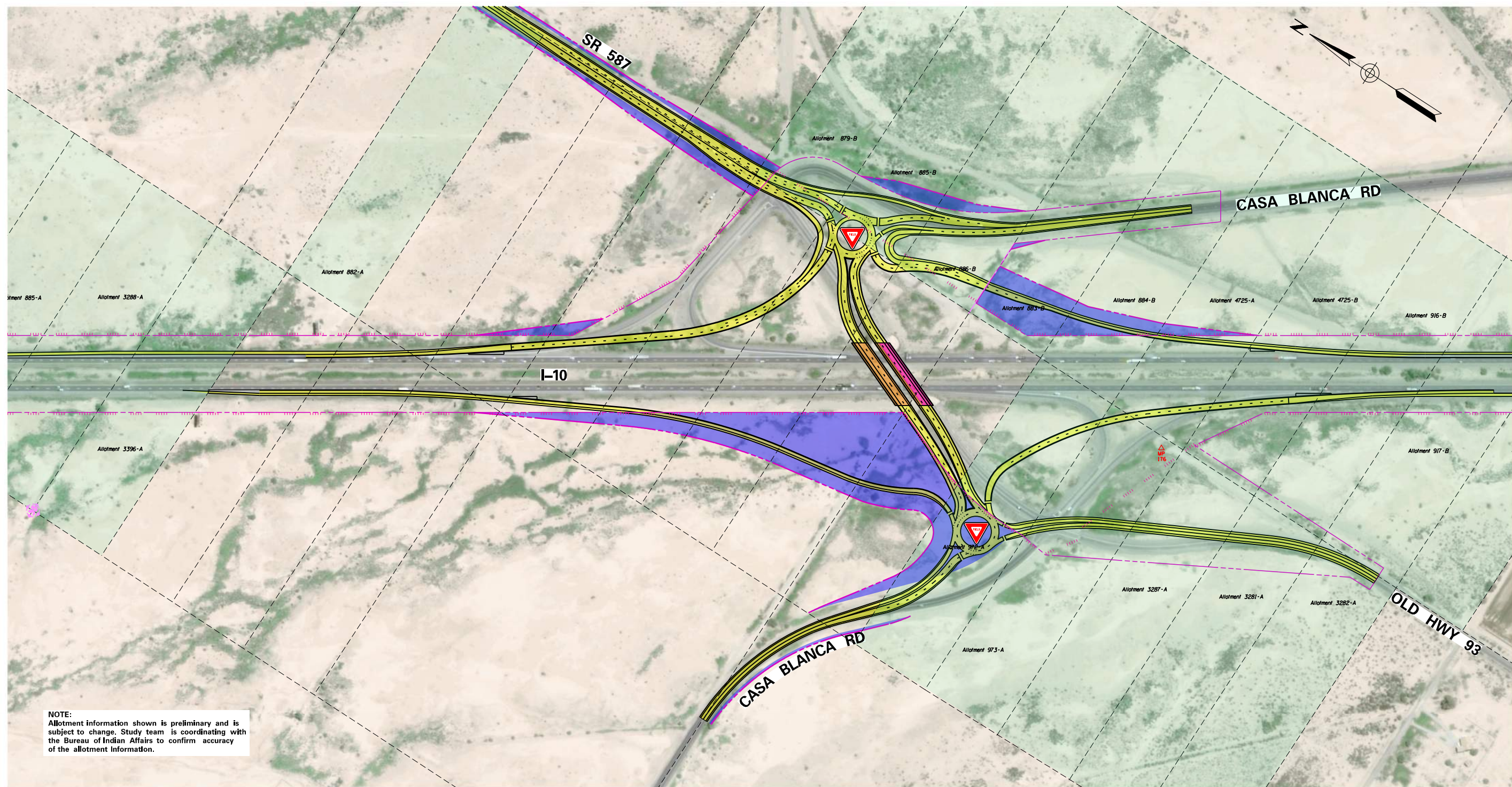


October 9, 2020

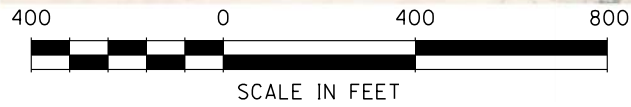
**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 587 / CASA BLANCA ROAD OPTION 4**

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		MP Milepost		Land Boundary

OPTION CB4


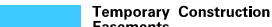







NOTE:
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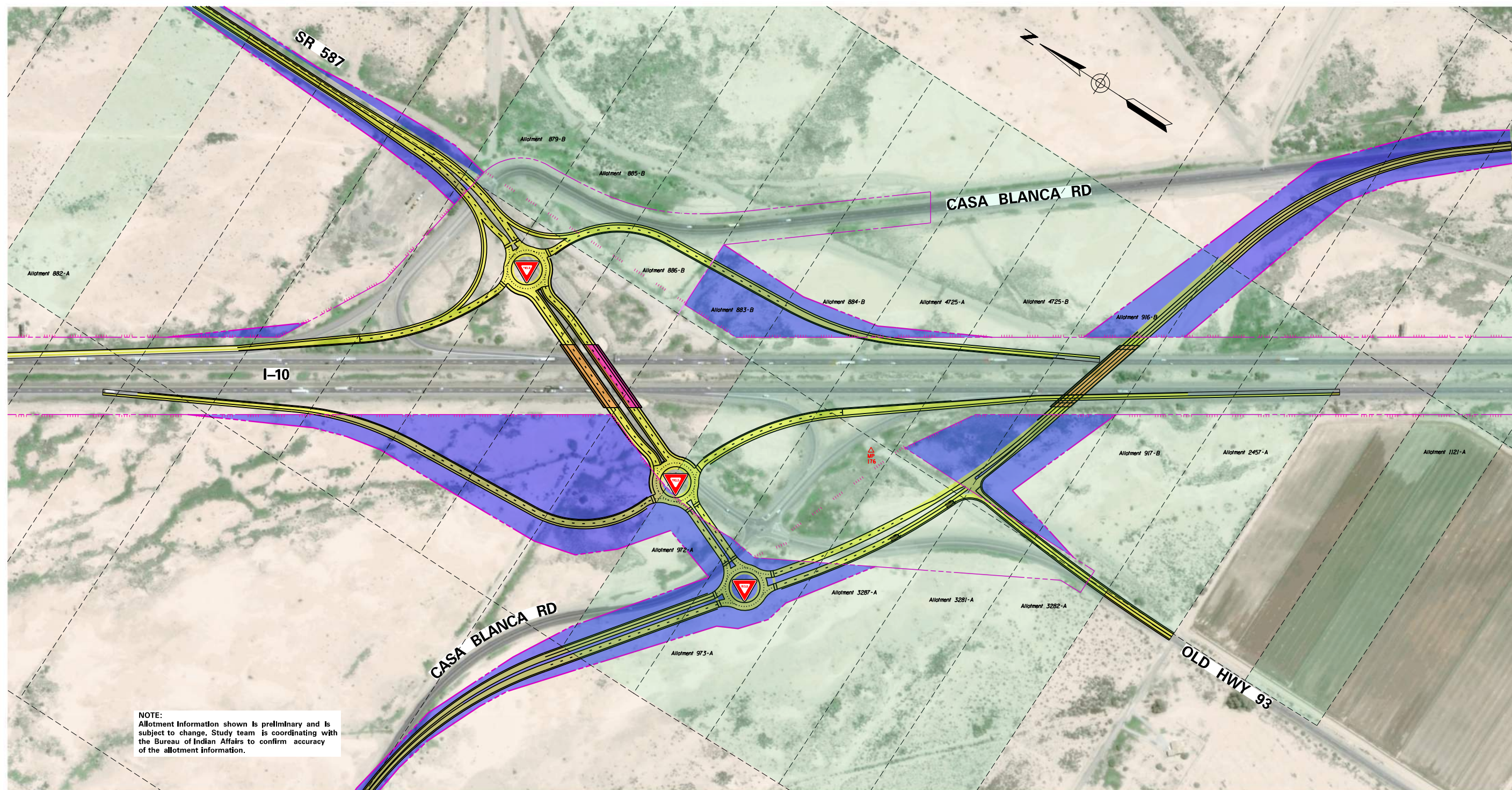


October 9, 2020

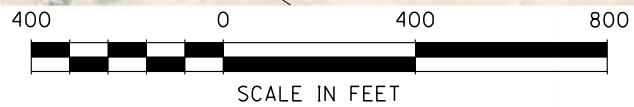
**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SR 587 / CASA BLANCA ROAD OPTION 5**

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		MP Milepost		Land Boundary

OPTION CB5



NOTE:
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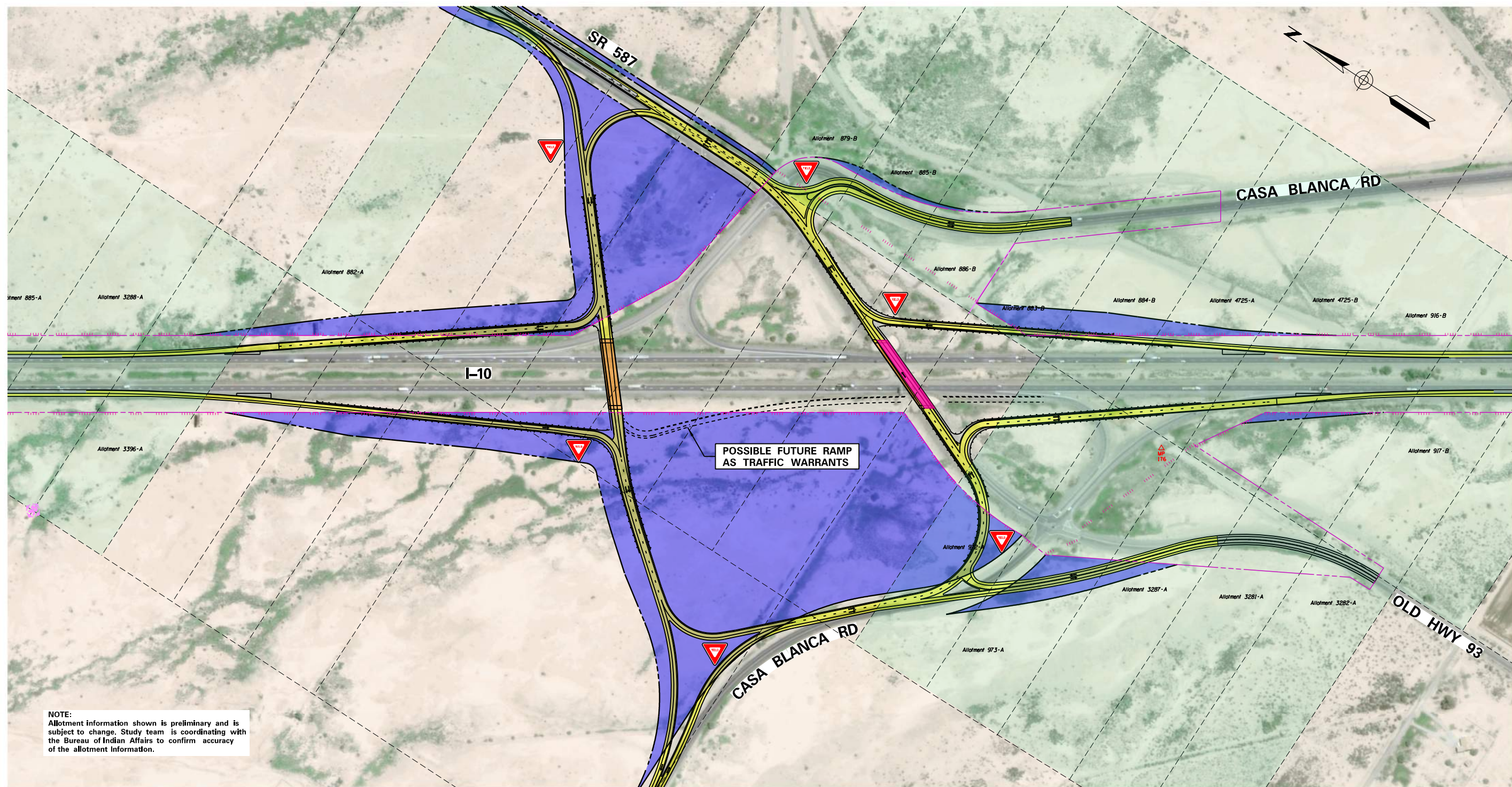


October 9, 2020

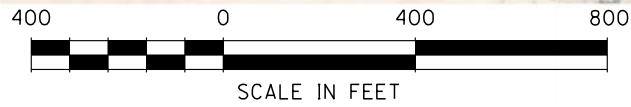
**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 587 / CASA BLANCA ROAD OPTION 6**

LEGEND		
Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line Control of Access (Hash Marks))	New Bridge
Rehabilitated Bridge	Milepost	Land Boundary

OPTION CB6



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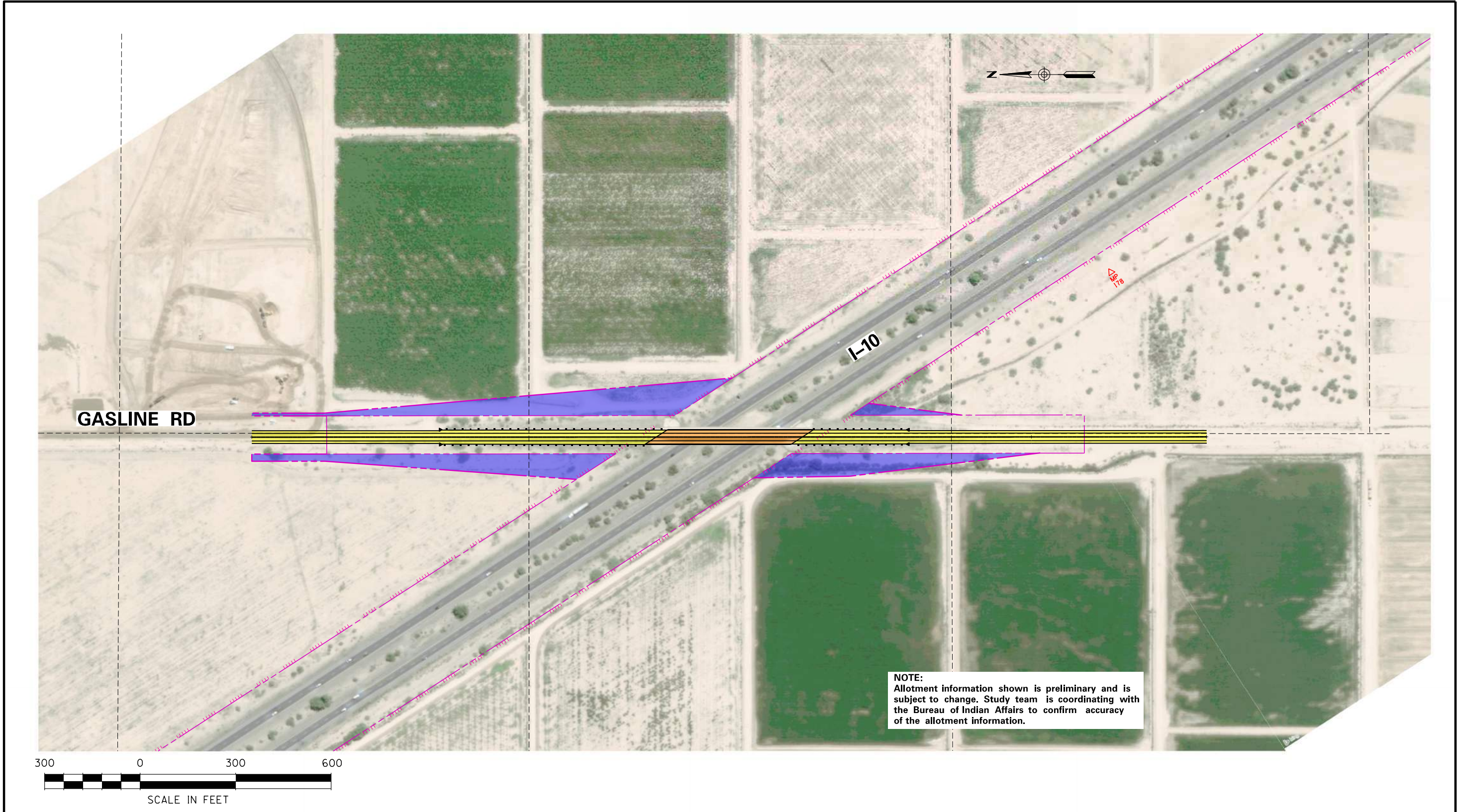


October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 587 / CASA BLANCA ROAD OPTION 7**


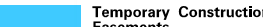







Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	New Bridge
Rehabilitated Bridge	Milepost	Land Boundary

OPTION CB7

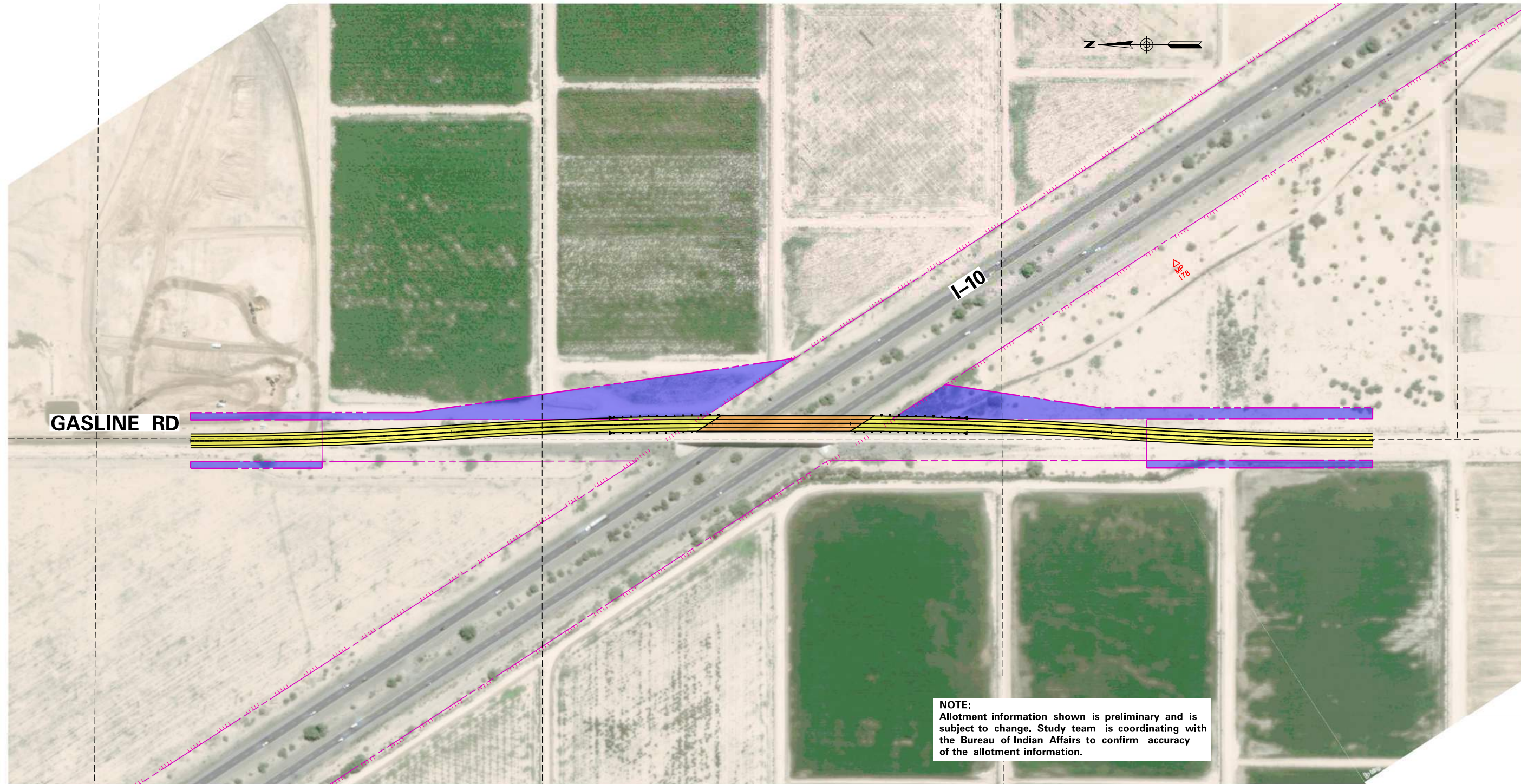


October 9, 2020

I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 GASLINE ROAD OPTION 2

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		MP Milepost		Land Boundary

OPTION GL2

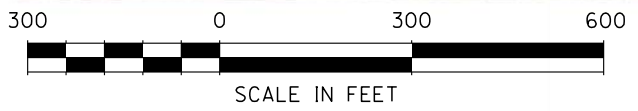


GASLINE RD

I-10

MP 178

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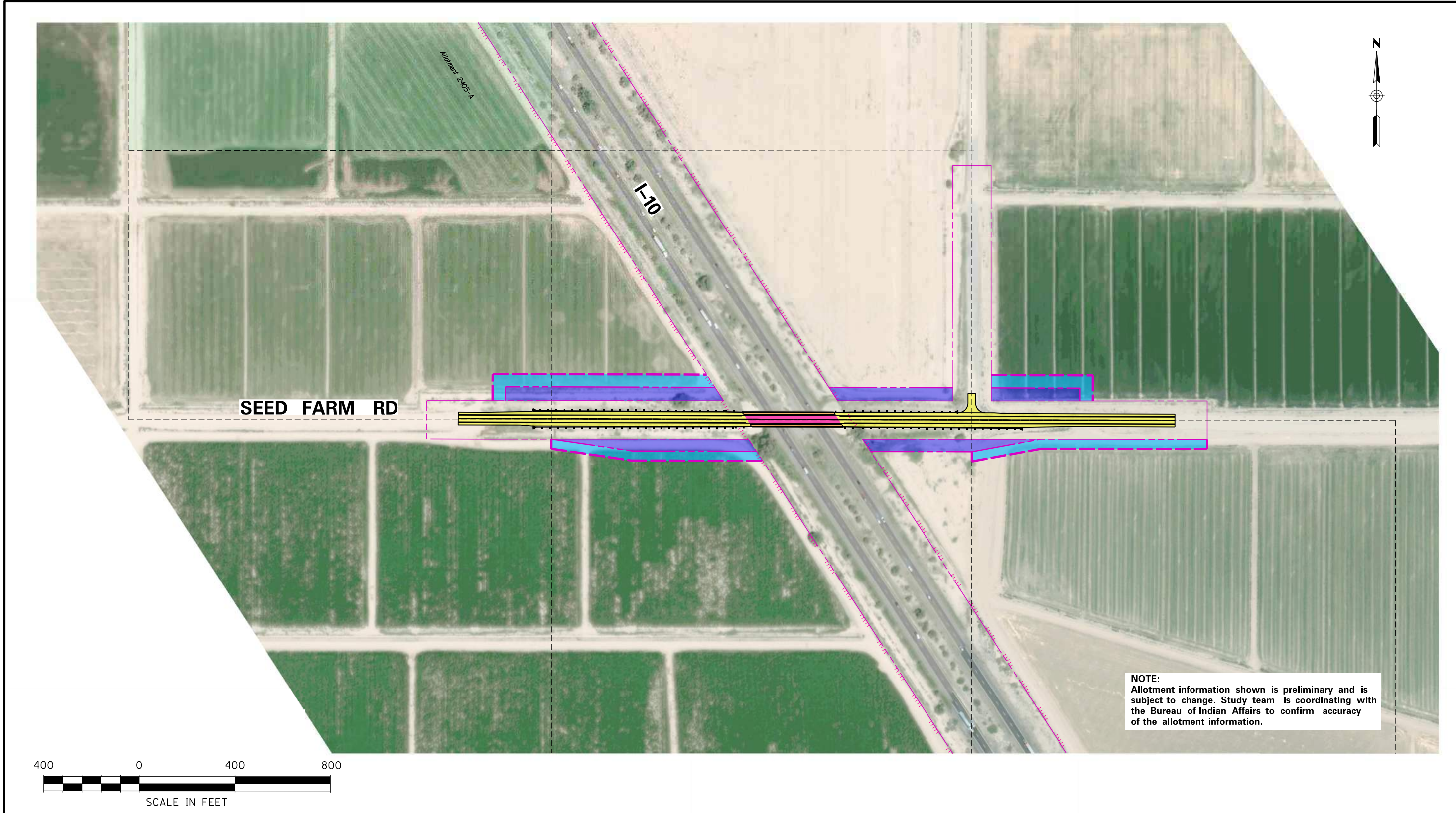


October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 GASLINE ROAD OPTION 3**

LEGEND		
Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	New Bridge
Rehabilitated Bridge	Milepost	Land Boundary

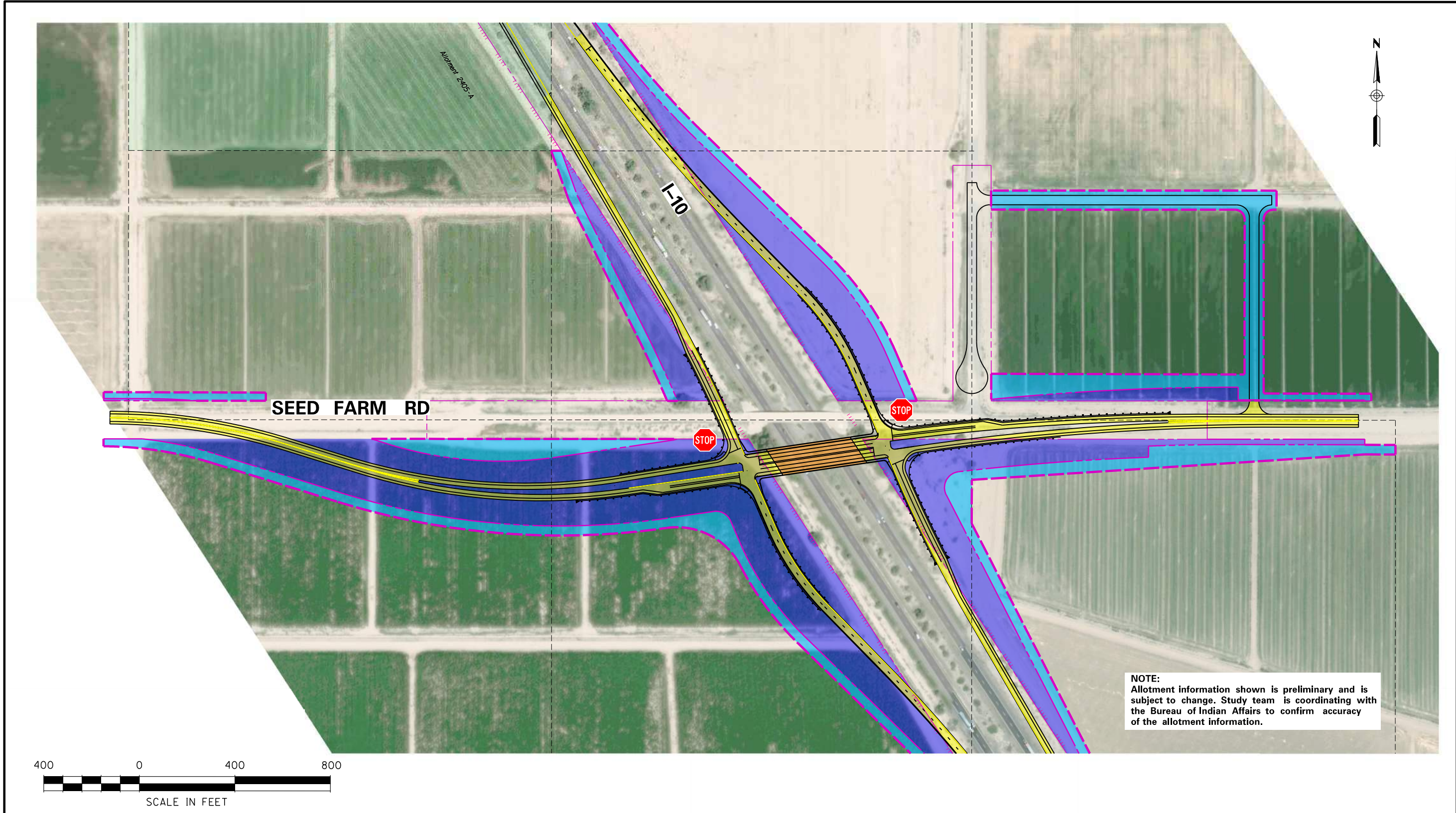
OPTION GL3



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I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SEED FARM ROAD OPTION 2

LEGEND		
Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line)	New Bridge
Rehabilitated Bridge	Control of Access (Hash Marks)	Land Boundary
	Milepost	OPTION SF2



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**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SEED FARM ROAD OPTION 3**

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		MP Milepost		Land Boundary

OPTION SF3



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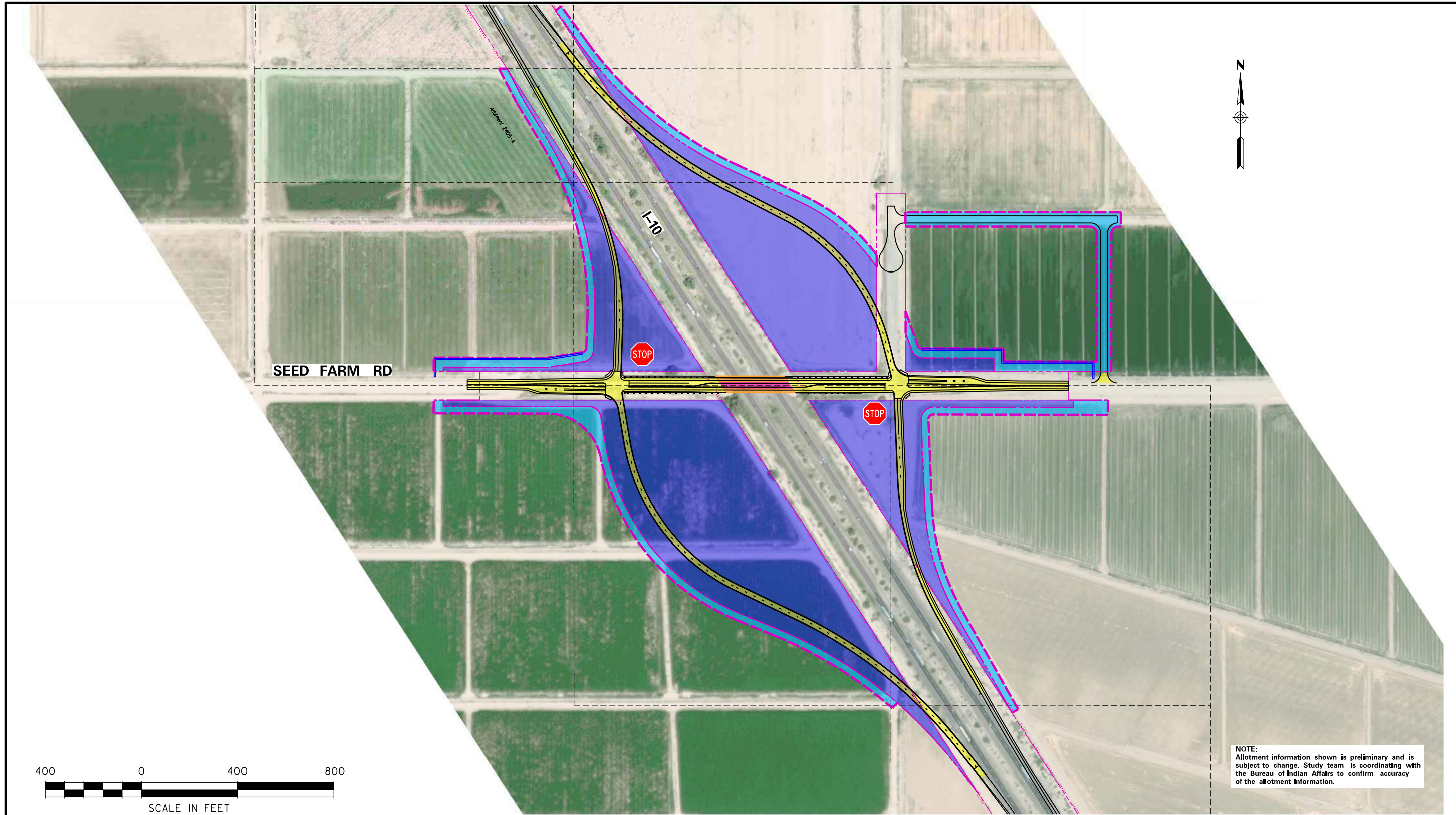


October 9, 2020

I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SEED FARM ROAD OPTION 4

LEGEND	
Allotment Parcels	Temporary Construction Easements
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)
Rehabilitated Bridge	Milepost
New Permanent Easements	New Bridge
Land Boundary	

OPTION SF4

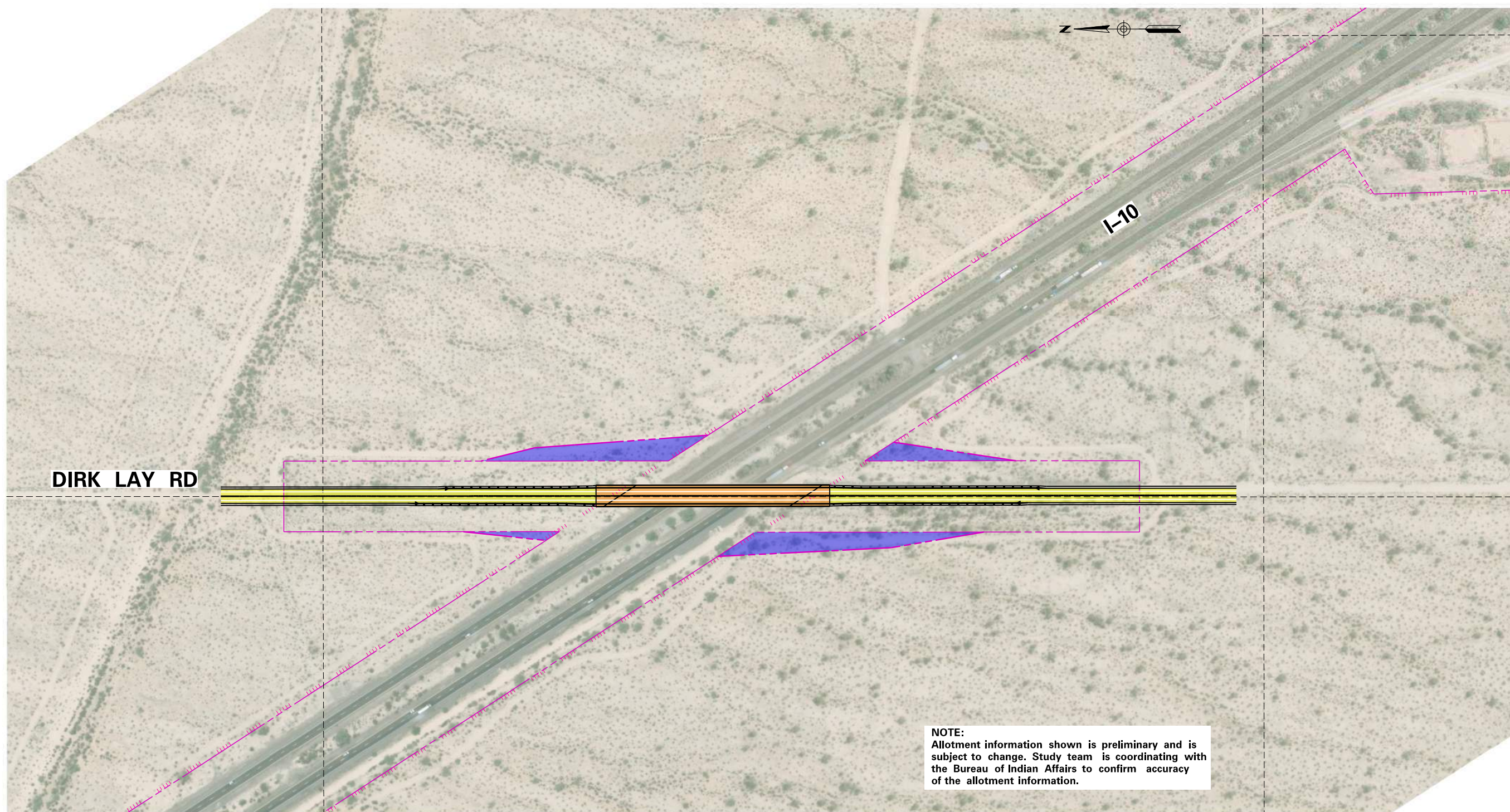


October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SEED FARM ROAD OPTION 5**

Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line)	New Bridge
Rehabilitated Bridge	Control of Access (Hash Marks)	Land Boundary
	Milepost	

OPTION SF5



DIRK LAY RD




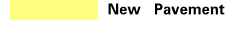


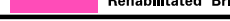

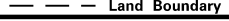
I-10

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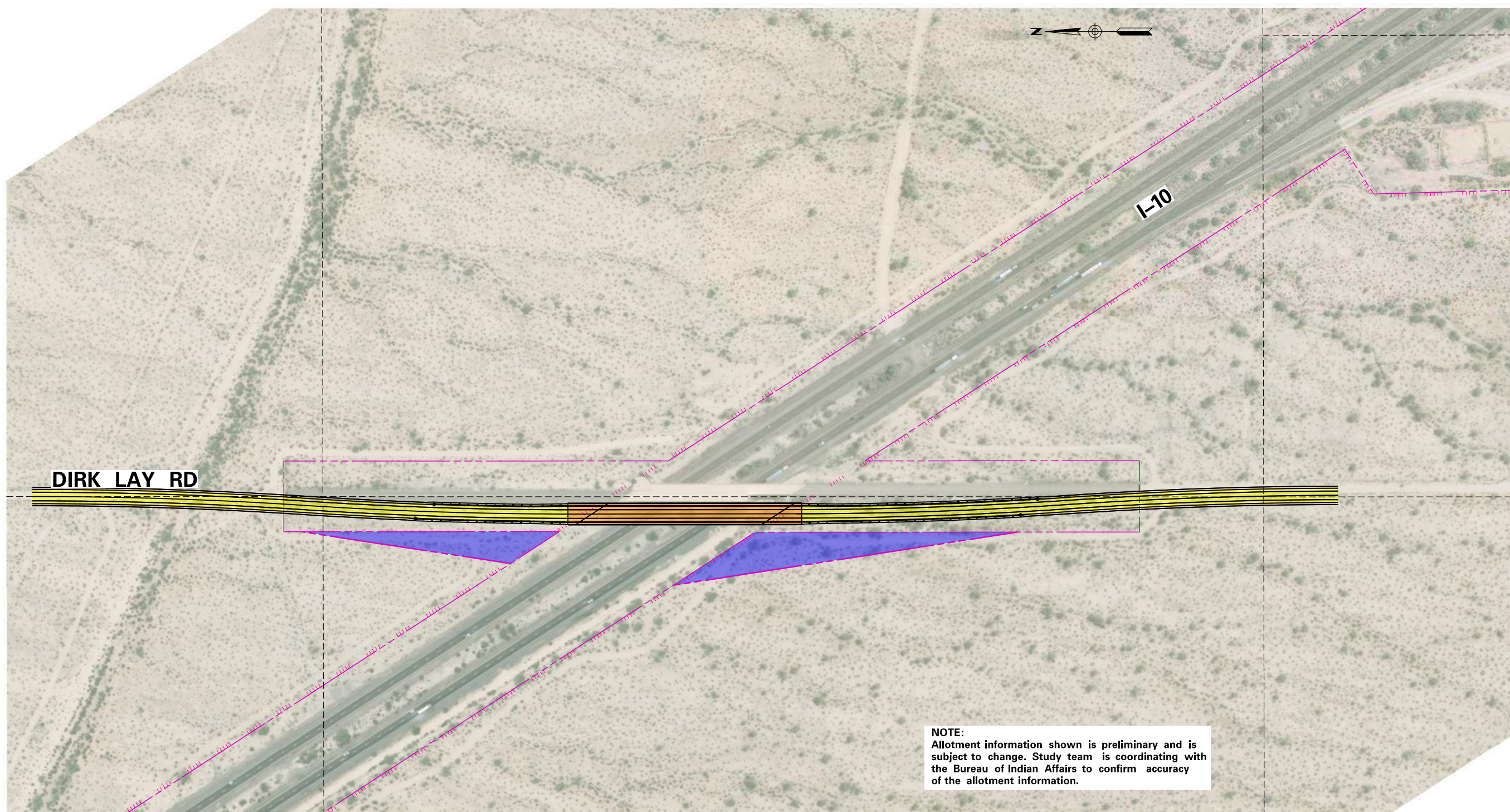


October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 DIRK LAY ROAD OPTION 2**

LEGEND					
	Allotment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line) Control of Access (Hash Marks)		New Bridge
	Rehabilitated Bridge		MP Milepost		Land Boundary

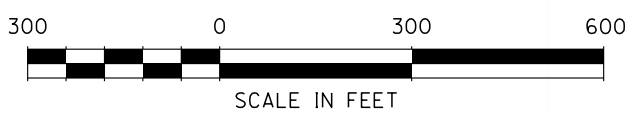
OPTION DL2



DIRK LAY RD

I-10

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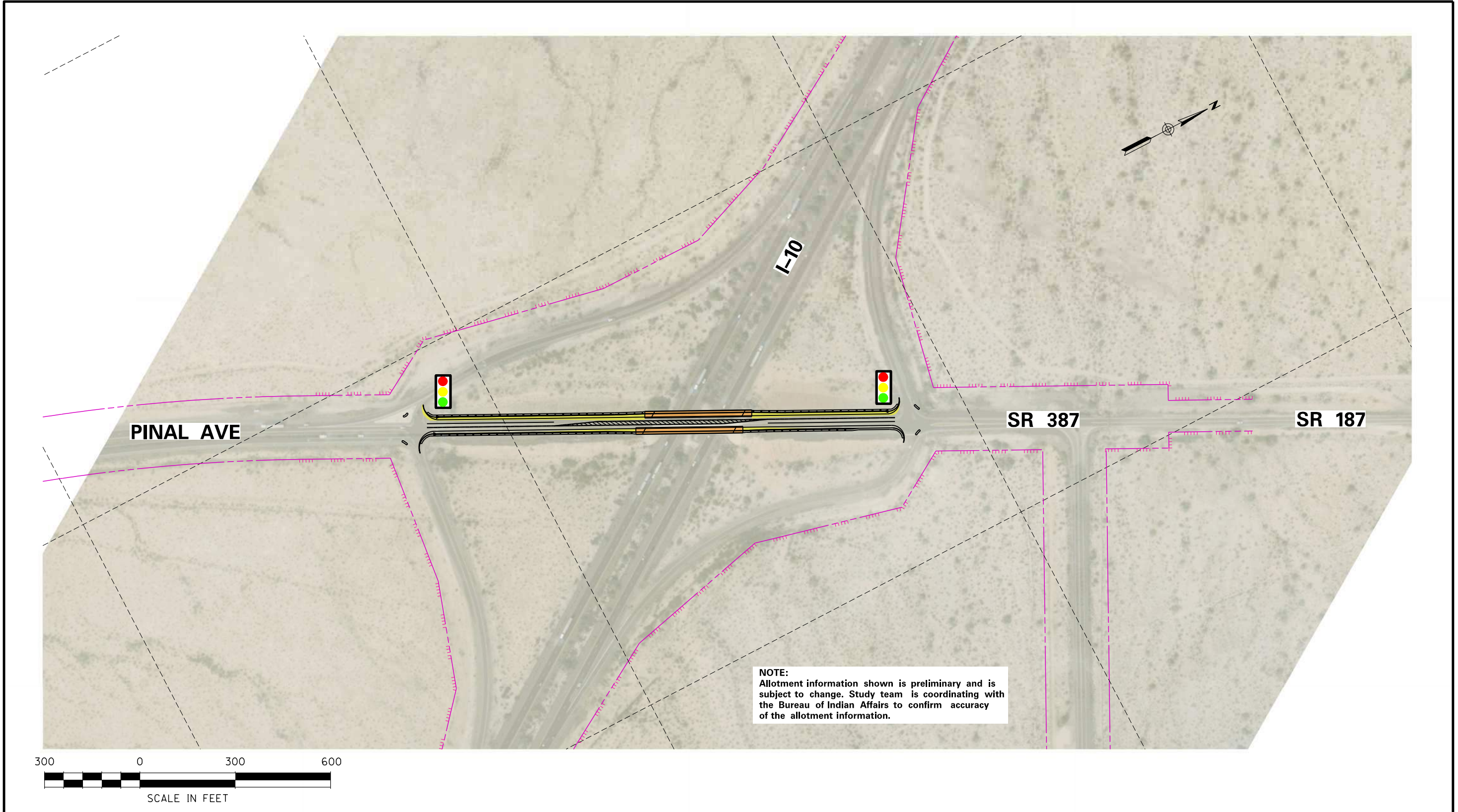


October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 DIRK LAY ROAD OPTION 3**

LEGEND		
Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	New Bridge
Rehabilitated Bridge	Milepost	Land Boundary

OPTION DL3



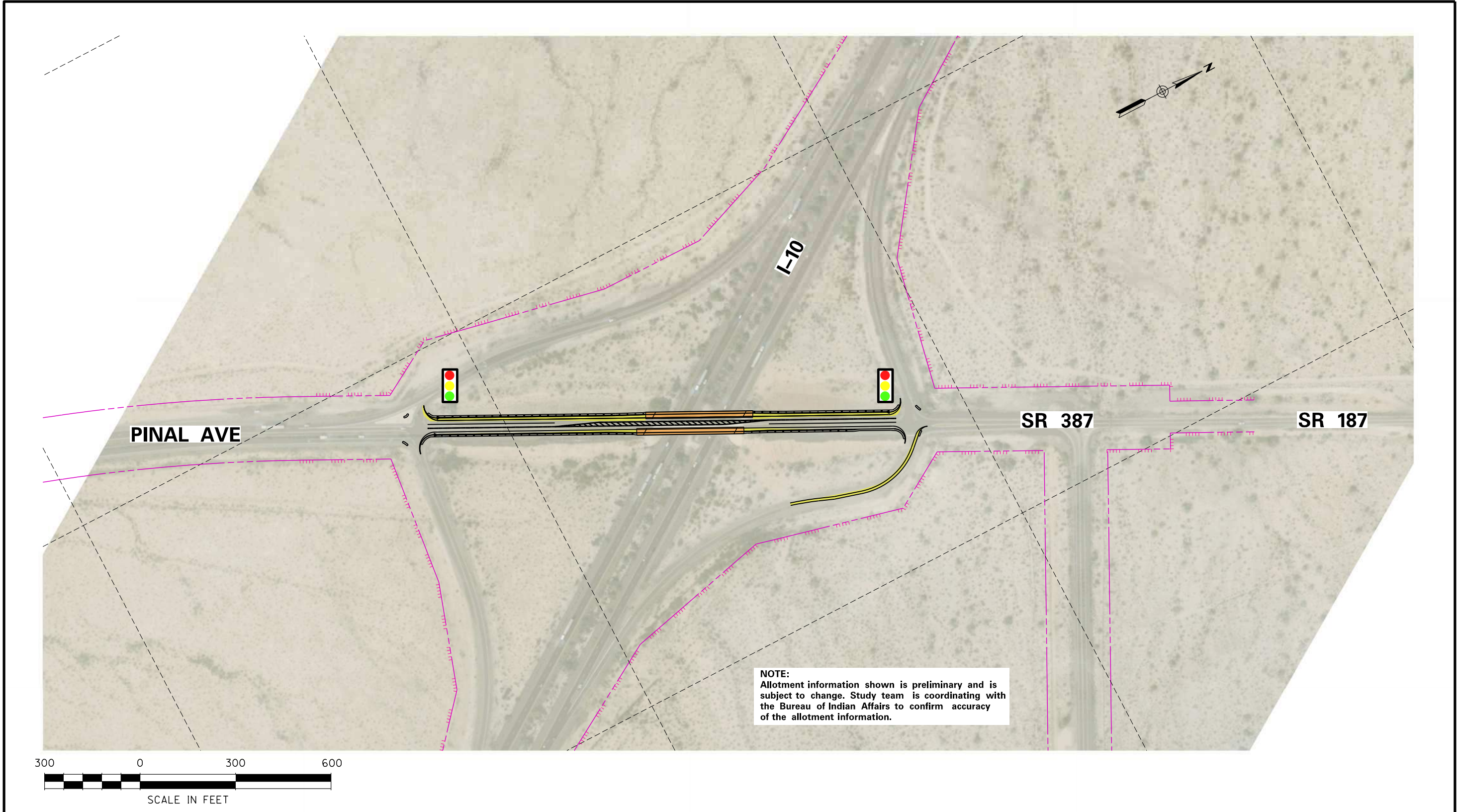
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October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 387 / SR 187 / PINAL AVE OPTION 2**

Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line)	New Bridge
Rehabilitated Bridge	Control of Access (Hash Marks)	Land Boundary
	Milepost	OPTION PA2

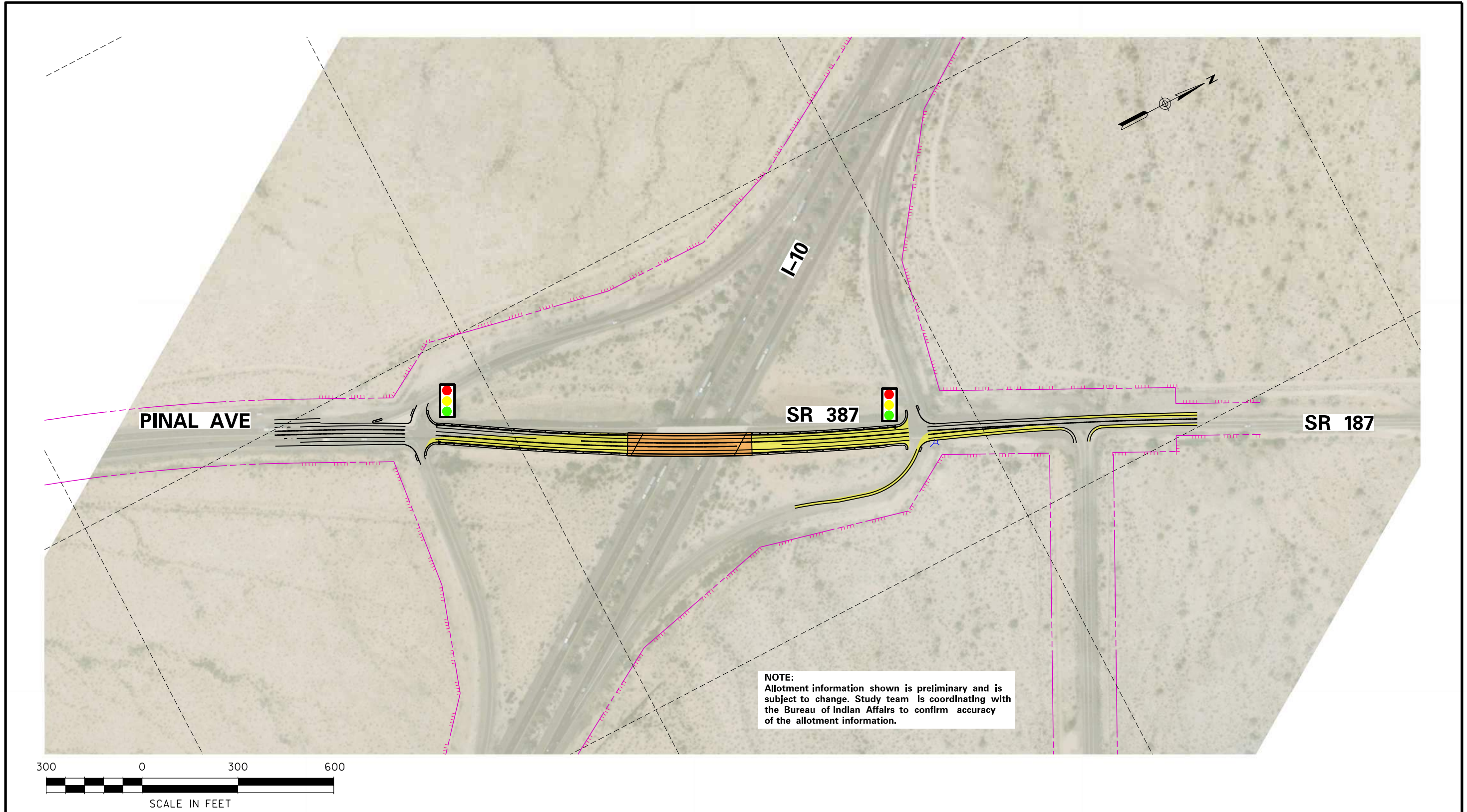


October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SR 387 / SR 187 / PINAL AVE OPTION 3**

Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	New Bridge
Rehabilitated Bridge	Milepost	Land Boundary

OPTION PA3



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October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 387 / SR 187 / PINAL AVE OPTION 4**

Allotment Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line) Control of Access (Hash Marks)	New Bridge
Rehabilitated Bridge	Milepost	Land Boundary

OPTION PA4



Alternatives/Options Evaluation Criteria Descriptions

ENGINEERING IMPACTS

- Roadway Design Factors: Summary of highway design geometric features including items such as shoulder widths, clearance under bridges, etc.
- Drainage Considerations: Summary of impacts to the drainage culverts under I-10.
- Traffic Operations in 2040: Summary of modeled level of traffic operations in 2040.
- Safety: Indicators of anticipated safety implications for each alternative/option.
- Constructability / Maintenance of Traffic: Ease of construction and the impacts to traffic during construction.
- Utility Considerations: Summary of expected utility impacts and probability and/or severity of outages for relocations for each alternative/option.
- Maintenance / Maintainability: Ease and relative cost of maintaining each alternative/option.

ENVIRONMENTAL

- Floodplain: Area of impact to floodplains, measured in Acres.
- Jurisdictional Waters of the U.S.: Area of impact to Waters of the U.S. under the jurisdiction of the US Army Corps of Engineers. Can be canals, rivers, washes, measured in Acres.
- Water Resources: Impacts to features such as canals, irrigation channels, and wells.
- Noise: Summary of whether noise from the proposed action is expected to exceed the FHWA Noise Abatement Criteria, and if so, what mitigation may be required.
- Air Quality: Determines whether the proposed action would conform to emission budgets of air pollutants not in attainment in the study area, and if the proposed action would cause or contribute to new air quality violations. If the proposed action conforms and would not cause new violations, it is said to be in conformity.
- Visual: Assesses the degree of change of the proposed action's compatibility, which is the environment's ability to absorb the proposed project in scale, form, and material. It also assesses viewer sensitivity (viewers to and in the project corridor and their duration of exposure) to the change the project creates.
- Hazardous Materials: Summarizes the presence of known hazardous materials potentially impacted by the alternative/option.
- Land Use: Identifies existing land use in the study area (residential, commercial, etc.) and evaluates future planned land use that may be needed for a long-term I-10 transportation use. Future land use is based on community land use plans in the study area.
- Local Businesses: Identifies businesses in the study area (commercial, industrial, etc.) and evaluates whether any business would need to be fully or partially acquired or would be otherwise affected by the alternative/option (access, circulation, etc.).
- Local Communities: Identifies residential areas and community facilities near the alternative/option (schools, churches, hospitals, parks, etc.) and evaluates whether any residences or community facilities would need to be fully or partially acquired, or would be otherwise affected by the improvements (access, circulation, noise, visual, etc.). In addition, the process identifies any minority or low income populations near the proposed improvements and evaluates whether the proposed improvements would result in a



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

disproportionally high adverse impacts, as compared to the study area population as a whole.

- **Biological Resources:** Assesses potential for, and impacts to, threatened and endangered species, special status species (including Tribal species), and these species' habitat. Also evaluates impacts to native plants and migratory birds.
- **Prime & Unique Farmlands:** Identifies the impacts to important rural lands needed to produce food, feed, fiber, forage, and oilseed crops, whether or not they are used for that purpose today.
- **Archeological Resources:** Assesses the magnitude of impacts for each alternative/option to archaeological resources that have been determined eligible for listing on the National Register of Historic Places based on their potential to yield important information on the history and/or prehistory of the study area.
- **Traditional Cultural Properties (TCPs):** Assesses the magnitude of impacts for each alternative/option to properties eligible for listing on the National Register of Historic Places based on their associations with the cultural practices, traditions, beliefs, arts, crafts, or social institutions of a living community.
- **Section 4(f) and Section 6(f):** Assesses impact to Section 4(f) properties which are publicly owned recreational resources, wildlife and waterfowl refuges, and National Register-eligible archeological and historic properties (these do not need be publicly owned). Also assesses impacts to Section 6(f) resources which are recreational properties that receive Land and Water Conservation Fund grants.

COST

- **Design and Construction Costs:** Estimated cost in 2020 dollars to design and construct the alternative/option.
- **Right of Way/Easement Costs:** Relative costs of additional right of way/easements needed to construct the alternative/option. Costs are not quantified at this point in the evaluation but are generally considered proportional to the quantity of new right of way/easement, summarized below.
- **Utility Costs:** Estimated cost in 2020 dollars to relocate or adjust the impacted utilities summarized in the Utility Impacts criterion noted above.

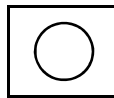
RIGHT OF WAY/EASEMENT*

- **New Permanent Easement or Right of Way:** Area of additional new permanent easement or right of way required for the proposed improvements of each alternative/option, measured in Acres.
- **Temporary Easements:** Area of additional new temporary easement required to construct the proposed improvements of each alternative/option, measured in Acres. Following construction, the temporary easement areas revert back to the property owner.
- **Residential Relocations:** Number of residential units that must be acquired and relocated to construct the alternative/option.
- **Business/Billboard Relocations:** Number of businesses or billboards that must be acquired and relocated to construct the alternative/option.

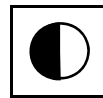
*All four of the right of way/easement criteria will be calculated separately for tribal lands, allotment lands, and off-community land.

I-10: SR 202L to SR 387

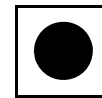
Alternatives and Options Evaluation Matrix Summary - Engineering, Cost, and Right of Way



= Most desirable or least impacts



= Average desirability or average impacts

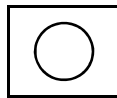


= Least desirable or most impacts

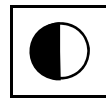
ALTERNATIVES and OPTIONS		ENGINEERING IMPACTS						COST			RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)					
		Roadway Design Factors	Drainage Considerations	Traffic Operations in 2040	Safety	Constructability / Maintenance of Traffic	Utility Considerations	Maintenance / Maintainability	Design and Construction Cost	Right of Way / Easement Cost	Utility Cost	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent ROW	Temporary Easements	Residential Relocations	Business / Billboard Relocations	
I-10 Mainline Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)																								
ML1	No Build	●	○	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
ML2	Median Widening + Ramp Upgrades	○	◐	○	○	◐	○	◐	◐	○	○	○	○	○	◐	○	○	○	○	○	○	○	○	○
ML3	Outside Widening + Ramp Upgrades	○	●	○	◐	●	○	○	●	●	○	●	○	●	●	○	○	●	○	○	○	○	○	○
Wild Horse Pass / Sundust Road Interchange Options																								
WH1	No Build, Except for ADA Upgrades	○	○	●	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
WH2	Diverging Diamond Interchange (DDI) with bike & ped accomodations	◐	◐	○	○	◐	○	○	●	◐	○	◐	○	○	○	○	○	○	○	○	○	○	○	○
WH3	Displaced Left Turn (DLT) Interchange with bike & ped accomodations	○	◐	○	◐	◐	○	○	◐	◐	○	◐	○	○	○	○	○	○	○	○	○	○	○	○
SR 347 / Queen Creek Road Interchange Options																								
QC1	No Build	○	○	●	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
QC2	Diverging Diamond Interchange (DDI) with bike & ped accomodations	◐	◐	○	○	◐	○	○	●	◐	○	◐	○	○	○	◐	○	○	○	○	○	○	○	○
QC3	Displaced Left Turn (DLT) Interchange with bike & ped accomodations	○	◐	○	◐	◐	○	○	◐	◐	○	◐	○	○	◐	○	○	○	○	○	○	○	○	○

I-10: SR 202L to SR 387

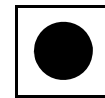
Alternatives and Options Evaluation Matrix Summary - Engineering, Cost, and Right of Way



= Most desirable or least impacts



= Average desirability or average impacts

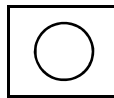


= Least desirable or most impacts

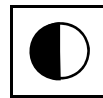
ALTERNATIVES and OPTIONS		ENGINEERING IMPACTS						COST			RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)					
		Roadway Design Factors	Drainage Considerations	Traffic Operations in 2040	Safety	Constructability / Maintenance of Traffic	Utility Considerations	Maintenance / Maintainability	Design and Construction Cost	Right of Way / Easement Cost	Utility Cost	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent ROW	Temporary Easements	Residential Relocations	Business / Billboard Relocations	
Riggs Road Interchange Options																								
RR1	No Build	●	○	◐	◑	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR2	Bridge deck rehabilitation	●	○	○	◑	●	○	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR3	Bridge deck rehabilitation with shoulder widening	○	●	○	○	●	○	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR4	Bridge deck rehabilitation with shoulder widening and sidewalks	○	●	○	○	●	○	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR5	Bridge replacement off of the existing alignment	○	◐	○	○	◑	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Goodyear Road Grade Separation Options																								
GY1	No Build	●	○	○	◑	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
GY2	Shoulder widening on approaches and bridge	○	◐	○	○	●	○	○	◐	◑	○	○	○	○	○	◑	○	○	○	○	○	○	○	○
GY3	Bridge replacement off of the existing alignment	○	◐	○	○	◑	○	○	●	●	○	○	○	○	○	●	○	○	○	○	○	○	○	○
Nelson Road Grade Separation Options																								
NR1	No Build	●	○	○	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
NR2	Shoulder widening on approaches and bridge	◐	◑	○	◑	●	◐	○	◐	◑	◑	◐	◑	○	○	●	◑	○	○	○	○	○	○	○
NR3	Full crossroad and bridge replacement	○	◐	○	○	◑	●	○	●	●	◐	◑	○	○	●	●	○	○	○	○	○	○	○	○

I-10: SR 202L to SR 387

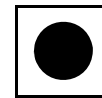
Alternatives and Options Evaluation Matrix Summary - Engineering, Cost, and Right of Way



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= Average desirability or average impacts

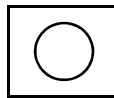


= Least desirable or most impacts

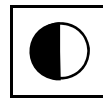
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SR 587 / Casa Blanca Road Interchange Options																								
CB1	No Build	●	○	●	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
CB2	Add ramp terminal signals and turn lanes only	●	◐	◐	◐	○	◐	◐	◐	◐	◐	○	○	○	◐	○	○	○	○	○	○	○	○	○
CB3	Add ramp terminal signals, turn lanes, bridge deck rehabilitation, and widening for bike and ped accomodations	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	○	○	○	◐	○	○	○	○	○	○	○	○	○
CB4	CB3 but with bridge replacement off of the existing alignment	◐	◐	◐	◐	◐	◐	●	◐	◐	◐	○	○	○	◐	○	○	○	○	○	○	○	○	○
CB5	Diamond Interchange with 5-legged roundabouts at intersections	○	●	◐	○	●	●	○	●	◐	●	●	○	○	○	◐	○	○	○	○	○	○	○	○
CB6	Diamond Interchange with Casa Blanca Road bypass	○	●	○	○	●	●	○	●	●	●	●	○	○	○	●	○	○	○	○	○	○	○	○
CB7	Split Diamond Interchange with triangular circulating roadway	○	●	○	○	●	◐	○	●	●	◐	●	○	○	○	◐	○	○	○	○	○	○	○	○
Gasline Road Grade Separation Options																								
GL1	No Build	●	○	○	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
GL2	Bridge replacement on current alignment	○	◐	○	○	●	●	○	●	◐	●	◐	○	○	○	○	○	○	○	○	○	○	○	○
GL3	Bridge replacement on parallel alignment	○	◐	○	○	◐	◐	○	●	●	◐	●	○	○	○	○	○	○	○	○	○	○	○	○

I-10: SR 202L to SR 387

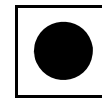
Alternatives and Options Evaluation Matrix Summary - Engineering, Cost, and Right of Way



= Most desirable or least impacts



= Average desirability or average impacts

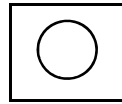


= Least desirable or most impacts

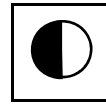
ALTERNATIVES and OPTIONS		ENGINEERING IMPACTS						COST			RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)					
		Roadway Design Factors	Drainage Considerations	Traffic Operations in 2040	Safety	Constructability / Maintenance of Traffic	Utility Considerations	Maintenance / Maintainability	Design and Construction Cost	Right of Way / Easement Cost	Utility Cost	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent Easement	Temporary Easements	Residential Relocations	Business / Billboard Relocations	New Permanent ROW	Temporary Easements	Residential Relocations	Business / Billboard Relocations	
Seed Farm Road Grade Separation / Interchange Options																								
SF1	No Build	●	○	●	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SF2	Bridge deck rehabilitation with shoulder widening - no interchange	○	◐	◐	○	●	◐	○	◐	◐	◐	◐	○	○	◐	○	○	○	○	○	○	○	○	○
SF3	New tight diamond interchange with bridge replacement	○	●	○	○	◐	●	◐	●	●	●	●	○	○	◐	○	○	○	○	○	○	○	○	○
SF4	New spread diamond interchange with bridge replacement	○	●	○	○	◐	●	◐	●	●	●	●	○	○	◐	◐	◐	○	○	○	○	○	○	○
SF5	New spread diamond interchange with widened existing bridge	○	●	○	○	●	◐	◐	●	●	◐	●	○	○	◐	◐	◐	○	○	○	○	○	○	○
Dirk Lay Road Grade Separation Options																								
DL1	No Build	●	○	○	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
DL2	Bridge replacement on current alignment	○	●	○	○	●	○	○	●	◐	○	◐	○	○	○	○	○	○	○	○	○	○	○	○
DL3	Bridge replacement on parallel alignment	○	◐	○	○	◐	○	○	●	●	○	●	○	○	○	○	○	○	○	○	○	○	○	○
SR 387 / SR 187 / Pinal Avenue Interchange Options																								
PA1	No Build	●	○	●	●	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
PA2	Shoulder widening & sidewalk on approaches and bridge, add signals	◐	◐	○	◐	●	○	◐	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
PA3	Upgrade ramp terminal capacity, shoulder widening & sidewalk on approaches and bridge, add signals	○	◐	○	○	●	○	◐	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
PA4	Bridge replacement off of the existing alignment, add signals	○	●	○	○	◐	○	○	●	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

I-10: SR 202L to SR 387

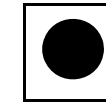
Alternatives and Options Evaluation Matrix Summary - Environmental



= Most desirable or least impacts



= Average desirability or average impacts

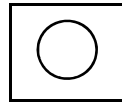


= Least desirable or most impacts

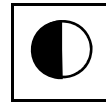
ALTERNATIVES and OPTIONS		ENVIRONMENTAL IMPACTS														
		Floodplain	Jurisdictional Waters of the U.S.	Water Resources	Noise	Air Quality	Visual	Hazardous Materials	Land Use (Existing and Future)	Local Businesses (including billboards)	Local communities (environmental justice, residential impacts)	Biological Resources	Prime and Unique Farmlands (soils not just active farming)	Archaeological Resources	Traditional Cultural Properties (TCPs)	Section 4(f) and Section 6(f)
I-10 Main Line Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)																
ML1	No Build	○	○	○	◐	●	○	○	○	○	○	○	○	○	○	○
ML2	Median Widening + Ramp Upgrades	○	○	○	◐	○	◐	○	○	○	○	○	○	◐	◐	◐
ML3	Outside Widening + Ramp Upgrades	◐	◐	◐	●	○	●	○	●	●	◐	○	◐	●	●	●
Wild Horse Pass/Sundust Road Interchange Options																
WH1	No Build, Except for ADA Upgrades	○	○	○	○	●	○	○	○	○	○	○	○	○	○	○
WH2	Diverging Diamond Interchange (DDI) with bike & ped accomodations	○	○	○	○	○	○	○	◐	○	○	○	◐	○	○	○
WH3	Displaced Left Turn (DLT) Interchange with bike & ped accomodations	○	○	○	○	○	○	○	◐	○	○	○	◐	○	○	○
SR 347/Queen Creek Road Interchange Options																
QC1	No Build	○	○	○	○	●	○	○	○	○	○	○	○	○	○	○
QC2	Diverging Diamond Interchange (DDI) with bike & ped accomodations	○	○	○	○	○	○	○	◐	○	○	○	◐	◐	○	○
QC3	Displaced Left Turn (DLT) Interchange with bike & ped accomodations	○	○	○	○	○	○	○	◐	○	○	○	◐	◐	○	○

I-10: SR 202L to SR 387

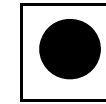
Alternatives and Options Evaluation Matrix Summary - Environmental



= Most desirable or least impacts



= Average desirability or average impacts

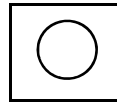


= Least desirable or most impacts

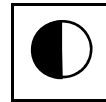
ALTERNATIVES and OPTIONS		ENVIRONMENTAL IMPACTS														
		Floodplain	Jurisdictional Waters of the U.S.	Water Resources	Noise	Air Quality	Visual	Hazardous Materials	Land Use (Existing and Future)	Local Businesses (including billboards)	Local communities (environmental justice, residential impacts)	Biological Resources	Prime and Unique Farmlands (soils not just active farming)	Archaeological Resources	Traditional Cultural Properties (TCPs)	Section 4(f) and Section 6(f)
Riggs Road Interchange Options																
RR1	No Build	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR2	Bridge deck rehabilitation	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR3	Bridge deck rehabilitation with shoulder widening	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR4	Bridge deck rehabilitation with shoulder widening and sidewalks	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
RR5	Bridge replacement off of the existing alignment	○	○	○	○	○	○	◐	○	○	○	◐	○	○	○	○
Goodyear Road Grade Separation Options																
GY1	No Build	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
GY2	Shoulder widening on approaches and bridge	○	○	○	○	○	○	◐	○	○	○	◐	○	○	○	○
GY3	Bridge replacement off of the existing alignment	○	○	○	○	○	◐	◐	○	○	○	◐	○	○	○	○

I-10: SR 202L to SR 387

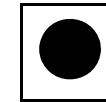
Alternatives and Options Evaluation Matrix Summary - Environmental



= Most desirable or least impacts



= Average desirability or average impacts

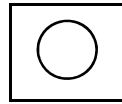


= Least desirable or most impacts

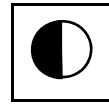
ALTERNATIVES and OPTIONS		ENVIRONMENTAL IMPACTS														
		Floodplain	Jurisdictional Waters of the U.S.	Water Resources	Noise	Air Quality	Visual	Hazardous Materials	Land Use (Existing and Future)	Local Businesses (including billboards)	Local communities (environmental justice, residential impacts)	Biological Resources	Prime and Unique Farmlands (soils not just active farming)	Archaeological Resources	Traditional Cultural Properties (TCPs)	Section 4(f) and Section 6(f)
Nelson Road Grade Separation Options																
NR1	No Build	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
NR2	Shoulder widening on approaches and bridge	○	○	○	○	○	○	○	◐	○	○	○	◐	◐	◐	◐
NR3	Full crossroad and bridge replacement	○	○	○	○	○	◐	○	◐	○	○	○	◐	◐	◐	◐
SR 587/Casa Blanca Road Interchange Options																
CB1	No Build	○	○	○	○	●	○	○	○	○	○	○	○	○	○	○
CB2	Add ramp terminal signals and turn lanes only	○	○	○	○	○	○	○	◐	○	○	○	◐	◐	◐	●
CB3	Add ramp terminal signals, turn lanes, bridge deck rehabilitation, and widening for bike and ped accomodations	○	○	○	○	○	○	○	◐	○	○	○	◐	◐	◐	●
CB4	CB3 but with bridge replacement off of the existing alignment	○	○	○	○	○	○	○	◐	○	○	○	◐	◐	◐	●
CB5	Diamond Interchange with 5-legged roundabouts at intersections	○	◐	○	○	○	◐	○	◐	○	○	○	◐	●	◐	●
CB6	Diamond Interchange with Casa Blanca Road bypass	○	◐	○	○	○	●	○	●	○	○	○	●	●	◐	●
CB7	Split Diamond Interchange with triangular circulating roadway	○	◐	○	○	○	●	○	●	○	○	○	●	●	◐	●

I-10: SR 202L to SR 387

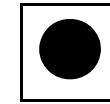
Alternatives and Options Evaluation Matrix Summary - Environmental



= Most desirable or least impacts



= Average desirability or average impacts

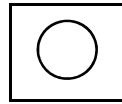


= Least desirable or most impacts

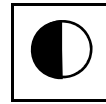
ALTERNATIVES and OPTIONS		ENVIRONMENTAL IMPACTS														
		Floodplain	Jurisdictional Waters of the U.S.	Water Resources	Noise	Air Quality	Visual	Hazardous Materials	Land Use (Existing and Future)	Local Businesses (including billboards)	Local communities (environmental justice, residential impacts)	Biological Resources	Prime and Unique Farmlands (soils not just active farming)	Archaeological Resources	Traditional Cultural Properties (TCPs)	Section 4(f) and Section 6(f)
Gasline Road Grade Separation Options																
GL1	No Build	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
GL2	Bridge replacement on current alignment	○	◐	○	○	○	○	○	◐	○	○	○	◐	○	○	○
GL3	Bridge replacement on parallel alignment	○	◐	○	○	○	○	○	◐	○	○	○	◐	○	○	○
Seed Farm Road Grade Separation/Interchange Options																
SF1	No Build	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SF2	Bridge deck rehabilitation with shoulder widening - no interchange	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
SF3	New tight diamond interchange with bridge replacement	○	○	○	○	○	◐	○	◐	○	○	○	◐	○	○	○
SF4	New spread diamond interchange with bridge replacement	○	○	○	○	○	●	○	●	○	○	○	●	○	○	○
SF5	New spread diamond interchange with widened existing bridge	○	○	○	○	○	●	○	●	○	○	○	●	○	○	○

I-10: SR 202L to SR 387

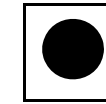
Alternatives and Options Evaluation Matrix Summary - Environmental



= Most desirable or least impacts



= Average desirability or average impacts



= Least desirable or most impacts

ALTERNATIVES and OPTIONS		ENVIRONMENTAL IMPACTS														
		Floodplain	Jurisdictional Waters of the U.S.	Water Resources	Noise	Air Quality	Visual	Hazardous Materials	Land Use (Existing and Future)	Local Businesses (including billboards)	Local communities (environmental justice, residential impacts)	Biological Resources	Prime and Unique Farmlands (soils not just active farming)	Archaeological Resources	Traditional Cultural Properties (TCPs)	Section 4(f) and Section 6(f)
Dirk Lay Road Grade Separation Options																
DL1	No Build	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
DL2	Bridge replacement on current alignment	○	○	○	○	○	○	○	◐	○	○	○	◐	◐	○	○
DL3	Bridge replacement on parallel alignment	○	○	○	○	○	○	○	◐	○	○	○	◐	◐	○	○
SR 387/SR 187/Pinal Avenue Interchange Options																
PA1	No Build	○	○	○	○	●	○	○	○	○	○	○	○	○	○	○
PA2	Shoulder widening & sidewalk on approaches and bridge, add signals	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
PA3	Upgrade ramp terminal capacity, shoulder widening & sidewalk on approaches and bridge, add signals	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
PA4	Bridge replacement off of the existing alignment, add signals	○	○	○	○	○	○	○	○	○	○	○	○	◐	●	○

Additional information that was found on the project website, but not reproduced for Appendix B.

Summary evaluation tables for the alternatives and options (Spanish)

- [Evaluation Criteria Descriptions](#) (Spanish PDF)
- [Evaluation Summary – Environmental](#) (Spanish PDF)

Interactive map commenting tool

- [Level 1 Alternatives Review Tool](#) (This customized map-based commenting tool was developed specifically to collect public feedback on the alternatives and options and was available on the website during the entire public comment period. It was removed after the close of the comment period.)

Technical layouts of the alternatives and options

- [Google Earth overlay download](#) (.KMZ file requires free Google Earth download to view)

Technical evaluation tables for the alternatives and options (English with Spanish available upon request)

- [Technical Evaluation – Engineering](#) (PDF)
- [Technical Evaluation – Cost and Right-of-Way](#) (PDF)
- [Technical Evaluation – Environmental](#) (PDF)

Appendix C: Public Comments

Comment log

Public comments

Public meeting transcripts

I-10 | Loop 202 to SR 387
10/21/20 to 12/4/20 Public Comment Log

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
1	10/21/2020	Voicemail	Mike	Rybacki		Request for information	If you could give me a call at [REDACTED]. I would like to receive the info in the mail. Please. Thank you. Bye	Alternatives	Called back Mike. He wants a bit more information about the project mailed to him. He has seen the newspaper ad. Mailed materials.
2	10/21/2020	Web Map Comment Tool	Arthur	Gross	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Widening I-10 to 3 lanes in both directions, like has been done driving thru the Casa Grande area from 387 South thru Eloy, has been a tremendous improvement to driving safety. Extending this safety further towards Phoenix to Riggs Road, then adding a diamond lane from Riggs Road to connect with the diamond lane at Wild Horse Pass Road is a plan I support wholeheartedly. I feel widening I-10 "towards the median" is less safe than keeping the median that separates two-way traffic as wide as possible, as presently exists.	Alternatives	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.
3	10/23/2020	Voicemail	Robert	Harper	ML2/ML3	I-10 Build Support (6-Lane)	Good morning, my name is Robert Harper. I am a resident of Sun Lakes, Arizona and I am very much in favor of the I-10 expansion from 202 to I believe you said 387. We need at least three lanes going in each direction. That is a major problem since we've lived here which was 2006. So please put my vote in to carry through with that widening of the freeway I-10 between those two points. It's very important. It should have been done years ago. So anyway, those are my feelings. If you have any reason to call me back my number is [REDACTED]. Thank you. Bye.	Alternatives	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.
4	10/23/2020	Web Map Comment Tool	Randy	Moore	WH2	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Consider how many people continue to move into the area and the volume of traffic in the future.	Alternatives	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.
5	10/23/2020	Web Map Comment Tool	Randy	Moore	QC2	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	I use the intersection almost daily, it needs improvement.	Alternatives	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.
6	10/23/2020	Web Map Comment Tool	Randy	Moore	RR5	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	This intersection is currently clearly inadequate, improve it for the future.	Alternatives	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.
7	10/23/2020	Web Map Comment Tool	Randy	Moore	GY3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	It looks like the best option for the future.	Alternatives	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.
8	10/23/2020	Web Map Comment Tool	Randy	Moore	NR3	Crossroad/Interchange Build Support	Again, it looks like the best option.	Alternatives	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	10/23/2020	Web Map Comment Tool	Randy	Moore	CB5	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Anything with roundabouts is an improvement.	Alternatives	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	10/23/2020	Web Map Comment Tool	Randy	Moore	GL3	Crossroad/Interchange Build Support	Best option.	Alternatives	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.
11	10/23/2020	Web Map Comment Tool	Randy	Moore	SF4	Crossroad/Interchange Build Support	Whichever one seems more feasible.	Alternatives	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.
12	10/23/2020	Web Map Comment Tool	Randy	Moore	DL3	Crossroad/Interchange Build Support	Looks like the best option.	Alternatives	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.
13	10/23/2020	Web Map Comment Tool	Randy	Moore	PA3	Crossroad/Interchange Build Support	This intersection definitely needs an upgrade.	Alternatives	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 SR 387
10/21/20 to 12/4/20 Public Comment Log

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
14	10/23/2020	Web Comment Form	Randy	Moore	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details	<p>I live in Chandler. Pre-pandemic, I would drive out Queen Creek Road to the intersection at I-10 during the morning rush hour and would normally sit at the light waiting to turn north onto I-10 West. Invariably, I would look to my left and see a line of cars on I-10W, as far as the eye could see, going 35 - 45 mph. I then joined up in that line and when an additional lane became available, that helped. When an additional HOV lane also then became available, that helped a bit more.</p> <p>In all sincerity, when the South Mountain Freeway opened, that helped – A LOT.</p> <p>During the afternoon rush hour, going south, I-10 East, just the opposite occurred. After the lanes started to diminish south of the 202 Exits, traffic slowed noticeably and congestion was common. By the time the right-hand lane had turned into a dedicated turn lane for Queen Creek/AZ 347, traffic was again going 35 – 45 mph. At first I thought that accidents had occurred, the traffic was going so slow. It wasn't until later that I realized it was simply due to the volume of 3 lanes funneling into 2 lanes that was the problem.</p> <p>I am a commercial pilot. I've been flying for over 30 years, have been to all 50 states and approximately 35 countries. As someone who is in the transportation industry myself, I pay attention to roads wherever I'm at. There is little doubt in my mind that for a city of its size, Phoenix has what I consider the best freeway system I've seen. I know how important the corridor is between Phoenix and Tucson. I wholeheartedly agree that every possibility for expansion and improvement be accomplished.</p> <p>I would vote for expansion lanes to be on the outside of the current lanes and adding an HOV lane to continue to the Riggs Road exit. Adding broadband seems like an easy decision, do it. Thank you for the opportunity to voice my opinion.</p>	Alternatives	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.
15	10/23/2020	Web Map Comment Tool	Jennifer	Zorger	ML2	I-10 Build Support (6-Lane)	This widening is sorely needed to facilitate travel to Tucson.	Alternatives	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.
16	10/23/2020	Web Map Comment Tool	Jennifer	Zorger	RR5	Crossroad/Interchange Build Support		Alternatives	
17	10/23/2020	Web Map Comment Tool	Jennifer	Zorger	GY2	Crossroad/Interchange Build Support		Alternatives	
18	10/23/2020	Web Map Comment Tool	Jennifer	Zorger	NR2	Crossroad/Interchange Build Support		Alternatives	
19	10/23/2020	Web Map Comment Tool	Jennifer	Zorger	CB3	Crossroad/Interchange Build Support		Alternatives	
20	10/23/2020	Web Map Comment Tool	Jennifer	Zorger	GL2	Crossroad/Interchange Build Support		Alternatives	
21	10/23/2020	Web Map Comment Tool	Jennifer	Zorger	SF2	Crossroad/Interchange Build Support		Alternatives	
22	10/23/2020	Web Map Comment Tool	Jennifer	Zorger	DL1	Crossroad/Interchange No Build Support		Alternatives	
23	10/23/2020	Web Map Comment Tool	Jennifer	Zorger	PA4	Crossroad/Interchange Build Support	This interchange and bridge is frequently used. If this was shut down to widen it would made travel to Coolidge and Florence challenging.	Alternatives	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.
24	10/26/2020	Web Comment Form	Jeff	Sherman	ML1	I-10 No Build Support, Other	No build - without a Phoenix to Tucson intercity rail companion project.	Alternatives	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.
25	10/26/2020	Web Comment Form	John	Barry	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details	<p>Of the items outlined on this page, here is my opinion of them:</p> <p>I-10 should be widen to 3 lanes in each direction, adding the lane to the outside of the existing freeway.</p> <p>- This would maintain the buffer between the opposing directions given that there have been a number of notable accidents on that stretch involving semi's.</p> <p>The addition of the HOV to Riggs is also something I support using the median space for the extension.</p> <p>- Traffic in that area has increased significantly in the last few years from what I can tell, and i think these lanes do help.</p> <p>Arizona should be pushing to expand broadband connectivity as that would help support growth for both businesses and residents along the corridor, so I am strongly in favor adding the broadband fiber optic facility to the project.</p> <p>I have driven along this stretch a number of times, and think this project would be a good one to complete. the two lane portion of I-10 is very busy and any issues quickly cause the long term delays.</p>	Alternatives	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.
26	10/26/2020	Web Comment Form	Sean	Russell		Other	I feel that because the changes will be directly within the Gila River community, that they should be 100% on board with any changes to the I10, and no changes should be done without their express approval.	Alternatives	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 SR 387
10/21/20 to 12/4/20 Public Comment Log**

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
27	10/28/2020	Web Comment Form	Lloyd	Goldenberg	ML3	I-10 Build Support (6-Lane)	"No build" is not an option. Maintaining space in the median is preferable if practical.	Alternatives	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.
28	10/29/2020	Web Map Comment Tool	Jeffrey	Spellman	ML2/ML3	I-10 Build Support (6-Lane)	Great to see this section of I-10 being widened.	Alternatives	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.
29	11/3/2020	Web Comment Form	Luis	Sanchez	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	This a project that is long overdue. It is a necessity for the safety of our citizens and to continue to support the growth and development of the sun corridor. I would love to be a part of this process in any way I can help.	Alternatives	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.
30	11/4/2020	Email	Nancy	Campbell	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	The traffic congestion goes past this point ... South to the three lanes at McCarthy Rd towards Casa Grande. There should be no reason why the i10 should not be three lanes all the way from Phoenix to Tucson. The only area it is not is the busiest area South of Phoenix in both directions. Add another lane from Queen Creek Rd to McCarthy (or just south of McCarthy) in BOTH directions!	Alternatives	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.
31	11/4/2020	Voicemail	Leonard	Meurer		Misc. Design Details	This is Leonard Meurer. I have some suggestions [REDACTED] or [REDACTED]. Thank you.	Alternatives	Called Leonard back and he suggested adding a wide shoulder so people could pull over safely for storms and other emergencies. He also suggested adding more lighting on the sides of the road to increase safety.
32	11/4/2020	Email	Robert	Hursell	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	The area on I-10 between Rt 202 & Rt 387 definitely needs an extension of a lane north bound and south bound to coincide with the extra lanes north of Casa Grande coming from Tucson. Arizona is continuing to grow with more commerce and traffic. My personal thought on this area is to Stay Within ADOT's right of way with any widening and interchange improvements. Because you have to deal with the Gila Indian reservation, we know from prior experience going back to the 80's than they did not cooperate in letting the Rt 202 w/b extension (Santan freeway) go threw. Also, if Indian Affairs agrees on the expansion in the proposed area, they should share some of the cost along with the tax payers.	Alternatives	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.
33	11/4/2020	Web Comment Form	Philip	Menne	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I have lived in the Casa Grande area since 1999. I worked in the Phoenix Valley area up until when I retired in 2010. I encountered numerous traffic delays to and from work during those years due to accidents and road work. My nieces drive from Chandler to my home about once a week to visit me and they too have encountered many traffic delays due to accidents and road work. Casa Grande and the surrounding areas are slated to grow heavily in the coming years, especially with Lucid Motors, Nikola Motor Company, the planned Attesa Motor Sports Park complex, among others slated to develop in the areas. In addition to more industries will come more homes, increasing the traffic flows along I-10. This is the most critical construction project now needed anywhere in the state of Arizona. We can't keep going along the way we have in the past. This project should have been completed years ago! It is imperative that the freeway be expanded to at least three lanes ASAP. Outer lanes are preferable, leaving the inner areas available for possible future lane infills. Much frustration has occurred over many years due to heavy traffic congestion and accident/construction delays along this corridor. Many lives may have already been lost due from accidents due to the heavy traffic encountered along this corridor. Please expedite the building of this extremely critical road project. It is critically important to get completed ASAP, especially from a safety standpoint!	Alternatives	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.
34	11/4/2020	Web Comment Form	Richard	Boyle	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I am very much in favor of widening the I-10 area between 387 and the 202 with more lanes. Currently, especially during peak driving hours, the current number of lanes feels pretty dangerous and crowded. Regards,	Alternatives	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.
35	11/4/2020	Web Comment Form	Daniel	Ouellette	ML2/ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	Doing nothing to this stretch of I-10 should not even be an option. I travel that section M-F and some weekends. It is a nightmare because people drive in both lanes under the speed limit, refuse to move right, semi trucks doing 65 mph or less pull into the left lane and stay there for miles trying to pass another semi doing 62 mph. And it gets worse going up over the hill near the rest stops because trucks slow down frequently in the area, and at least once a week everyone is slamming on their breaks heading up the incline. When drivers are doing 75 mph and see a state trooper, they slow down instead of maintaining the speed limit. This is a high traffic corridor and I feel there should be four lanes in each direction with the left two lanes restricted from semi's, RV's, or anyone towing a trailer with more than one axle. adding two lanes instead of one would be more expensive, but would eliminate the need to add another lane within 6-8 years. Have you reviewed how many building permits have been issued in Casa Grande, Arizona City, and Eloy in the past three years??? Thank you for the current resurfacing on this section also! It has been a bit of a pain, but very much appreciated!	Alternatives	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.
36	11/5/2020	Voicemail	George	Harris		Request for Information	My name is George Harris. I would like to have the material of the live meeting, printed copies sent to my address and I don't know if you want my address now or later on but the material would be requested to be sent to [REDACTED]. And my name is George Harris my phone number is [REDACTED]. Thank you.	Alternatives	Mailed materials.

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	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
37	11/5/2020	Web Map Comment Tool	Michelle	Clapp	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I am excited to see this being brought to discussion. A plan to widen the very crowded I10 is long overdue. This 26 mile stretch has become very deadly with little room to get out of the way when there is an accident. Also, when there is closure, the alternate routes are incredibly far away. The additional planes would allow for partial closure for needed maintenance and such. Can't wait to some action on this. Thank you.	Alternatives	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.
38	11/5/2020	Web Map Comment Tool	eric	Martin	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I like ML3. If you are going to expand the road, do it fully, so you don't have to come back later. It'd be interesting to see accidents in the two lane section vs those on I10 with more lanes.	Alternatives	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.
39	11/5/2020	Web Map Comment Tool	Daniel	Wolf	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.
40	11/5/2020	Web Map Comment Tool	Daniel	Wolf	CB5	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.
41	11/5/2020	Web Map Comment Tool	Daniel	Wolf	WH3	Crossroad/Interchange Build Support	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.
42	11/5/2020	Web Map Comment Tool	Daniel	Wolf	QC3	Crossroad/Interchange Build Support	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.

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Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response	
43	11/5/2020	Web Map Comment Tool	Daniel	Wolf	RR4	Crossroad/Interchange Build Support	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.
44	11/5/2020	Web Map Comment Tool	Daniel	Wolf	GY2	Crossroad/Interchange Build Support	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.
45	11/5/2020	Web Map Comment Tool	Daniel	Wolf	NR2	Crossroad/Interchange Build Support	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.
46	11/5/2020	Web Map Comment Tool	Daniel	Wolf	GL2	Crossroad/Interchange Build Support	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.
47	11/5/2020	Web Map Comment Tool	Daniel	Wolf	SF2	Crossroad/Interchange Build Support	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.

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Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response	
48	11/5/2020	Web Map Comment Tool	Daniel	Wolf	DL2	Crossroad/Interchange Build Support	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.
49	11/5/2020	Web Map Comment Tool	Daniel	Wolf	PA2	Crossroad/Interchange Build Support	Thank you for pushing the study on I-10. This is a crucial piece of road for commerce between Casa Grande and the Phoenix Metro area. All due respect to GRIC and their Tribal Lands, but this only serves to improve their roadways and ingress/egress to the Reservation. I have a number of employees that drive on I-10 daily, and a number that avoid it because of current traffic concerns. The added lane, and the HOV from Riggs to the 202 (ML3 option) would be a benefit to my personal and work travel. The Casa Blanca interchange, CB5 option seems to be the safest of all, and less confusing to drivers in the area. Other benefits/improvements/selections I see are: WH3, QC3, RR4, GY2, NR2, GL2, SF2, DL2, PA2. The interchange at Pinal/387/187 I think operates well. Using PA3 or PA4 would cause eastbound traffic problems with the turn lane coming off I-10 WB and I think would cause accidents with traffic trying to get on 387. Overall, I appreciate the options put forth, and hope that ADOT is able to push the widening forward as quickly as possible for the benefit of daily travelers, as well as providing the economic benefit impacts to the Casa Grande and Coolidge areas.	Alternatives	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.
50	11/5/2020	Web Map Comment Tool	Paul	Gayer	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I drive from Casa Grande to Chandler several times a week and quite frankly am surprised that there are not more accidents. Almost never does traffic go the speed limit coming due to the number of vehicles on the road. Several times coming home I have had to come to a complete stop narrowly avoiding a collision. This is long overdue. Casa Grande will never develop commercially until I-10 is widened.	Alternatives	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.
51	11/5/2020	Web Map Comment Tool	Linda	Gayerr	QC3	Crossroad/Interchange Build Support	It needs to be done now!	Alternatives	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.
52	11/5/2020	Web Comment Form	Diane	Plunkett	ML2/ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	I live in Casa Grande, and when I need to go up to Phoenix or another part of the valley for any reason, I am very uncomfortable having to use the I-10 in this section being studied. It is a high use area and one of the most dangerous areas. The volume of traffic even during non-rush hour is usually extremely heavy. I believe that adding a third lane in each direction would be a help, but I think that you should consider adding a 3rd & 4th lane in each direction now, rather than come back in a few years to add the 4th. I am very grateful that you added the west bound 202 section! I have friends in the west valley, and this new loop saves me from having to drive through Phoenix to get out there. Thank You!	Alternatives	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.
53	11/5/2020	Web Map Comment Tool	JACK	MILLIGAN	ML2/ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	this seems to make the most sense for optimizing the traffic flow. Presumably, the Diamond Lane will be managed on a time of day basis. Having said that, I am not convinced the Diamond Lane will encourage carpooling on this route. This is a main line interstate artery...perhaps another alternative is to drop the Diamond Lane and just build four high-traffic lanes the whole distance.	Alternatives	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.
54	11/6/2020	Web Comment Form	Gary	Word	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	You don't need to do a study..you just need to do the widening of I-10 as soon as possible. it is so dangerous to travel on it.	Alternatives	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.
55	11/7/2020	Web Map Comment Tool	Garnett	Frey	NR2	Crossroad/Interchange Build Support		Alternatives	
56	11/7/2020	Web Map Comment Tool	Garnett	Frey	GL2	Crossroad/Interchange Build Support		Alternatives	
57	11/7/2020	Web Map Comment Tool	Garnett	Frey	SF2	Crossroad/Interchange Build Support		Alternatives	
58	11/7/2020	Web Map Comment Tool	Garnett	Frey	DL2	Crossroad/Interchange Build Support		Alternatives	
59	11/7/2020	Web Map Comment Tool	Garnett	Frey	PA2	Crossroad/Interchange Build Support		Alternatives	
60	11/7/2020	Web Map Comment Tool	Garnett	Frey	SF2	Crossroad/Interchange Build Support		Alternatives	
61	11/7/2020	Web Map Comment Tool	Garnett	Frey	WH2	Crossroad/Interchange Build Support		Alternatives	

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	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
62	11/7/2020	Web Comment Form	leonard	trudeau	ML2/ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	you should plan for widening to 4 lanes each way and plan ahead in this conflicted area.	Alternatives	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.
63	11/13/2020	Email	John	Hudson	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I drive between Phoenix and Nogales at least twice month and the delays from the 202 to Casa Grande are getting worse and worse. This section of road needed to be widened for a long long time and the faster we do it the better. Please use all haste in completing this project.	Alternatives	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.
64	11/13/2020	Voicemail	Leonard	Meurer		Misc. Design Details	Hello, this is Leonard Mueller [REDACTED] Thank you for the call back	Alternatives	Called Leonard back and he suggested adding a wide shoulder so people could pull over safely for storms and other emergencies. He also suggested adding more lighting on the sides of the road to increase safety. (Also noted above - 11/4/20)
65	11/13/2020	Web Comment Form	Andrew	Gellai		I-10 Gila River Bridge Project, Request for Information	Has the I-10 Gila River bridge project study been completed, or was it delayed due to COVID-19? As there have apparently been no study documents posted for the bridge project itself. Am aware of the I-10 Wild Horse Corridor study having been posted there for comments.	Alternatives	The I-10 Gila River Bridge project is a separate project and is still underway. The latest information on that study can be found at www.i10bridgeproject.com .
66	11/13/2020	Web Map Comment Tool	Martin	Christeson	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	ML-2 looks the best from the matrix. I think building with concrete for traffic lanes will be more durable. This is a high traffic corridor with a lot of heavy trucks. I also think that maintaining center space between lanes will save lives. The stretch between riggs and the rest area has cars in the ditch quite frequently. I would think concrete at least from the SR202 end to the LATA line (by the rest area) would be wise. I think the north end recommendation of the option 2 is where we will experience problems. I think either would work on the south end but option 3 looks more durable.	Alternatives	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.
67	11/13/2020	Web Map Comment Tool	Martin	Christeson	QC2	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	This is a place where traffic is likely to grow as it provides access to the 101 on the east side. Keeping people from going through the center of town is appealing. I have read the displaced diamond is considered the safest for of bridge now. This is the only option that benefits people going toward Tucson.	Alternatives	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.
68	11/13/2020	Web Map Comment Tool	Martin	Christeson	RR3	Crossroad/Interchange Build Support	I don't have a feel for if sidewalks would be used. Not clear the usage warrants a shift and replace. I am generally in favor of shoulder widening on roads that are not just local exits -- connect to something. This is used heavily in some traffic diversion scenarios so a shoulder would be good here.	Alternatives	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.
69	11/13/2020	Web Map Comment Tool	Martin	Christeson	CB7	Crossroad/Interchange Build Support	Is it a typo that the green bridge addition only has 1 lane? My assumption was this is an error. This is the only option with 1 lane to the East. This seems simpler and has less slowing in traffic. Will need some signs explaining the 'right to go left' aspect of the design. I personally do find with roundabouts but I have talked to enough people that become deranged about the subject to think that other options will be better received.	Alternatives	Thank you for the comments. Should CB7 be selected, the final lane configuration, as well as any signing design, will be evaluated in more detail during the next step in the design process.
70	11/13/2020	Web Map Comment Tool	Martin	Christeson	PA3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	The additional right turn lane from I-10 south would be useful. Existing bridge looks like it could be upgrades successfully and the traffic flow is better with an upgrade.	Alternatives	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.
71	11/14/2020	Web Map Comment Tool	Jeanell	Jones	WH3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Volume & safety	Alternatives	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.
72	11/14/2020	Web Map Comment Tool	Jeanell	Jones	QC3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Volume & safety	Alternatives	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.
73	11/14/2020	Web Map Comment Tool	Jeanell	Jones	RR5	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Volume & safety	Alternatives	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.
74	11/14/2020	Web Map Comment Tool	Jeanell	Jones	GY3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Need of upgrade for future stability	Alternatives	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.
75	11/14/2020	Web Map Comment Tool	Jeanell	Jones	NR3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Volume & safety	Alternatives	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.

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76	11/14/2020	Web Map Comment Tool	Jeanell	Jones	CB7	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Best for Volume & safety	Alternatives	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.
77	11/14/2020	Web Map Comment Tool	Jeanell	Jones	GL3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Upgrade for future stability	Alternatives	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.
78	11/14/2020	Web Map Comment Tool	Jeanell	Jones	SF4	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Community in need of additional entrance and exit into the community due population and off reservation work population (volume & safety).	Alternatives	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.
79	11/14/2020	Web Map Comment Tool	Jeanell	Jones	DL3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Upgrade of bridge for future stability.	Alternatives	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.
80	11/14/2020	Web Map Comment Tool	Jeanell	Jones	PA4	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Volume & safety	Alternatives	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.
81	11/15/2020	Voicemail	Leah	Moreno	ML1	I-10 No Build Support	Please no build, no build. I would like for someone to call me back 520.610.5074. No build, no build. My name is Leah Moreno. No build.	Alternatives	Called back multiple times and always went straight to voicemail.
82	11/15/2020	Web Map Comment Tool	Dan	Wilson	QC1	Crossroad/Interchange No Build Support, Crossroad & Interchange Congestion/Growth/Safety, Other	These options are an outrage. If the I-17/SR69 junction can merit a full-scale interchange, then certainly the I-10/SR347 junction should as well. Neither of these options provides anything more than is already in place: Two lanes for left-turns from northbound SR347 to westbound I-10, staged behind two traffic lights. What is needed are either the elimination of the traffic signals via a free-flowing interchange, or the addition of multiple lanes for the purpose of transitioning from SR347 onto I-10. These propped options will do nothing to solve the long backups that flow into the mainline during rush hours that last longer each year, and will certainly not be able to cope with the explosive growth being seen in the region as we speak.	Alternatives	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.
83	11/16/2020	Web Map Comment Tool	Brent	BeDillon	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Widening of I-10 through this area should be a priority for ADOT. This stretch is a dangerous bottleneck of the interstate system.	Alternatives	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.
84	11/17/2020	Email	Curtis	Busby	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Please widen I-10 between Phoenix and Casa Grande. Two lanes in both directions in this area is woefully insufficient and unsafe. Traffic is much too heavy in this area and three lanes in both directions will ease congestion and save lives. It does not matter to me whether the additional lane is added into the current median area, or to the outside of I-10. Whatever is the safer alternative would be preferable to me. I would also support extending the HOV lane to Riggs road. Thank you.	Alternatives	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.
85	11/17/2020	Email	David	Thatcher	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Either option is great - much needed improvement to improve Tucson-Phoenix travel. QUICK!	Alternatives	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.
86	11/17/2020	Web Comment Form	Jeff	Jordan		Request for Information	Question: Do you have any members from the Gila River Indian Community on the Study Team? If so, who are they? If not, why not? Question: How many members are on the Study Team? Comment: If this study is being conducted on the Gila River Indian Community, members from the community should be on the Study Team. These would give updates to council on a regular basis regarding any major finding and concerns. Please provide answers. Thanks	Alternatives	Yes, the Gila River Indian Community is a key project stakeholder with frequent coordination occurring between the project team and the Community's technical, legal, and political representatives. David White, the General Manager for the Wild Horse Pass Development Authority, is the Community's designated point of contact for this project so all coordination involves him.
87	11/17/2020	Web Map Comment Tool	Clint	Lotz	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	With increased growth, we really need more HOV lane access. The bottleneck always seems to be when the HOV lane ends, which doesn't make sense because there is plenty of room for improvement.	Alternatives	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.
88	11/17/2020	Web Map Comment Tool	Clint	Lotz	WH3	Crossroad/Interchange Build Support	This design is used on Desert Foothills Parkway and Loop 202 interchange and it's amazing. There isn't a lot of room for traffic in this area, but with this type of design there is never much waiting for anyone.	Alternatives	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.
89	11/17/2020	Web Map Comment Tool	Clint	Lotz	ML3	I-10 Build Support (6-Lane)		Alternatives	
90	11/17/2020	Web Map Comment Tool	Clint	Lotz	QC3	Crossroad/Interchange Build Support		Alternatives	

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91	11/17/2020	Web Map Comment Tool	Clint	Lotz	RR5	Crossroad/Interchange Build Support		Alternatives	
92	11/17/2020	Web Map Comment Tool	Clint	Lotz	GY2	Crossroad/Interchange Build Support		Alternatives	
93	11/17/2020	Web Map Comment Tool	Clint	Lotz	NR2	Crossroad/Interchange Build Support		Alternatives	
94	11/17/2020	Web Map Comment Tool	Clint	Lotz	CB5	Crossroad/Interchange Build Support		Alternatives	
95	11/17/2020	Web Map Comment Tool	Clint	Lotz	GL2	Crossroad/Interchange Build Support		Alternatives	
96	11/17/2020	Web Map Comment Tool	Clint	Lotz	SF5	Crossroad/Interchange Build Support		Alternatives	
97	11/17/2020	Web Map Comment Tool	Clint	Lotz	DL2	Crossroad/Interchange Build Support		Alternatives	
98	11/17/2020	Web Map Comment Tool	Clint	Lotz	PA4	Crossroad/Interchange Build Support		Alternatives	
99	11/17/2020	Web Comment Form	MICHAEL	MARIETTI		Other	Please keep us informed.	Alternatives	Added to email list (sent to ADOT)
100	11/17/2020	Web Map Comment Tool	Daniel	Dobbin	ML2	I-10 Build Support (6-Lane), I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	The need for either 3 or 4 lanes in each direction is long overdue and should include HOV lanes in heavy traffic areas. ADOT should also build a safety median barrier on most if not all of I-10 between Phoenix and Tucson.	Alternatives	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.
101	11/17/2020	Web Comment Form	Jeff	Finley	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	<p>Thank you for moving this forward. I live just north of Tucson and travel to the Phoenix area via I-10 probably 8-10 times a year. My son travels that route probably 15-20 times a year. Both of us hated the stretches of I-10 that were only 4 lanes. It always felt dangerous given the merging traffic at high speeds. However, we really appreciated when the lanes were expanded from 4 to 6 lanes between Casa Grande and Tucson. I travel to San Diego about 6 times a year and I no longer get that anxious feeling of the lanes dropping to just 4 lanes. Yet, I thought it was much more important to expand the number of lanes between Casa Grande and Phoenix. Traveling that section gets very crowded especially with the tractor-trailers. Furthermore, many people in Arizona think the left lane is for cruising in and never get over in the right lane. This jams more cars together. I wish police would patrol I-10 more for people blocking the left lane and less for speeding. Both are dangerous but the left lane drivers create congestion even when there are not a lot of cars on the road.</p> <p>I don't care where you add the third lane on each side (inside or outside), please just add them. I would say whichever is the safest and the most cost-effective are the drivers to that decision with safety weighted more. Also, I would really recommend that the 10 miles closest to Phoenix in both directions be completed first. Then I would strongly suggest that the East-bound direction into Casa Grande be completed next. Here is why: Drivers with trailers or underpowered vehicles don't realize how much elevation gain there is going in that direction. Invariably, they pull into the left lane and take a long time passing other vehicles (tractor-trailers are the worst with this). This really backs up the traffic and will slow it down to 50 mph sometime. Many times, it doesn't really open up again until getting to where the road expands to 6 lanes. Just my thoughts having traveled back and forth on this road nearly 100 times in my life. Thanks for your consideration of my thoughts.</p>	Alternatives	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.
102	11/17/2020	Web Comment Form	Thomas	Moga		I-10 Gila River Bridge Project	High time the bridges are replaced. Have driven over them thousands of times and they are too narrow and unsafe. Need more lanes as the traffic is heavy and only going to get worse in the future	Alternatives	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.
103	11/17/2020	Web Comment Form	Thomas	Moga	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Need to get this last stretch widened ASAP. It is too unsafe otherwise. It is ridiculous that that is the last stretch to be done as it is closest to the biggest city in the state!!!	Alternatives	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.
104	11/17/2020	Web Map Comment Tool	Craig	McFarland	ML2	I-10 Build Support (6-Lane)	We need this section and all other sections widened from Loop 202 to SR 387, three lanes at a minimum. The HOV lanes from Riggs to the 202 is also a good idea.	Alternatives	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.
105	11/17/2020	Web Map Comment Tool	Craig	McFarland	ML2	I-10 Build Support (6-Lane)	See previous comments.	Alternatives	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.
106	11/17/2020	Web Map Comment Tool	Craig	McFarland	ML2	I-10 Build Support (8-Lane)	If an HOV lane is possible between SR 387 and Riggs Rd that would be ideal. If this is not possible, at least three lanes should be completed as soon as possible.	Alternatives	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.
107	11/17/2020	Web Map Comment Tool	Craig	McFarland	PA3	Crossroad/Interchange Build Support, Other	All Bridge TI's and overpass design and construction needs should be developed with maxim capacity in mind but, also have key input from the Gila Tribal Community with their needs in mind.	Alternatives	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.
108	11/17/2020	Web Map Comment Tool	MATTHEW	HERMAN	ML2/ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	Please widen this section from Casa Grande to the 202. It is very dangerous and always crowded. There should be 4 lanes each direction. It is way behind schedule to do this. It a major trade corridor from Mexico to Canda and LA to the east coast.	Alternatives	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.
109	11/17/2020	Web Comment Form	Jonathon	Angerosa	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Environmental	As a daily commuter of the entire length of this stretch of freeway, I am hoping that you will widen I-10 to 3 lanes with the additional new lane being on the inside of the carriageways. Hopefully this closes up the median and adds a concrete barrier between the westbound and eastbound lanes, which is my primary concern for this stretch of freeway, ahead of its low capacity. Adding lanes in the center of the freeway will also minimize the impact on the surrounding desert as it tries to recover from decades of farming.	Alternatives	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.

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	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
110	11/17/2020	Web Map Comment Tool	Sally	Stitt	ML2	I-10 Build Support (6-Lane)	Desperately needed!	Alternatives	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.
111	11/17/2020	Web Map Comment Tool	Jeffrey	Dugger	ML2	I-10 Build Support (6-Lane), Environmental	Thank you for your consideration. I drive this section of the highway everyday and it is definitely time for improvement, the "No build" should not be an option. The ML2 option seems to have the least negative impact and I would consider it. Thanks	Alternatives	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.
112	11/17/2020	Web Comment Form	Tom	Russo	ML2/ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	Instead of making the 26 mile stretch only 3 lanes, why not make it 4. You can add an additional lane along with an HOV lane as more people are living in Maricopa and Casa Grande. Let's build for the future, not just today. Also how about a high speed train from Tucson to Phoenix/Tempe. This would alleviate a lot of traffic and potential accidents for commuters and students. How nice it would be to take a high speed train from Tempe to Tucson for the ASU vs UA game.	Alternatives	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.
113	11/18/2020	Public Meeting	Seaver	Fields		Other	Will there be a referendum or other public funding mechanism that will be lobbied for construction in the future? 'Will there be a referendum or other public funding mechanism that will be lobbied for construction in the future?'	Alternatives	See public meeting transcript on page 264 of Appendix C.
114	11/18/2020	Public Meeting	James	De La Rosa		Request for Information	Are frontage roads going to be added' 'Frontage roads were apart of the original agreement between the state and the Gila River Indian Community during the initial negotiations of the building of I10'	Alternatives	See public meeting transcript on page 267 of Appendix C.
115	11/18/2020	Public Meeting	James	Barton	ML2/ML3	I-10 Build Support (8-Lane), Other	What about the bypass scheduled to tie into I 19' 'Why not add 2 lanes in each direction now instead of waiting until traffic overwhelms the 3 lanes in each direction'	Alternatives	See public meeting transcript on page 262 and 263 of Appendix C.
116	11/18/2020	Public Meeting	Jon	Hammond		Request for Information	'Is infilling the median being favored over widening the outside of existing lanes?'	Alternatives	See public meeting transcript on page 265 of Appendix C.
117	11/18/2020	Public Meeting	Philip	Van Dyke		Request for Information	How come we can't just bend the I-10 lanes after the 347 so that we can include the traffic from Maricopa to have its own lane on the ten. The center of the freeway is already paved so all it takes is paint . This way all-1-10 traffic will not have to slo'	Alternatives	See public meeting transcript on page 260 of Appendix C.
118	11/18/2020	Public Meeting	Nazar	Nabaty		Request for Information	'Is there any change to the existing alignment? '	Alternatives	See public meeting transcript on page 261 of Appendix C.
119	11/18/2020	Public Meeting	Craig	McFarland	ML2/ML3	I-10 Build Support (6-Lane)	'No question As the Mayor of the City of Casa Grande I want to give the City of Casa Grande's support for this project and to make it happen as soon as possible. Thank you!'	Alternatives	See public meeting transcript on page 262 of Appendix C.
120	11/18/2020	Public Meeting	Danny	Mehaffey		Misc. Design Details	'Is ADOT looking at adding fiber along the i-10 that MAG could use to connect Casa Grande and Gila River to the Regional Community Network?'	Alternatives	See public meeting transcript on page 264 of Appendix C.
121	11/18/2020	Public Meeting	Philip	Van Dyke		Other	'2025 We don't want to wait till then to have some relief NoW. Restripe the 10 from Riggs to casino using that paved center section. '	Alternatives	See public meeting transcript on page 267 of Appendix C.
122	11/18/2020	Public Meeting	Adam	Smith		Request for Information	'What is MAGs role in the study process?'	Alternatives	See public meeting transcript on page 262 of Appendix C.
123	11/18/2020	Public Meeting	Craig	McFarland	ML2/ML3	I-10 Build Support (6-Lane)	As Mayor for the City of Casa Grande I want to give our City's support for the I-10 Widening project between Loop 202 and SR-387. We also want to recognize our neighbors the Gila Indian Community and thank them for making this happen. '	Alternatives	See public meeting transcript on page 263 of Appendix C.
124	11/18/2020	Public Meeting	Al	Kattan		Request for Information	'when is the portion from 202 to Riggs Road will be designed and constructed?'	Alternatives	See public meeting transcript on page 264 of Appendix C.
125	11/18/2020	Public Meeting	Richard	Narcia		Request for Information	'Once the study is completed who will make the determination which interchanges or crossovers will be improved? ' 'Who will request bids for construction for this project?'	Alternatives	See public meeting transcript on page 264 and 267 of Appendix C.
126	11/18/2020	Public Meeting	Seaver	Fields		Other	Will there be a referendum or other public funding mechanism that will be lobbied for construction in the future?'	Alternatives	See public meeting transcript on page 266 of Appendix C.
127	11/18/2020	Public Meeting	Jeff	Jordan		Other	My question is do you have members from the Gila River Indian Community that sit on the study seat? And, if not, why not?	Alternatives	See public meeting transcript on page 259 of Appendix C.
128	11/18/2020	Public Meeting	James	De La Rosa		Request for Information	I was inquiring, trying to find out. Way back when the I-10 was originally built, I know there was supposed to be frontage road along the side of it, the 10. Is that going to be part of -- is that going to be considered at this point or is that just kind of an afterthought?'	Alternatives	See public meeting transcript on page 261 of Appendix C.
129	11/18/2020	Web Comment Form	Karen	Kinzie	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I am so happy this is finally being considered and hope and pray it goes through! We travel between Tucson and Phoenix to the airport often and this I10 if great until we come to this stretch of highway. When it goes to two lanes there are always accidents and at times we will be traveling at the normal speeds and then all of the sudden traffic comes to a complete stop! We were involved in an accident a few years ago near the Queen Creek exit. All the traffic that was traveling at normal speed limit came to a complete stop! There were several cars that hit each other. Very scary. Something needs to be done, especially with all the trucks that travel this stretch of highway. It is a very unsafe stretch of highway especially given the traffic load this highway has. I am hoping this happens and that it happens quickly! Thank you	Alternatives	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.
130	11/18/2020	Web Comment Form	George	Sealy	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details	Regardless of the alternative chosen, there has to be an impenetrable barrier constructed between the north and south highways. A large number have accidents have been made worse because vehicles were propelled across the median area into the opposing traffic. These have resulted in head-on collisions, deaths, and the closing of both sides of the highway. The other thing is that I have witnessed is many vehicles crossing the center area to reverse direction for one reason or another. This is especially true for high clearance trucks, which are very popular in AZ. It's a very dangerous situation.	Alternatives	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.
131	11/18/2020	Web Map Comment Tool	David	French	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Must have 3 + HOV. Median barrier is safer and consistent with section of I-10 to the west (north).	Alternatives	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.

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	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
132	11/18/2020	Web Map Comment Tool	Thomas	Floerchinger	ML2/ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	The traffic on i10 through Arizona is growing rapidly, I have r we tired from Safeway Food Stores after 30 years of driving their trucks throughout Arizona, 15 years of that 5 days a week from Tempe to Tucson and back, so I am very familiar with this section of freeway and all of Arizona roads, my opinion I think it best to put 4 lanes each side thru this section cause that extra lane from 3 to 4 is going to be needed before you know it so why not build it now instead of 5 years down the road, their is quite a few people commute from Casagrande to Phoenix every day so why not try for funding now, make it a car pool lane on this 26 mile section	Alternatives	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.
133	11/18/2020	Web Comment Form	Ted	Blass	ML2	Request for Information, I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	please call!!!	Alternatives	Called Ted back and he said I-10 needs to be expanded on both sides. He is a retired FedEx driver and thinks I-10 is the worst stretch of road in the entire US. He thinks if there were three lanes, a lane in the middle would be best. He stated that there are people speeding at 90 to 100 miles an hour, road rage and accidents constantly. He said he thinks the decision has to do with money, who's going to pay for it, and the Indian Reservation, whether they're okay with it. He said if there is an accident, it gets shut down for hours and it happens constantly. He wishes something would be done about it sooner rather than later.
134	11/18/2020	Web Map Comment Tool	Laurel	Arndt	QC2	Crossroad/Interchange Build Support	Q3 will result in not only short -term confusion of regular users but will be confusing for visitors to Maricopa and to the race track. These will be continue, as this type of TI is not regularly encountered in other states.	Alternatives	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.
135	11/18/2020	Web Comment Form	Michael	Cruz		Request for Information	To Whom It May Concern: My name is Michael Cruz and I serve as the Public Information Officer with the Casa Grande Elementary School District. I would like to speak with someone on the study team to ask questions and to formally share our input from a district perspective as this potential work impacts our students and transportation operations. Please contact me via email or at the number provided. Thank you. Respectfully,	Alternatives	We received your request to speak with someone on the study team to ask questions and to formally share your input from a district perspective as potential work impacts your students and transportation operations. Please feel free to email your questions and concerns to the study email address at i10wildhorsepasscorridor@hdrinc.com. Your comments are important to the study process and will be shared with the study team. If you would prefer to speak to someone, please let us know and we will have someone reach out to you via telephone. We encourage you to visit our website for updated information as the study progresses. Michael requested a phone call to discuss concerns he has about the project impacting Casa Grande Elementary School District. They have a handful of students that receive special education and require transport to the valley from the city of Casa Grande. The students commute to the Phoenix metro area to attend the Arizona School for the Blind and other services. He is also concerned about traditional bus routes potentially being impacted by closures of on and off ramps. A lot of the students are at risk because they don't have traditional means of transportation. He wants to be informed about how any potential work will impact his districts means of transportation. He wants to make sure they are represented throughout the study process. I told him I would add him to the study contact list and informed him of the public hearings planned and encouraged him to attend. They are excited that the project is being studied and could provided a safer means of transportation for their residents. They look forward to participating as time progresses. RESPONSE: Thank you for your question. ADOT does not expect that any long term closures of ramps, crossroads, or the mainline would be needed to construct the proposed improvements. Short term closures, such as overnight or weekend closures, may be necessary, but we anticipate that even those would be limited and would be communicated to the public well in advance. Your comment mentions impacts to "traditional bus routes." Would you be able to provide the project team a map or a description of what these bus routes are so they can be included and discussed in the project documentation?
136	11/19/2020	Web Map Comment Tool	Elisha	Bishop	SF5	Crossroad/Interchange Build Support		Alternatives	
137	11/19/2020	Web Map Comment Tool	Elisha	Bishop	ML2	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	Although funding would be difficult, 4 lanes should be considered the entire way from SR202 to SR387. That way when there are accidents, there are enough lanes for cars to get by. I live in Casa Grande but I work in Sacaton and my mom lives in Sacaton. Every time there is an accident a lot of I-10 traffic goes through Sacaton or at least major back ups SR 187 and SR 87 and its not safe to have all that traffic cutting through the Gila River Indian Community. I-10 should be wide enough to keep the traffic on I-10 especially when there are accidents. The Gila River Indian Community will benefit by not having to worry about all the accident traffic cutting through the community. Also I-10 is the fastest way to get to Phoenix from Districts 1, 2, 3 and 5 and having it being reliably open (not shut down by accidents) benefits everyone.	Alternatives	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.
138	11/19/2020	Web Map Comment Tool	Elisha	Bishop	NR2	Crossroad/Interchange Build Support		Alternatives	
139	11/19/2020	Web Map Comment Tool	Elisha	Bishop	WH2	Crossroad/Interchange Build Support		Alternatives	
140	11/19/2020	Web Map Comment Tool	Elisha	Bishop	QC3	Crossroad/Interchange Build Support		Alternatives	
141	11/19/2020	Web Map Comment Tool	Elisha	Bishop	RR3	Crossroad/Interchange Build Support		Alternatives	
142	11/19/2020	Web Map Comment Tool	Elisha	Bishop	GY2	Crossroad/Interchange Build Support		Alternatives	
143	11/19/2020	Web Map Comment Tool	Elisha	Bishop	NR2	Crossroad/Interchange Build Support		Alternatives	

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144	11/19/2020	Web Map Comment Tool	Elisha	Bishop	CB6	Crossroad/Interchange Build Support		Alternatives	
145	11/19/2020	Web Map Comment Tool	Elisha	Bishop	GL2	Crossroad/Interchange Build Support		Alternatives	
146	11/19/2020	Web Map Comment Tool	Elisha	Bishop	DL1	Crossroad/Interchange No Build Support		Alternatives	
147	11/19/2020	Web Map Comment Tool	Elisha	Bishop	PA3	Crossroad/Interchange Build Support		Alternatives	
148	11/20/2020	Email	Lisa	Cabello		Environmental	I get it I really do but my problem is the building and building and building going on here in AZ. We complain about Climate Change while destroying the natural landscape of what was once a beautiful desert all for the sake of "progress" while trying to guilt the people of the world to pay more taxes to combat Climate Change. Has anyone stopped to look at the damage all this building has actually done? You may see empty spaces where you feel roads and buildings must exist. I see an ecosystem terribly unbalanced. Our monsoon was a nonsoon this year and the hottest summer on record. What are you doing to combat that? I beg you to plant more trees along our highways and byways so thst they can change the C02 into oxygen. Plant more trees to help cool down AZ. Plant more trees to add beauty and plant more trees to save our environment. Remember the lessons of The Lorax. Trees are so important to our environment! Trees and flowers. Please I beg you not only to attract more traffic but to attract more bees and hummingbirds as well. Thank you for your consideration.	Alternatives	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.
149	11/20/2020	Web Map Comment Tool	Leigh	Weissaupt	ML2	I-10 Build Support (6-Lane)	As a frequent driver of this section of road, my preference is to widen I-10 using whichever makes more sense on most factors b/w ML2 and ML3. From a quick scan of the criteria, ML2 seems like it has lesser negative impact.	Alternatives	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.
150	11/21/2020	Web Comment Form	Robert	Jurado		Other	Adding a HOV lane won't make a difference if it is not enforced. I drive the valley freeways every morning and afternoon during HOV restrictions and it's almost a joke how many single occupied vehicles use these lanes without any concern. They no they will not be fined	Alternatives	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.
151	11/21/2020	Web Comment Form	Naomi	Bishop		Environmental, Request for Information	I would like to know how the state will deal with human remains and sacred objects in the ground? Will there be a tribal archeology study? Will this expansion cause more traffic, accidents, and pollution for the GRIC community? Pollution and destruction of the environment would be my main concern.	Alternatives	This study includes a full Environmental Assessment done in accordance with rules and guidance of the National Environmental Policy Act, or NEPA. As part of this process, all environmental factors are fully evaluated prior to the selection of a recommended alternative. This includes the cultural/archeological resources, as well as air and water quality and many other factors. The cultural and archeological resources are particularly important on this study and a detailed investigation is being performed, in collaboration with the Gila River Indian Communities Tribal Historic Preservation Office and the Cultural Resource Management Program. As part of this effort, agreements will be developed ahead of time that will outline the procedures to be followed by the contractor in the event that human remains and archeological finds are may be encountered during the construction phase of the project.
152	11/22/2020	Web Comment Form	M	G	ML2	I-10 Build Support (6-Lane), I-10 Build Support (8-Lane)	Thanks for the info. Widen to the inside in the mainline is my preference, with the easement agreement updated to allow future widening to at least four or even five lanes in case ultimately needed.	Alternatives	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.

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10/21/20 to 12/4/20 Public Comment Log**

Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
11/25/2020	Email	Annlouise	Ferguson		I-10 Congestion/Growth/Safety, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Other	To Whom It May Concern: My name is Annlouise Ferguson. I want to be forthright and state that I am not an engineer or an expert on area roads. I am a resident of the 5th largest city in the nation and a good neighbor of the Gila Nation. I drive the area you call the I-10 Wild Horse Pass Corridor. I am unsure of the scope of your question. However, I believe the 10 mile project area involving I-10, SR587 and SR 387 is a merited improvement but as far as traffic congestion I don't think it was meant to address congestion. Traffic congestion begins far earlier on I-10 E. As you already know, the number of cars and trucks exceed the space available to drive safely and/or feel safe between Elliot Road and Tucson. Some may argue it is from Sky Harbor to Tucson. I feel changing lanes on I – 10 E to exit at Wild Horse Pass is not safe. Currently it is safer to take I-10 E to the 202 W to that other casino. It is time to acknowledge that the urban village of Phoenix, Ahwatukee, needs to be designated, especially on I-10 W. When I travel I tell people I live in Ahwatukee, most recognize the name before I add the word Phoenix. Simple signage would remove some traffic from the I-10 and 202 interchange. I believe signage is a relatively low cost way to alleviate some traffic now. I feel the federal government, State of Arizona, the Gila Nation, and the City of Phoenix have failed their citizens, tribe members, tourists and businesses by not being responsive to the vehicle population on these roads since the mid 1990's. The building of the last part of the 202 loop failed to provide the roads needed to safely navigate the I-10 – 202 interchange. Long term solutions with a cost sharing between all four governmental entities are required. A stop gap measure for Wild Horse Pass is not the answer nor is it responsive. Nevertheless, I am happy to hear someone is listening now. Please investigate: Long term solutions for the problems; Base solutions on normal traffic patterns not those of 2020; Coordination between all entities; Cost sharing between entities; Alleviating lane change issues; Signage; Adding signs for the Wild Horse Pass exit further West on I-10 E; Adding exit signs for the Village of Ahwatukee at Elliot, Ray and Chandler Blvd, 40th St, 32nd St, 24th St, Desert Foothill Parkway, and an I-10 E sign the says Ahwatukee Next 3 Exits and a 202 sign that says Ahwatukee Next 4 Exits; Widening and lengthening the exits; Adding a restricted "truck only" lane on the I – 10 from the 202 interchange to Tucson; Adding a car pool lane on I – 10 from the 202 interchange to Tucson; Building a high speed commuter train from Sky Harbor to Wild Horse Pass to Maricopa to Casa Grande to Tucson and back to Sky Harbor; GPS directions to the routed way to all the cities and San Diego; Toll roads I appreciate your time and good luck with improvements,	Alternatives	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.
11/25/2020	Email	Flora	Shoemaker	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Hi. I drive the i10 4 times a day. I take my daughter to school and then return home to Casa Grande. Then I go and pick her up. I also take her to her Ninja class on Saturday. I implore you to please widen the freeway. 3 lanes would be nice. It would allow people to go around the Semi-trucks. Some people also like to go 70. Now we can go around them without rushing. So please widen the I-10. I think it would lessen the accidents on this stretch of road.	Alternatives	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.
11/25/2020	Web Comment Form	Joseph	Pitz	ML2/ML3	I-10 Build Support (6-Lane), I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	I think that whatever it takes we need to widen that section to 3 lanes. In fact, with the projected increase in traffic between Phoenix and Tucson, I think 3 lanes in each direction is too little too late. At this point if you are going to invest in making the improvement, plan for the future and develop the entire corridor between Tucson and Phoenix into 4 lanes each direction. It will save money to do it now and reduce the congestion now and for the future. I drive that entire stretch daily each direction for work and I can tell you that to invest now would save taxpayers dollars for the future. It will also help when there is an accident by being wide enough to get traffic around the accident without closing that entire direction of travel. There are limited options to get around depending on where an accident is, many times I have been stuck for hours with no where to go while the road was closed. 4 Lanes of travel in each direction would be wide enough to keep at least one lane open in most cases allowing traffic to continue to flow. 3 lanes would allow that sometimes, but I have seen them close all 3 more often than not where there is 3.	Alternatives	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.
11/25/2020	Web Comment Form	J.	Anderson	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I can't wait until the work is completed. I travel a LOT between Phoenix and Tucson. I often take the 387 exit and cut through the Gila Community so I don't have to deal with the tension of the crowded two lanes on the 'dreaded 23 miles.' It takes longer, but is much more relaxing, I see the Community is adding traffic signals (at least three) to control the anticipated increase in traffic on their road once construction on I-10 really gets started. I strongly suggest that large signs be erected along I-10: "Stay in the Right Lane Except to Pass" The center lane and left lane hoggers are an extreme annoyance and really cause clogs of traffic. Thank you ADOT for finally making this happen.	Alternatives	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.
11/25/2020	Web Comment Form	Vanessa	Guzzo	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details	I'm in favor of including a lane on the outside of I-10 both directions. The heavy traffic during rush hours is dangerous. Also, will wind barriers be considered? the dust and wind blowing in these areas are a high risk.	Alternatives	At this time, wind barriers are not being considered as part of this project. While your concerns of dust storms and high winds are noted and are understood by the project team, we do not believe wind barriers would be effective countermeasures for these events.
11/25/2020	Web Comment Form	Judith	Covey	ML2/ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details	I-10 needs to be a minimum of 4 lanes in each direction all the between Tucson and Phoenix. There needs to be "pull off space" on each side that can be used for accident investigation, etc. This would allow traffic to continue to flow instead of bringing the I-10 to a complete stop. This should also be done on I-17 all the way to Flagstaff.	Alternatives	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.
11/25/2020	Web Comment Form	Jaimie	Bruzenak	ML2	I-10 Build Support (6-Lane), Other	Whichever option for widening is the quickest and cheapest. Once widened, trucks should be restricted to the far right lane except to pass another vehicle.	Alternatives	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.
11/25/2020	Web Comment Form	Patricia	Thomas	ML2/ML3	I-10 Build Support (6-Lane)	The entire I 10 corridor from Tucson to Phoenix has needed to be six lanes for decades. It needs to be completed as soon as possible.	Alternatives	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 SR 387
10/21/20 to 12/4/20 Public Comment Log**

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
161	11/25/2020	Web Comment Form	Andrew	Woodward	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Widening the area out to three lanes each way seems like the only workable solution. Traffic really bogs down both directions between the rest area and the 202. Adding an HOV lane to Riggs Road would be a big help, especially as traffic backs up onto I-10 from cars exiting to Queen Creek in the afternoons.	Alternatives	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.
162	11/25/2020	Web Comment Form	Brian	Rideout	ML2/ML3	I-10 Build Support (6-Lane), Misc. Design Details	Welcome the addition of lanes. Continuing the HOA lanes out of Phoenix and adding fiber both make perfect sense. Good luck with the project.	Alternatives	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.
163	11/25/2020	Web Map Comment Tool	Donald	Mamula	PA1	Crossroad/Interchange No Build Support	I've never found reason to need signals at this interchange. Stop signs seem quite adequate. Would also have preference to PA2 if without signals.	Alternatives	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.
164	11/25/2020	Web Map Comment Tool	Donald	Mamula	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details	Moving shoulders into median walls is a negative. Shoulders abutting open land is far better for the drivers.	Alternatives	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.
165	11/25/2020	Web Comment Form	Ken	Sandock	ML2/ML3	I-10 Build Support (6-Lane)	As this section of the road is primitive and dangerous in both directions and between, any improvement is good, even if the rail connection which would take much of the stress off the road is completed. All the road except this section around Phoenix has been improved or rebuilt (!), it is time for our state money to be wisely spent outside the view of Phoenix which can't see any reason to spend our money other than for themselves. AAA-ARPA, RPA-NARP, Tucson	Alternatives	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.
166	11/25/2020	Web Map Comment Tool	Rand	Bitter	CB5	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	I prefer CB5 the most, with protection for morphing into a future project akin to CB7 if needed. I feel strongly that the straight-off exit ramps are much better and safer (fewer roadway excursions and rollovers than cloverleaf exits). I think a single larger roundabout on either end is preferable to double as in CB6 (which are common in Europe, but tougher for public education here). Larger diameter roundabouts will accommodate more traffic especially with several off-points. So CB5 for now, while "space and design-protecting" for a future CB7.	Alternatives	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.
167	11/25/2020	Web Map Comment Tool	Rand	Bitter	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details	My preference is for ML2 because: Four lanes are needed from 2020 to Riggs, and by using the median in this area, future expansion can be accomplished on outer sides if needed. In this area there is no "scenery" in the median to be preserved anyway. By expanding to the sides on the rest of the route to 387, it preserves the median as buffer space and protects for possible future expansion into the median if and when necessary someday. GETTING THREE LANES SOUTH TO CASA GRANDE IS THE HIGHEST PRIORITY ROAD PROJECT IN THE STATE IN MY OPINION.	Alternatives	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.
168	11/25/2020	Web Map Comment Tool	Rand	Bitter	WH2	Crossroad/Interchange Build Support		Alternatives	
169	11/25/2020	Web Map Comment Tool	Rand	Bitter	WH2	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	The diverging diamond ramp design WH2 is in place in the Salt Lake City / Wasatch front corridor of I-15 in Utah, where I have become accustomed to it and now see its value. Initially it strikes drivers as strange, but it seems to work well once adopted. Stoplights need to be synchronized to allow traffic to clear either direction and enter the on-ramps without further stopping. (Call or meet with UTAH UDOT for information and feedback on their experience with this design.) The benefit of WH2 versus WH3 is improved safety at slight incremental cost, but this is always the correct tradeoff - minimize accident potential. Queen Creek Road should be done in similar design for consistency - Alternative QC2.	Alternatives	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.
170	11/25/2020	Web Map Comment Tool	Rand	Bitter	QC2	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	The diverging diamond ramp design QC2 is in place in the Salt Lake City / Wasatch front corridor of I-15 in Utah, where I have become accustomed to it and now see its value. Initially it strikes drivers as strange, but it seems to work well once adopted. Stoplights need to be synchronized to allow traffic to clear either direction and enter the on-ramps without further stopping. (Call or meet with UTAH UDOT for information and feedback on their experience with this design.) The benefit of QC2 versus WH3 is improved safety at slight incremental cost, but this is always the correct tradeoff - minimize accident potential. Wild Horse Ramps should be done in a similar design for consistency - Alternative WH2.	Alternatives	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.
171	11/25/2020	Web Map Comment Tool	Rand	Bitter	NR1	Crossroad/Interchange No Build Support	Little travelled. Save this for a future project if/when need becomes apparent.	Alternatives	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.
172	11/25/2020	Web Map Comment Tool	Rand	Bitter	GY1	Crossroad/Interchange No Build Support	Little travelled. Save this for a future project if/when need becomes apparent.	Alternatives	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.
173	11/25/2020	Web Map Comment Tool	Rand	Bitter	GL1	Crossroad/Interchange No Build Support	Little travelled. Save this for a future project if/when need becomes apparent.	Alternatives	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.
174	11/25/2020	Web Map Comment Tool	Rand	Bitter	SF1	Crossroad/Interchange No Build Support	Little travelled. Save this for a future project if/when need becomes apparent. Possible good location for additional future exit/entry ramps, but not until the 587 becomes overwhelmed.	Alternatives	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 SR 387
10/21/20 to 12/4/20 Public Comment Log

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
175	11/25/2020	Web Map Comment Tool	Rand	Bitter	DL1	Crossroad/Interchange No Build Support	Little travelled. Save this for a future project if/when need becomes apparent.	Alternatives	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.
176	11/25/2020	Web Map Comment Tool	Rand	Bitter	PA3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details	This is becoming a major interchange with significant crossroad traffic. I therefore prefer the PA3 alternative due to its relative better safety and lesser cost than PA2/4. The double turn offramp lanes for Westbound are useful - perhaps on the EB exit as well? I dislike the PA4 alternative because the WB direction from 387 Left-hand TURN onto EB I-10 is already too sharp, and this appears to make that angle even tighter. Sidewalks are probably not needed on these bridges as i have never seen pedestrian traffic on the current bridge - perhaps only a narrower walkway on one direction would suffice?	Alternatives	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.
177	11/25/2020	Web Comment Form	Laura	Ranger		I-10 Congestion/Growth/Safety	I drive the I-10 corridor 5days a week from Casa Grande. There are accidents all the time. Very dangerous stretch of highway!	Alternatives	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.
178	11/25/2020	Web Comment Form	Jeremiah	Robinson	ML2/ML3	I-10 Build Support (6-Lane)	Just widen the road. It is the only viable long term solution, anything else is just going to be a stop gap. Widen to the inside, widen to the outside, whatever is cheapest, but widen the road and get it over and done.	Alternatives	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.
179	11/25/2020	Web Comment Form	Cynthia	Avila		Other	Use the bay area as a model and add a light rail system to lessen the number of autos.	Alternatives	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.
180	11/26/2020	Web Comment Form	KEENAN	BONE	ML2/ML3	I-10 Build Support (6-Lane), Misc. Design Details	Yes, I have traveled it and it should be built. But design should think ahead and keep in mind enough area for future widening. With minimum future traffic impact. Traffic control diagrams should be part of government plans for construction with consideration by contractors. I think the most important is keeping enough lanes open during construction for existing traffic flow. Or keep volume of traffic moving on a high-speed single lane for each direction. No speed reduction. Traffic volume will reduce speed automatically. Single lanes. It should meet standard lane road construction It should be done without the use of excessive barricades using painted travel lanes and escape lane. Do it without the cutting of speed through construction zone speed reduction. Over pass bridges should be completed first with future detour lanes under them. The lone bridge over Gila river is not discussed but should be included as far as traffic is concerned.	Alternatives	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.
181	11/27/2020	Web Comment Form	Julianne	Gault	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Hello. Thank you for the opportunity to comment. I drive from Gilbert to the Pearce area of Cochise County two or three times a month. In thinking about the widening options, I would prefer ML3. I like keeping the median wide with traffic in opposite directions well-separated. It's a more comfortable drive because of that separation. I feel safer driving with wider separations. For that reason, ML 3 is my preference	Alternatives	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.
182	11/27/2020	Web Map Comment Tool	Ron	Borino	ML2/ML3	I-10 Build Support (6-Lane), I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety, Other	At minimum consider 4 lanes in each direction for this corridor. Traffic is only going to get worse. It would also be a good time to start installing a couple of train tracks in the middle of the road to facilitate a future high speed train between Tucson and Phoenix. The two airports in each city should be connected by a high speed train.	Alternatives	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.
183	11/27/2020	Web Comment Form	Leslie	Pape	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I am in favor of using the median to add lanes, as long as there is a true divider between the two traffic directions. I also think it would be a good idea to prohibit trucks and RVs from using the farthest left lane when there are 3 available lanes. Thank you.	Alternatives	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.
184	11/28/2020	Web Map Comment Tool	stephen	quinlan	ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	For 40 years I have been driving back and forth along I-10 from Tucson to Phoenix. I would strongly urge that the ML3 options of 4 lanes in each direction be constructed. With the growth in Pinal county accelerating at an amazing rate the extra lanes will be needed otherwise it will be obsolete before construction is finished. It is way way more cost effective to build it with the 4 lanes now rather than 5 years from now realize it needs to be widened again which based on the past history will take another 10 years to complete. thank you	Alternatives	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.
185	11/28/2020	Web Map Comment Tool	MICHAEL	KAVANAGH	ML3	I-10 Build Support (6-Lane), I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	I think we all should have learned from the 60 that buy the time you start is too little already and the constant construction is more expensive in the long run. Let's do it right from the start. We are constantly growing and every new freeway is packed from day one then we have to build more lanes at a higher cost.	Alternatives	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.
186	11/29/2020	Web Comment Form	Richard	Frantz	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I live in Casa Grande, and when I am not working from home, in Scottsdale. I fully agree that I10 should be widened to 3 lanes in each direction. I think adding the lanes in the middle along with a barrier separating the east/west bound lanes would be best. Also, a directive/law that all traffic should stay right except to pass.	Alternatives	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 SR 387
10/21/20 to 12/4/20 Public Comment Log

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
187	11/30/2020	Email	Irene	Higgs	ML2/ML3	I-10 Build Support (6-Lane)	Dear I-10 Study Team, On behalf of the Sun Corridor MPO Executive Board, please find attached the Sun Corridor MPO Resolution of Support 2017.01 for the widening of I-10 from Loop 2020 to SR387. Thank you,	Alternatives	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.
188	11/30/2020	Web Comment Form	John	McCormick	ML2/ML3	I-10 Build Support (6-Lane), Environmental, Misc. Design Details	I have a home in the Mission Royale development alongside I-10 in Casa Grande. I fully support widening the freeway to 3 lanes in each direction from Casa Grande to Chandler. I do however have concerns regarding freeway noise in our development and the impact widening the freeway will have on freeway noise. ADOT built an 18' tall sound wall between the freeway and the Mission Royale development a few years ago before the freeway was widened to the south of McCartney Road. The sound wall helped somewhat in diminishing the freeway sound until the freeway was widened. Now that vehicles are not as congested and the speed limit remains 75 MPH through Casa Grande, the freeway noise in the Mission Royale is at best unbearable 24 hours a day, seven days a week. It never lets up. If the freeway is widened to the North and can accommodate even more traffic, the noise will get worse. ADOT needs to reduce the speed limit to 65 MPH through Casa Grande and it needs to be enforced. Most vehicles including large trucks traveling on I-10 barrel through Casa Grande at 80-85 MPH which exacerbates the noise level in our development. Please address this issue as you plan for this expansion. Thank You,	Alternatives	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.
189	11/30/2020	Web Map Comment Tool	Ginger	Lopez	PA3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details	This intersection needs a stoplight and more than 1 lane in each direction. The Phoenix-bound on-ramp turning lane currently backs up traffic way beyond the bridge during rush hours and impedes all other traffic as well. While sidewalks are a good thought, there is no pedestrian access anywhere near this intersection. Bike lanes would be a better investment.	Alternatives	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.
190	11/30/2020	Web Map Comment Tool	Ginger	Lopez	SF4	Crossroad/Interchange Build Support		Alternatives	
191	11/30/2020	Web Map Comment Tool	Ginger	Lopez	CB3	Crossroad/Interchange Build Support		Alternatives	
192	11/30/2020	Web Map Comment Tool	Ginger	Lopez	RR4	Crossroad/Interchange Build Support		Alternatives	
193	11/30/2020	Web Map Comment Tool	Ginger	Lopez	QC1	Crossroad/Interchange No Build Support		Alternatives	
194	11/30/2020	Web Map Comment Tool	Ginger	Lopez	WH1	Crossroad/Interchange Build Support		Alternatives	
195	11/30/2020	Web Map Comment Tool	Ginger	Lopez	ML3	I-10 Build Support (6-Lane)		Alternatives	
196	11/30/2020	Web Comment Form	Jon	Denowh	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details	Hello, I live in Casa Grande and make the commute to Tempe daily. Adding the extra lane is well past due. The no build option would be a huge disservice to all who drive this stretch and a waist of the already widened section south of Casa Grande. Every year the traffic gets worse, especially the section from Ray to Riggs. The idea of an HOV lane here is awesome! As for the option to build new lanes in the center, I think this may be the best option. Building in the center would force the construction of a median which is needed. There has been too many bad accidents/ fatalities from the lack of the median. Also a side note. I think building a wall blocking view of the race track from the I10 would help a lot. every time there is an event the traffic slows to see what's going on. This last dinosaur event was terrible for traffic and the Christmas villages in the past had the same affect.	Alternatives	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.
197	11/30/2020	Web Comment Form	Dusan	Cekarmis	QC2/QC3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	After looking over the map overlay I see two major questions. First, there is NO mention of fixing the I-10 & 347 exchange. There have been monies allocated to improve 347 from Maricopa to I-10. The issue is that widening of 347, which is one of the considerations, will NOT improve traffic flow to westbound I-10. In fact, adding a third lane to 347 in both directions will cause a bigger bottleneck at the I-10 exchange. This is the best time to remedy a future issue by making the I-10/347 exchange user friendly. The second issue is the bridge of I-10 between 347 and Casa Blanca Rd. The bridge has NO road attached to it. You can't get to the bridge from either side of I-10 because there are NO roads leading to the bridge. Why is the bridge there in the first place, meaning why did taxpayers pay for a bridge that goes nowhere? If there were plans to add another road that would cross over I-10 when will that be completed and what are the starting and ending points?	Alternatives	Our project has proposed both QC2 and QC3 as interchange improvement options for the I-10/SR 347/Queen Creek Road interchange. Should a build option be chosen here, one of these two strategies would be used to improve that interchange. In reference to the unused roadway over I-10, the commenter is referring to Goodyear Road. Options GY1, GY2, and GY3 have been proposed as part of this project for this crossing. In response to the commentors questions, an interchange was envisioned here decades ago, but has subsequently been abandoned. This fact will be considered in the selection process.
198	12/1/2020	Web Map Comment Tool	Nathan	Rix	WH2	Crossroad/Interchange Build Support		Alternatives	
199	12/1/2020	Web Map Comment Tool	Nathan	Rix	QC2	Crossroad/Interchange Build Support		Alternatives	
200	12/1/2020	Web Map Comment Tool	Nathan	Rix	CB5	Crossroad/Interchange Build Support		Alternatives	
201	12/1/2020	Web Map Comment Tool	Nathan	Rix	ML2	I-10 Build Support (6-Lane)		Alternatives	

I-10 | Loop 202 to SR 387
10/21/20 to 12/4/20 Public Comment Log

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
202	12/2/2020	Web Comment Form	Katie	Young	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	<p>The no build alternative is terrible. These additional lanes are necessary. This is the most harrowing portion of the drive between Tucson and Phoenix and there are no great alternate routes.</p> <p>Alternative ML2, with an additional median barrier, would reduce cross over incidents. There should be a median barrier throughout the entire stretch of I10 between Phoenix and Tucson. It would be short sighted to not include a median barrier.</p> <p>Diverging diamond interchanges are the way of the future and should be included wherever possible (WH2 and QC3). CB6 seems preferable. CB7 looks ridiculous. On/off ramps should be added at Seed Farm, SF3, SF4, or SF5.</p> <p>Thank you for the opportunity to provide input. If only the timeline could be accelerated.</p>	Alternatives	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.
203	12/2/2020	Web Comment Form	Katie	Young	WH2	Crossroad/Interchange Build Support	<p>The no build alternative is terrible. These additional lanes are necessary. This is the most harrowing portion of the drive between Tucson and Phoenix and there are no great alternate routes.</p> <p>Alternative ML2, with an additional median barrier, would reduce cross over incidents. There should be a median barrier throughout the entire stretch of I10 between Phoenix and Tucson. It would be short sighted to not include a median barrier.</p> <p>Diverging diamond interchanges are the way of the future and should be included wherever possible (WH2 and QC3). CB6 seems preferable. CB7 looks ridiculous. On/off ramps should be added at Seed Farm, SF3, SF4, or SF5.</p> <p>Thank you for the opportunity to provide input. If only the timeline could be accelerated.</p>	Alternatives	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.
204	12/2/2020	Web Comment Form	Katie	Young	QC2	Crossroad/Interchange Build Support	<p>The no build alternative is terrible. These additional lanes are necessary. This is the most harrowing portion of the drive between Tucson and Phoenix and there are no great alternate routes.</p> <p>Alternative ML2, with an additional median barrier, would reduce cross over incidents. There should be a median barrier throughout the entire stretch of I10 between Phoenix and Tucson. It would be short sighted to not include a median barrier.</p> <p>Diverging diamond interchanges are the way of the future and should be included wherever possible (WH2 and QC3). CB6 seems preferable. CB7 looks ridiculous. On/off ramps should be added at Seed Farm, SF3, SF4, or SF5.</p> <p>Thank you for the opportunity to provide input. If only the timeline could be accelerated.</p>	Alternatives	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.
205	12/2/2020	Web Comment Form	Katie	Young	CB6	Crossroad/Interchange Build Support	<p>The no build alternative is terrible. These additional lanes are necessary. This is the most harrowing portion of the drive between Tucson and Phoenix and there are no great alternate routes.</p> <p>Alternative ML2, with an additional median barrier, would reduce cross over incidents. There should be a median barrier throughout the entire stretch of I10 between Phoenix and Tucson. It would be short sighted to not include a median barrier.</p> <p>Diverging diamond interchanges are the way of the future and should be included wherever possible (WH2 and QC3). CB6 seems preferable. CB7 looks ridiculous. On/off ramps should be added at Seed Farm, SF3, SF4, or SF5.</p> <p>Thank you for the opportunity to provide input. If only the timeline could be accelerated.</p>	Alternatives	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.
206	12/2/2020	Web Comment Form	Katie	Young	SF3/SF4/SF5	Crossroad/Interchange Build Support	<p>The no build alternative is terrible. These additional lanes are necessary. This is the most harrowing portion of the drive between Tucson and Phoenix and there are no great alternate routes.</p> <p>Alternative ML2, with an additional median barrier, would reduce cross over incidents. There should be a median barrier throughout the entire stretch of I10 between Phoenix and Tucson. It would be short sighted to not include a median barrier.</p> <p>Diverging diamond interchanges are the way of the future and should be included wherever possible (WH2 and QC3). CB6 seems preferable. CB7 looks ridiculous. On/off ramps should be added at Seed Farm, SF3, SF4, or SF5.</p> <p>Thank you for the opportunity to provide input. If only the timeline could be accelerated.</p>	Alternatives	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.

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10/21/20 to 12/4/20 Public Comment Log

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
207	12/2/2020	Web Comment Form	George	Sarafin	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I-10 definitely needs to be widened to at least three lanes in each direction and a carpool lane from the Loop 202 SanTan Freeway interchange to SR 387. This is a very congested and heavily trafficked segment of freeway with lots of accidents. Freeway improvements including widening of the freeway to three general purpose lanes in each direction and a carpool lane to complete the connection to Tucson. An improved interchange with SR 347 is also needed as there is a lot of traffic that exits and enters the I-10 from this interchange. A freeway like interchange with SR 347 would greatly improve traffic flow through the heavily congested area and cut down on accidents on both the SR 347 and the I-10. As someone who frequently travels this section, freeway widening with additional travel lanes and interchange improvements is crucial to the safety of those that travel this portion of the I-10.	Alternatives	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.
208	12/2/2020	Web Comment Form	George	Sarafin	QC2/QC3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	I-10 definitely needs to be widened to at least three lanes in each direction and a carpool lane from the Loop 202 SanTan Freeway interchange to SR 387. This is a very congested and heavily trafficked segment of freeway with lots of accidents. Freeway improvements including widening of the freeway to three general purpose lanes in each direction and a carpool lane to complete the connection to Tucson. An improved interchange with SR 347 is also needed as there is a lot of traffic that exits and enters the I-10 from this interchange. A freeway like interchange with SR 347 would greatly improve traffic flow through the heavily congested area and cut down on accidents on both the SR 347 and the I-10. As someone who frequently travels this section, freeway widening with additional travel lanes and interchange improvements is crucial to the safety of those that travel this portion of the I-10.	Alternatives	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.
209	12/2/2020	Web Comment Form	Michael	Mackowski	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	We travel to Tucson several times a year. Traffic can be heavy and the stretch under consideration is a bad bottleneck. It is prone to accidents because of the narrow lanes and small shoulders. My main comment is that the widening should proceed as quickly as possible. From the info on this website, it does not appear construction will start before late 2022. It would be nice if that could be accelerated.	Alternatives	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.
210	12/2/2020	Web Comment Form	Bryan	Hellman	QC2	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety	Pre-Covid Afternoon traffic was consistently backing up onto East I-10 lanes due to the SR347 exit. This was causing heavy braking and congestion. While covid has taken traffic off the road, for now, it is likely only temporary. Improvements to the I-10 & SR347 interchange need to be made. I agree with the diverging diamond interchange option 2 in the "Crossroads Options Plan Exhibits" as the best option to handle the high volume of traffic on the interchange.	Alternatives	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.
211	12/2/2020	Web Comment Form	James	Kaiser	ML2	I-10 Build Support (6-Lane)	I believe I-10 should be widened using the median if the distance is sufficient at the bridge sections to allow for the two additional lanes.	Alternatives	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.
212	12/2/2020	Web Map Comment Tool	Mark	Richardson	ML2	I-10 Build Support (6-Lane)	There is a significant need for more lanes. ML2 looks to be the most efficient way of getting that.	Alternatives	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.
213	12/3/2020	Web Comment Form	Ragunathan	Srinivasan		Environmental	Can you setup some sort of carbon/ smoke offset for this new capacity? It feels the smoke will all get dumped around Riggs road where I live and on the gila River people	Alternatives	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.
214	12/3/2020	Web Map Comment Tool	James	Pappas	ML3	I-10 Build Support (6-Lane)	The widening by one more lane in each direction is WAY over due. As it is now, it is a danger to motorists. It is a major choke point.	Alternatives	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.
215	12/3/2020	Web Comment Form	Wallace	Roberts	ML2	I-10 Build Support (6-Lane)	I definitely approve of the widening project. If money can be saved by widening the median, then I would prefer it over widening the outside. Also, I definitely approve of extending the HOV lanes.	Alternatives	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.
216	12/3/2020	Web Comment Form	Jane	Mintzer		I-10 Gila River Bridge Project	It makes sense to fix aging bridges in the event of an actual rain event, it would be really bad if a bridge was washed out on the I10!	Alternatives	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.
217	12/3/2020	Web Comment Form	Jane	Mintzer	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Please do widen this stretch of the I10. Even on weekends (not just during daily commute) this stretch is frustrating at least, and dangerous.	Alternatives	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.
218	12/3/2020	Web Comment Form	Matt	Haines	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	It would be great to see that section opened up to three lanes. It seems that section is always congested and gets dangerous.	Alternatives	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.
219	12/3/2020	Web Comment Form	Wil	Moore	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Please get an HOV lane and widening to Riggs Rd. The bottleneck created by people who live or work in South Chandler and Maricopa can't get off the main roadway fast enough and cause other motorists to slow or stop on I-10 and it's dangerous.	Alternatives	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.
220	12/3/2020	Web Map Comment Tool	Laura	Clement	ML2/ML3	I-10 Build Support (6-Lane)	Please create more lanes! It's so dangerous as it is now.	Alternatives	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.
221	12/3/2020	Web Comment Form	Laura	Clement	ML2/ML3	I-10 Build Support (6-Lane)	Please create more lanes. It's so dangerous as it is now.	Alternatives	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.

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10/21/20 to 12/4/20 Public Comment Log

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
222	12/3/2020	Web Comment Form	Aaron	Heldt	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I-10 Wild Horse Pass Corridor Study Team, Please implement either plan to widen to 3 lanes thru the study area. As it is now it is like Le Mons in this area with impatient trucks and cars jockeying for position to get even one car length of advantage. Terrifying. Run. Don't walk to begin this process. should have happened years ago. PS. I remember when the Tucson -Phoenix route was two lanes all the way. I can't believe we weren't killed by oncoming traffic as my father careened down the highway before slowing to crawl thru Casa grande, Chandler and Mesa- Tempe.	Alternatives	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.
223	12/3/2020	Web Map Comment Tool			ML2	I-10 Build Support (6-Lane)	ML2 for the I-10 improvement	Alternatives	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.
224	12/3/2020	Web Comment Form	joann m	collins		Misc. Design Details	Are they going to make it a lot smoother it is full of potholes	Alternatives	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.
225	12/3/2020	Web Comment Form	Richard	Castillo	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Hello There, I am a resident in Casa Grande and currently visit greater TEMPE/PHOENIX area for most of our business related to work as well as personal business, retail, etc... Its unfortunate that the 3 lane (both east/west) isnt already done or set forth for construction. The area in Casa Grande is increasing in visibility with the LUCID Motors plant as well as the Nikola Site and a lot of people are now considering Casa Grande as the next viable "suburb" of the greater Phoenix area...given this, the increase in vehicular traffic for folks now working at the INTEL Chandler-recently expanded site, the recently finished NORTHROP GRumman site, the upcoming Lucid Motors site and more companies on the way (e.g. Nikola, etc..), it is imperative we reduce stress on the I-10, from reducing accidents by allowing more space for commercial traffic (this is an important thoroughfare between California/Tucson and the midwest....so its not an issue of we would "wish" but a necessity.... This expansion would help also in reducing vehicular accidents and the downstream effects this has. currently, because its a 2-way freeway, any accident, will inherently slow or more than likely STOP traffic and thus increasing accident risk for the opposite direction lanes, but also on the drivers where the accident occurs. Their travel times will increase and this will have only but detrimental effects to local business. I cant but stress that expanding the I-10 from a 2 to a 3 lane freeway between Casa Grande and TEMpe corridor, is necessary and imperative as the local economy continues to grow. Thank you!	Alternatives	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.
226	12/3/2020	Web Comment Form	Robert	Taylor	ML2/ML3	I-10 Build Support (6-Lane), I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	I drive this area often and never look forward to this area. I've see accidents happen in this area. Now I have only lived in Arizona for 2 years but have seen more fatal accidents on I-10 since moving here than my whole life. I live between Phoenix and Tucson so I go either direction. Now I hate it even more when riding my motorcycle in this area because there is just so much traffic. The traffic between Phoenix and Tucson is so heavy that at night when it is dark you don't even need your lights on because of the traffic volume not that I do this. I also believe that you should look into adding more lanes than just 3 in each direction. I say this because by the time that this is completed the need for extra lanes will be greater. Casa Grande is growing rapidly in residential and commercial business as well as the Red Rock community. That is going to put thousands of more people on the I-10 Corridor.	Alternatives	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.
227	12/3/2020	Web Comment Form	Richard	Hurtle	ML2/ML3	I-10 Build Support (8-Lane)	I-10 should be 4 lanes (8 total) between Chandler and Casa Grande.	Alternatives	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.
228	12/3/2020	Web Comment Form	Domingo	Geno	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I'm a current resident of Casa Grande and is my opinion that we need a third lane on the I-10, currently my doctors and main shopping is done in Chandler and as more people are moving to Casa Grande because of affordable housing this portion of the I-10 is really getting congested also as Casa Grande grow with new jobs more people will eventually be using the I-10 between Casa Grande and Phoenix. Thank You,	Alternatives	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.
229	12/3/2020	Web Comment Form	Arlene	Baker	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Misc. Design Detail, Other	They need to install high-speed rail service like the rest of civilized nations do in Europe, Japan, and China. Only here are we still relying on slow dirty traffic, and without rail. Why is this not being done? It is high time. Many jobs would open both ways if people could get between the two metro areas quickly and safely. High speed rail travels at 120 mph. This is a no brainer. Yes, fiber optic is great. Yes. Make it complete 3 lanes each way for the entire distance. But high speed rail should be the FIRST thing we spend money on.	Alternatives	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.
230	12/3/2020	Web Comment Form	BILL	BEVIS	ML2/ML3	I-10 Build Support (6-Lane)	widening inside lane or outside lane - either is good, Just Get it Built!	Alternatives	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 SR 387
10/21/20 to 12/4/20 Public Comment Log**

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
231	12/3/2020	Web Comment Form	John David	Fulton	ML2/ML3	I-10 Build Support (6-Lane)	Resident of Queen Creek, I am all in for expansion of I-10 to 3 lanes, each direction. Just believe it should begin as soon as possible. Two plus years to study it appears way too long. Thank you,	Alternatives	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.
232	12/4/2020	Email	Sally	Anderson		I-10 Congestion/Growth/Safety, Other	Dear ADOT: I commuted between Tucson to Ahwatukee from JUNE 2017 thru April 2018 and it was a nightmare white knuckle drive every time. The area you are focusing on is the worst; however, as you probably know driving thru Red Rocks to Marana much the same, and speeders cause many accidents in this area too. Mostly because it narrows down to two lanes with hills and people drive 95MPH and then when the traffic slows down, and they all crash and cause delays. I can't tell you how many twisted trailers I have drove past in the ditch and how many times the traffic has come to a complete stop and crawl. I think the quickest thing to do would be just install arial cameras and ticket speeders, like you did on I-19 north of Phoenix. Maybe once drivers see that there are cameras and signs posted everywhere warning them to slow and follow speed limits and they start getting \$100+ tickets that will slow them down. I am guessing 50% of these drivers are commuting and drive this section everyday. Most of these accidents are caused by speeders; so I am not sure widening the lanes will make it safer? or just increase speeds. I do believe another lane would help I am just not sure if it will make it safer. The section where it is the worse seems to be from Hwy 187 to W Riggs/Sun Lakes exit. It is hilly and limited visibility for 75 MPH. It also becomes a place for fog for those of us commuting and trying to get an early start only to run into a crash and stopped traffic. How much excavating would you have to do? (much like 202 through Ahwatukee) and a third lane doesn't fix fog or detour speeders. I have never been on W Riggs/Beltline road but if you could take I-10 WEST traffic and shortcut up W Riggs/Beltline to 202 that might work? Upgrading that road/s might be cheaper, less traffic effected and better for those who don't need to go up thru the area of I-10 you are studying. I hope you can come up with a solution soon, I stopped using that route and now if I have go to Phoenix I use NWY 77-79-60 and it is much safer, prettier and only an occasional nut driver... Wishing you the best luck coming up with a short & long term solution,	Alternatives	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.
233	12/4/2020	Email	David	White	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details, Environmental, Other	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos
234	12/4/2020	Email	David	White	WH2	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos
235	12/4/2020	Email	David	White	QC2	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos
236	12/4/2020	Email	David	White	RR5	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos

I-10 | Loop 202 to SR 387
10/21/20 to 12/4/20 Public Comment Log

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
237	12/4/2020	Email	David	White	GY3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos
238	12/4/2020	Email	David	White	NR3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos
239	12/4/2020	Email	David	White	CB5	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos
240	12/4/2020	Email	David	White	CB6	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos
241	12/4/2020	Email	David	White	CB7	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos
242	12/4/2020	Email	David	White	GL3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos
243	12/4/2020	Email	David	White	SF3	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos
244	12/4/2020	Email	David	White	SF4	Crossroad/Interchange Build Support, Crossroad & Interchange Congestion/Growth/Safety, Misc. Design Details, Environmental	I-10 Study Team, Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study. The Community looks forward to continuing to coordinate with the Study Team on this important project. Thank you,	Alternatives	Dave, Thank you for the comments and coordination throughout this process. Thank you, Carlos

I-10 | Loop 202 to SR 387
10/21/20 to 12/4/20 Public Comment Log

Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
12/4/2020	Web Comment Form	Arthur	Dixon	ML2/ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details	As a 25 year military Veteran and Fighter Pilot that has driven on every stretch of I-10, coast to coast, the stretch between Casa Grande and Phoenix is I-10's most dangerous. It needs to be 4 lanes each way, like yesterday! Commuting Tucson to Phoenix is horribly dangerous, especially at night or with high winds, dust and no shoulder in that stretch of road. As a 15-times a month commuter on said part of I-10, I implore the state connect Tucson and Phoenix properly and safely but also expeditiously. Do it right, have Arizona be a pioneer, make safe travel with 4 lanes each way and even add first in the country 24/7 driverless/electric lane. Be first to build bypass for semi-trucks on that stretch of road. Make it a law that semi-trucks never are allowed in left passing lane when three or more lanes exists. Dare to be first but don't be last. Safety, Vision, Action.	Alternatives	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.
12/4/2020	Web Comment Form	Edward	Paprocki	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety, Misc. Design Details	It is quite obvious that the extension of the LOOP 202 bypass has increased the available space for factories and distribution to these factories is utilizing the I-10 corridor more heavily. The I-10 traffic has definitely changed during the pandemic. The morning commuter vehicle traffic has definitely slowed down, however with a larger demand for 'ship-to-door' goods, the semi-truck traffic has definitely increased. Making a third lane in the median dedicated to commuter vehicles and not allowing semi-truck traffic would help alleviate the congestion. I find that the three lanes going to Tucson improves traffic flow but it does not fix the problem. It simply takes three slow moving vehicles trying to pass each other to create a bottle-neck instead of two on a two lane highway. Removing access to the center lane from semi-trucks and other slow-to-pass vehicles could improve traffic flow.	Alternatives	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.
12/4/2020	Web Comment Form	Carol Ann	Hopton	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Our son lives in Casa Grande and on a good day, not during work hours, it takes 25 min... but... MOST of the time there is so much traffic, it takes up to an hour. It seems there are many accidents, including several truck accidents or breakdowns, that another lane would be ideal!	Alternatives	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.
12/4/2020	Web Map Comment Tool	Pee	Creelman	ML2	I-10 Build Support (6-Lane)	I would support the ML2 I-10 widening option or approach over the ML3 one, with the exception of the aspect of maintenance which is a negative for the ML2 option. Hopefully, that aspect can be improved in the ML2 option. Overall, the ML2 Option has fewer negatives and more positives and neutrals than the ML3 option, which is why I am voting for it.	Alternatives	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.
12/4/2020	Web Comment Form	Rusty	Duplessis		Other, Request for Information	I heard in the public meeting that the actual construction would not even start for 5 years. There is no way to accelerate this? There is too much congestion already to wait that long to start. I understand the need for the EIS, but once that is done, construction should start immediately. If funding is an issue, couldn't money be moved over from other projects? In the meantime, can we have a right-lane only regulation for semi trucks? I'm disappointed to see that there are traffic lights proposed for the interchange with AZ 387. This intersection doesn't seem busy enough to warrant that. If future projections indicate a large increase in traffic, then why not put in a cloverleaf?	Alternatives	There are several steps that ADOT must follow before a project can be built. This study is step one, and provides the necessary environmental/legal documentation to move forward, as well as define what the improvements will be, if a build alternative is ultimately selected. The project then needs to be designed, funded, right-of-way issues resolved, and finally constructed. For a project of this size and complexity, these steps all take time.
12/4/2020	Web Comment Form	Rob	Hoy		Request for Information	please email me any surveys requesting public input regarding this project. thank you	Alternatives	We received a request from you asking to be emailed any surveys requesting public input regarding this project. We didn't have a survey requesting public information, but we did have an Interactive Map Commenting Tool, which could be accessed from the study website and was designed for people to review all the alternatives and options and their evaluation scores in one interactive location, and then be able to comment on each location separately. The commenting tool was available during the public comment period from October 21 to December 4, 2020. The commenting tool information can still be viewed at https://i10wildhorsepasscorridor.com/commenttool/ . We encourage you to visit our website for updated information as the study progresses.
12/4/2020	Web Comment Form	James	Peters	ML2/ML3	I-10 Build Support (6-Lane)	Don't understand why this last stretch was not addressed prior to now. We moved here 12 years ago and I10 was being widened through Tucson, then kept adding lanes north of Tucson. Why did it stop at Casa Grande. AZDOT had 12 years at least to address this last 26 mile piece. The three lane portion of I10 is wonderful. Just wish it had all be considered way back.	Alternatives	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.
12/4/2020	Web Comment Form	Donald	Cenatiempo	ML2/ML3	I-10 Build Support (8-Lane), I-10 Congestion/Growth/Safety	I am not sure what there is to study. The section or I-10 in question is the worst section of interstate in the whole state. I feel bad for the people who have to travel it for work. It is often congested on the week ends. It needs to be widened to 4 lanes (each direction) all the way to Casa Grande.	Alternatives	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.
12/4/2020	Web Comment Form	MARK	ENAMORATO	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	This is very necessary! It would stimulate more growth South of Phoenix and help commuters tremendously.	Alternatives	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.
12/4/2020	Web Comment Form	Allan	Maurey	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Please widen to 3 lanes and add HOV lanes on I-10 from Loop 202 to SR 387	Alternatives	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.
12/4/2020	Web Comment Form	Suzelle	Johnston	SF3	Crossroad/Interchange Build Support	Great idea! I hope it happens! We need more open roads! Thank you!	Alternatives	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 SR 387
10/21/20 to 12/4/20 Public Comment Log**

	Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
256	12/4/2020	Email	Bruce	Goldberg	ML2/ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	This last widening project to complete the road between Phoenix and Tucson is critical. There are vast numbers of people that travel between these two areas, vast amounts of goods, and many tourists. This small area that has not yet been upgraded is critical to our future.	Alternatives	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process and will be shared with the study team. We encourage you to visit our website for updated information as the study progresses.
257	12/4/2020	Web Map Comment Tool	Teena	Blakley	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I drove this corridor to Tucson weekly for a year, it was a horrible experience for me both ways. There were ALWAYS some drivers who took it upon themselves to get in the "fast lane" and slow down traffic on purpose rather than moving to the right so as not to impede flow. The two lanes are actually dangerous because it causes tailgating by aggressive drivers trying to get the slow drivers to move over to the right and tailgating causes accidents when they hit the bottleneck. I think plan ML3 plans for the future population growth and you may as well do it right from the get go.	Alternatives	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.
258	12/4/2020	Web Map Comment Tool	Maryeileen	Flanagan	ML3	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	Widening is needed. Whether it's widened or not, it will continue to carry a lot of traffic in the years ahead as the population of Arizona grows. HOW it is widened is immaterial though having a wider distance between lanes is better protection for drivers against crossover accidents and wrong way drivers. For that reason, ML3 would probably be best. But I'm betting people aren't thinking about that--they just know the road MUST be widened to support all the traffic it carries NOW; they're not even thinking about 20 years from now. (By then it will need to be six lanes in each direction.)	Alternatives	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.
259	12/4/2020	Phone	George	Sealy	ML2	I-10 Build Support (6-Lane), I-10 Congestion/Growth/Safety	I traveled that corridor for about 11 years, 5 days a week. The biggest suggestion I have is that there needs to be an impenetrable barrier between the north/south sides. There have been numerous accidents in which cars and trucks that are out of control have crossed the existing barrier and crashed head on to vehicles on the other side. Cars and trucks fly on that road sometimes in excess of 85 MPH. Head on collisions are going to be very bad.	Alternatives	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.

From: [Nancy Campbell](#)
To: [i10wildhorsepasscorridor](#)
Subject: I-10 to Wildhorse Pass to Queen Creek ...
Date: Wednesday, November 4, 2020 9:04:01 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The traffic congestion goes past this point ... South to the three lanes at McCarthy Rd towards Casa Grande. There should be no reason why the i10 should not be three lanes all the way from Phoenix to Tucson. The only area it is not is the busiest area South of Phoenix in both directions.

Add another lane from Queen Creek Rd to McCarthy (or just south of McCarthy) in BOTH directions!

Nancy Campbell

[REDACTED] email

Your REALTOR® with Integrity!
West USA Realty

[REDACTED]

REALTOR®, SRES, SFR, CSSPE, RESA & Coach for West USA



"The best compliment you can give me is the referral of a friend or family member" - -
Nancy Campbell West USA Realty

****Be aware - - - WIRE FRAUD WARNING! - - - Online banking fraud is on the rise and has become an increasingly real threat. If you receive ANY email from ANY sender containing wire transfer instructions to send funds to Title, your Lender or anyone else, please take a moment and call immediately at a previously verified, KNOWN PHONE NUMBER, to verbally verify the bank and account information. -- Thank you for your understanding and cooperation.**

From: [Robert Hursell](#)
To: [i10wildhorsepasscorridor](#)
Subject: Rt 10, Wildhorse pass
Date: Wednesday, November 4, 2020 5:08:44 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The area on I-10 between Rt 202 & Rt 387 definitely needs a extension of a lane north bound and south bound to coincide with the extra lanes north of Casa Grande coming from Tucson. Arizona is continuing to grow with more commerce and traffic. My personal thought on this area is to Stay Within ADOT's right of way with any widening and interchange improvements. Because you have to deal with the Gila Indian reservation, we know from prior experience going back to the 80's than they did not cooperate in letting the Rt 202 w/b extension (Santan freeway) go threw. Also, if Indian Affairs agrees on the expansion in the proposed area, they should share some of the cost along with the tax payers.

Sent from my iPhone

From: [John Hudson](#)
To: [i10wildhorsepasscorridor](#)
Subject: i10 widening
Date: Friday, November 13, 2020 9:51:59 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I drive between Phoenix and Nogales at least twice month and the delays from the 202 to Casa Grande are getting worse and worse.

This section of road needed to be widened for a long long time and the faster we do it the better.

Please use all haste in completing this project.

John Hudson
Salero Ranch LLC



From: [Curtis Busby](#)
To: [i10wildhorsepasscorridor](#)
Subject: I-10 between Phoenix and Casa Grande
Date: Tuesday, November 17, 2020 11:20:51 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please widen I-10 between Phoenix and Casa Grande. Two lanes in both directions in this area is woefully insufficient and unsafe. Traffic is much too heavy in this area and three lanes in both directions will ease congestion and save lives. It does not matter to me whether the additional lane is added into the current median area, or to the outside of I-10. Whatever is the safer alternative would be preferable to me. I would also support extending the HOV lane to Riggs road. Thank you.

Curtis J. Busby
Partner





Note: This electronic mail is intended to be received and read only by certain individuals. It may contain information that is attorney-client privileged or protected from disclosure by law. If it has been misdirected, or if you suspect you have received this in error, please notify me by replying and then delete both the message and reply. Thank you.

From: [David Thatcher](#)
To: [i10wildhorsepasscorridor](#)
Subject: Either option is great - much needed improvement to improve Tucson-Phoenix travel. QUICK!
Date: Tuesday, November 17, 2020 2:42:38 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

David Thatcher
Green Valley AZ

From: [Annlouise Ferguson](#)
To: [i10wildhorsepasscorridor](#)
Subject: Traffic Congestion I-10..
Date: Wednesday, November 25, 2020 2:10:52 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

My name is Annlouise Ferguson. I want to be forthright and state that I am not an engineer or an expert on area roads. I am a resident of the 5th largest city in the nation and a good neighbor of the Gila Nation. I drive the area you call the I-10 Wild Horse Pass Corridor.

I am unsure of the scope of your question. However, I believe the 10 mile project area involving I-10, SR587 and SR 387 is a merited improvement but as far as traffic congestion I don't think it was meant to address congestion. Traffic congestion begins far earlier on I-10 E. As you already know, the number of cars and trucks exceed the space available to drive safely and/or feel safe between Elliot Road and Tucson. Some may argue it is from Sky Harbor to Tucson. I feel changing lanes on I-10 E to exit at Wild Horse Pass is not safe. Currently it is safer to take I-10 E to the 202 W to that other casino.

It is time to acknowledge that the urban village of Phoenix, Ahwatukee, needs to be designated, especially on I-10 W. When I travel I tell people I live in Ahwatukee, most recognize the name before I add the word Phoenix. Simple signage would remove some traffic from the I-10 and 202 interchange. I believe signage is a relatively low cost way to alleviate some traffic now.

I feel the federal government, State of Arizona, the Gila Nation, and the City of Phoenix have failed their citizens, tribe members, tourists and businesses by not being responsive to the vehicle population on these roads since the mid 1990's. The building of the last part of the 202 loop failed to provide the roads needed to safely navigate the I-10 – 202 interchange.

Long term solutions with a cost sharing between all four governmental entities are required. A stop gap measure for Wild Horse Pass is not the answer nor is it responsive. Nevertheless, I am happy to hear someone is listening now.

Please investigate:

- Long term solutions for the problems
- Base solutions on normal traffic patterns not those of 2020
- Coordination between all entities
- Cost sharing between entities
- Alleviating lane change issues
- Signage
- Adding signs for the Wild Horse Pass exit further West on I-10 E

- Adding exit signs for the Village of Ahwatukee at Elliot, Ray and Chandler Blvd, 40th St, 32nd St, 24th St, Desert Foothill Parkway, and an I-10 E sign the says Ahwatukee Next 3 Exits and a 202 sign that says Ahwatukee Next 4 Exits
- Widening and lengthening the exits
- Adding a restricted “truck only” lane on the I – 10 from the 202 interchange to Tucson
- Adding a car pool lane on I – 10 from the 202 interchange to Tucson
- Building a high speed commuter train from Sky Harbor to Wild Horse Pass to Maricopa to Casa Grande to Tucson and back to Sky Harbor
- GPS directions to the routed way to all the cities and San Diego
- Toll roads

I appreciate your time and good luck with improvements,

Annlouise Ferguson



Sent from [Mail](#) for Windows 10

From: [Tina Shoemaker](#)
To: [i10wildhorsepasscorridor](#)
Subject: I 10 improvement
Date: Wednesday, November 25, 2020 8:29:51 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi. I drive the i10 4 times a day. I take my daughter to school and then return home to Casa Grande. Then I go and pick her up. I also take her to her Ninja class on Saturday. I implore you to please widen the freeway. 3 lanes would be nice. It would allow people to go around the Semi-trucks. Some people also like to go 70. Now we can go around them without rushing. So please widen the I-10. I think it would lessen the accidents on this stretch of road.

Thank you
Flora Shoemaker
(Casa Grande Resident)

This was sent from my iPhone.

From: [Lisa Cabello](#)
To: [i10wildhorsepasscorridor](#)
Subject: Construction
Date: Sunday, November 29, 2020 2:32:06 PM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I get it I really do but my problem is the building and building and building going on here in AZ. We complain about Climate Change while destroying the natural landscape of what was once a beautiful desert all for the sake of "progress" while trying to guilt the people of the world to pay more taxes to combat Climate Change. Has anyone stopped to look at the damage all this building has actually done? You may see empty spaces where you feel roads and buildings must exist. I see an ecosystem terribly unbalanced. Our monsoon was a nonsoon this year and the hottest summer on record. What are you doing to combat that? I beg you to plant more trees along our highways and byways so that they can change the CO2 into oxygen. Plant more trees to help cool down AZ. Plant more trees to add beauty and plant more trees to save our environment. Remember the lessons of The Lorax. Trees are so important to our environment! Trees and flowers. Please I beg you not only to attract more traffic but to attract more bees and hummingbirds as well. Thank you for your consideration.

From: [Irene Higgs](#)
To: [i10wildhorsepasscorridor](#)
Subject: I-10 Study: Loop 202 to SR387
Date: Monday, November 30, 2020 9:47:39 AM
Attachments: [SCMPO Executed Resolution 2017.01 Interstate Widening.pdf](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear I-10 Study Team,

On behalf of the Sun Corridor MPO Executive Board, please find attached the Sun Corridor MPO Resolution of Support 2017.01 for the widening of I-10 from Loop 2020 to SR387.

Thank you,

Irene J. Higgs, Executive Director

Sun Corridor Metropolitan Planning Organization

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

RESOLUTION NO. 2017-01

RESOLUTION OF THE SUN CORRIDOR METROPOLITAN PLANNING ORGANIZATION (MPO) IN SUPPORT OF THE INTERSTATE 10 WIDENING IMPROVEMENT PROJECT FROM CASA GRANDE TO CHANDLER.

WHEREAS, the Sun Corridor Metropolitan Planning Organization (MPO) along with county and municipal officials, in addition to planning staff, have determined the importance of the Interstate 10 (I-10) corridor from Casa Grande to Chandler; and,

WHEREAS, the I-10 corridor has been identified by the Arizona Department of Transportation (ADOT) as a "Key Commerce Corridor" and is the "bridge to the Sun Corridor"; and,

WHEREAS, the I-10 connects Arizona's two largest metropolitan areas of Phoenix and Tucson; and,

WHEREAS, this section of I-10 serves as one of the primary transportation corridors for movement of freight within Pinal County, and between Pinal County and other metropolitan areas within and outside of Arizona; and,

WHEREAS, the population of Pinal County is expected to increase by 29% over the next ten years and experience the largest growth increase of any County in the State; and,

WHEREAS, the projected employment growth rate of Pinal County is expected to increase by 18% over the next ten years; and,

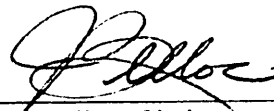
WHEREAS, the concern over the increasing amount of crashes on I-10, specifically between Casa Grande and Chandler, causing complete shut downs of the I-10 corridor affect not only the Sun Corridor MPO region, but all of Arizona, freight mobility and traveling visitors; and,

WHEREAS, Sun Corridor MPO determined that the acceleration of the identified I-10 widening project is in the public's best interest; and,

NOW THEREFORE, BE IT RESOLVED that it is the intent of the Sun Corridor MPO to work cooperatively to jointly advocate to the Arizona Department of Transportation, the Federal Highway Administration, the State Transportation Board, Arizona's Congressional Delegation, the Arizona Legislator, the Maricopa Association of Governments, Maricopa County, Gila River Indian Community, and other public and private stakeholders to explore additional funding, creative financing, and additional statutory flexibility in order to advance the construction of the I-10 widening project into the ADOT Five-Year Transportation Facilities Construction Program.

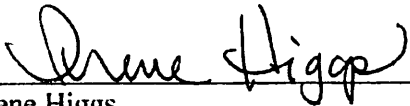
IT IS FURTHER RESOLVED that this Resolution is effective upon approval and execution of this Resolution.

PASSED AND ADOPTED this 9 day of May, 2017, by the SUN CORRIDOR METROPOLITAN PLANNING ORGANIZATION.



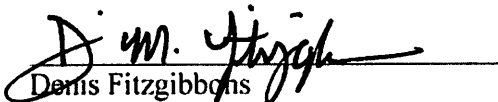
Joel Belloc, Chair
Sun Corridor MPO Executive Board
Mayor, City of Eloy

ATTEST:



Irene Higgs
Sun Corridor MPO Executive Director

APPROVED AS TO FORM:



Denis Fitzgibbons
Sun Corridor MPO Attorney

From: [Sally Anderson](#)
To: [i10wildhorsepasscorridor](#)
Subject: I-10 Study: Loop 202 to State Route 387
Date: Friday, December 4, 2020 10:10:16 AM

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear ADOT:

I commuted between Tucson to Ahwatukee from JUNE 2017 thru April 2018 and it was a nightmare white knuckle drive every time.

The area you are focusing on is the worst; however, as you probably know driving thru Red Rocks to Marana much the same, and speeders cause many accidents in this area too.

Mostly because it narrows down to two lanes with hills and people drive 95MPH and then when the traffic slows down, and they all crash and cause delays.

I can't tell you how many twisted trailers I have drove past in the ditch and how many times the traffic has come to a complete stop and crawl.

I think the quickest thing to do would be just install arial cameras and ticket speeders, like you did on I-19 north of Phoenix.

Maybe once drivers see that there are cameras and signs posted everywhere warning them to slow and follow speed limits and they start getting \$100+ tickets that will slow them down. I am guessing 50% of these drivers are commuting and drive this section everyday.

Most of these accidents are caused by speeders; so I am not sure widening the lanes will make it safer? or just increase speeds.

I do believe another lane would help I am just not sure if it will make it safer.
The section where it is the worse seems to be from Hwy 187 to W Riggs/Sun Lakes exit.

It is hilly and limited visibility for 75 MPH. It also becomes a place for fog for those of us commuting and trying to get an early start only to run into a crash and stopped traffic. How much excavating would you have to do? (much like 202 through Ahwatukee) and a third lane doesn't fix fog or detour speeders.

I have never been on W Riggs/Beltline road but if you could take I-10 WEST traffic and shortcut up W Riggs/Beltline to 202 that might work?

Upgrading that road/s might be cheaper, less traffic effected and better for those who don't need to go up thru the area of I-10 you are studying.

I hope you can come up with a solution soon, I stopped using that route and now if I have go to Phoenix I use NWY 77-79-60 and it is much safer, prettier and only an occasional nut driver...

Wishing you the best luck coming up with a short & long term solution,

Sally Anderson

From: [David White](#)
To: [i10wildhorsepasscorridor](#)
Cc: [Quinn Castro](#); [Carlos Lopez](#); [Ian A. Shavitz](#); [Javier Ramos](#); [Timothy Oliver](#); [June Shorthair](#)
Date: Friday, December 4, 2020 12:36:55 PM
Attachments: [I-10 GRIC Comments \(FINAL 12-2-20\).pdf](#)

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I-10 Study Team,

Attached you will find the comments of the Gila River Indian Community on the design alternatives and options currently being considered for the I-10 Wild Horse Pass Corridor Study.

The Community looks forward to continuing to coordinate with the Study Team on this important project.

Thank you,

Dave White

David F. White, MPA
General Manager
Wild Horse Pass Development Authority

[REDACTED]

COMMENTS OF THE GILA RIVER INDIAN COMMUNITY ON PROPOSED ALTERNATIVES FOR THE I-10 EXPANSION PROJECT

December 2, 2020

The Gila River Indian Community (GRIC or the Community), a federally recognized Indian Nation, hereby provides its comments on the proposed design alternatives for the I-10 Wild Horse Pass Corridor Study (Project). The Community's comments are based upon a review of the project materials (available on www.i10wildhorsepasscorridor.com) by Community Executive Departments and other Community stakeholders that have jurisdiction over or an interest in the construction and operation of the I-10 roadway.

The Community has not selected or approved any particular design alternative at this time. Further, with the exception of the Community's preference, based upon information to date, regarding increasing I-10's capacity within the median (*i.e.*, Alternative ML-2), the Community has not yet formulated any preferred alternatives for the I-10 project. (There are several interchange and crossing design alternatives where the GRIC Department of Transportation (GRIC DOT) has identified a preference from a transportation perspective (*e.g.*, due to efficiency, design, function, etc.), however, ADOT should note that these are not and should not be viewed as preferred alternatives by the Community.) The Community reserves the right to determine its official positions at a later time, following further collaboration with the I-10 Study Team, as the environmental review and design process proceeds.

General Comments

Based upon the review of the Project materials, the Community has the following general comments that apply equally to all alternatives:

- Under any alternatives, accommodation should be made for Gila River Telecommunications, Inc. (GRTI) conduit with appropriate access points (*i.e.*, pull boxes) to allow GRTI to pull the fiber following roadway construction. This would accommodate a high-capacity fiber transport ring being developed by the Community to the south of the Community from Coolidge to Casa Grande, which could strategically meet up with the I-10 corridor fiber to create valuable redundancy and low-latency information transport.
- The roadway and interchange alternatives selected should incorporate or allow for hydroseeding and gravel with pilot channels that appropriately guide drainage. These pilot channels may also prevent rills along interchange side slopes.
- While beyond technical design issues, the Community notes that all improvements should consider color, art work, and designs on structures that complement the region and recognize the highway's location on Community lands (*i.e.*, incorporating characteristics of the Community into designs, such as agriculture, tradition, mountains, and water).
- Location and types of signage should be determined early in case additional easement is needed to accommodate.

- As ADOT is aware from its analyses to date, many of the study alternatives have the potential to impact resources of cultural and religious significance to the Community. Given concerns regarding providing detailed information about specific cultural resources and locations in this public process, and that cultural resource issues will be addressed in detail pursuant to Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act, the Community has provided limited comments herein concerning cultural resources. Specifically, these comments are limited to providing comparative impacts between Alternatives.

Main Line Widening Alternatives

The Community prefers that ADOT widen the I-10 roadway to the interior (Alternative ML2 – Median Widening) for the following reasons:

- Interior widening minimizes the amount of additional right-of-way ADOT must acquire on Community lands;
- Interior widening is safer because it will put some type of directional separation (such as cable barrier or concrete barrier) along the entire corridor;
- Interior widening is less likely to cause new impacts to previously undisturbed cultural resources (including both archaeological sites and Traditional Cultural Properties);
- Interior widening allows for duct banks throughout the corridor in the existing right-of-way that can accommodate smart corridor technology, which can aid in improving safety and operations and also provide GRTI a place to pull fiber throughout the corridor to better service Community residents (as described above); and
- Interior widening limits impacts to biological resources and vegetation.

In addition, interior widening will reduce impacts on Community irrigation infrastructure, including the canals and culverts that carry Central Arizona Project (CAP) and other waters throughout the Community that are used for irrigation, environmental conservation and restoration, and aquifer recharge, among other purposes. While both the interior and outside widening alternatives will require some degree of extending, redesigning, and/or rebuilding portions of such infrastructure, widening into the median will cause significantly fewer and lesser impacts. The Community provides, as Attachment A, a memorandum from the Pima-Maricopa Irrigation Project (P-MIP) that describes and provides further details regarding these potential impacts, and the distinctions between the interior and outside widening alternatives.

In determining a widening design, the ADOT Study Team should be aware that there appears to be significant offsite flooding east and west of the freeway (from MP 163-MP164). The flooding source Lone Butte area water being conveyed below I-10 into the Wildhorse Pass area. ADOT should consider the potential flooding conditions and design the roadway widening accordingly.

Finally, while the Gila River Bridge Project and the I-10 Project are technically separate studies, the design decisions are clearly interrelated (in the vicinity of the Gila River Bridge). For the Gila River Bridge study, it is the Community's clear preference that impacts to the area around Gila Butte, on the northern bank of the Gila River, are minimized or avoided to the greatest extent

possible.¹ Thus, to the extent that interior widening of the roadway would minimize or avoid the need for a wider Gila River Bridge footprint, this is another reason that the Community would support an interior widening.

INTERCHANGE ALTERNATIVES

Below are the Community's comments on the proposed interchanges and crossing Alternatives. As the Community and ADOT have discussed in the past, a specific design alternative may be more desirable from one perspective (*e.g.*, transportation efficiency and function) but less desirable from other perspectives (*e.g.*, greater right-of-way needs or increased cultural resource impacts). In such instances, it will be critical for the ADOT Study Team and the Community to coordinate closely to address competing interests and impacts.

1. Wild Horse Pass / Sundust Road Interchange

- From a transportation perspective, Alternative WH2 is preferred because of the advantage that diverging diamond interchanges have for high left turn movements, which this interchange regularly experiences, and which will facilitate greater access to Wild Horse Pass to support economic and business development consistent with Community plans.

2. SR 347 / Queen Creek Road Interchange

- From a transportation perspective, Alternative QC2 is preferred because of the advantage that diverging diamond interchanges have for high left turn movements, which this interchange regularly experiences, and which will facilitate greater access to Wild Horse Pass to support economic and business development consistent with Community plans.
- Alternative QC2 also presents lower impacts to protected cultural and historic resources (as compared to Alternative QC3).

3. Riggs Road Interchange

- Of the alternatives presented, RR5, the more substantial rebuild, appears best suited to provide the interchange upgrade needed to accommodate anticipated future growth.
- While none of the alternatives is likely to impact cultural and historic resources, care should be taken to avoid impacts to a nearby resource.

4. Goodyear Road Grade Separation

- From a transportation perspective, Alternative GY3 is preferred because it would allow for better pedestrian and bike accommodation and also would provide greater potential utility accommodation options.

¹ Further, the Community prefers raising the bridge as – depending on the specific plans – as this too may reduce the likelihood of impacting intact cultural resources.

- Alternative GY3 may have greater impacts on a cultural resource² and would likely require more additional right-of-way than other Goodyear Road Grade Separation Alternatives.

5. Nelson Road Grade Separation

- Of the alternatives presented, from a transportation design and efficiency perspective Alternative NR3 is preferred because it would allow for better pedestrian and bike accommodation and also provide greater potential utility accommodation options.
- The Community notes, however, that Alternative NR3 would likely require more additional right-of-way than the other Nelson Road Grade Separation Alternatives.
- Alternatives NR2 and NR3 both impact two archaeological sites. One site is impacted equally by both Alternatives; for the other, Alternative NR3 has somewhat larger impacts than Alternative NR2.
- Under current conditions, the east and west approaches experience flooding during storm events which at times renders these areas unpassable. Appropriate drainage passages such as channels and culverts are needed to address this flooding. Nelson Road may also require the road profile to be elevated or installation of pipes under the roadway to allow passage of drainage.

6. SR 587 / Casa Blanca Road Interchange

- Alternatives CB2, CB3, and CB4 would likely meet immediate and medium term transportation needs with limited additional right-of-way requirements.
- From a transportation perspective, however, alternatives CB5, CB6, and CB7 are preferred because these Alternatives have considerably higher performance, and offer better operations long term, with benefits being most noticeable when there are accidents on SR-347 and traffic cuts through on Casa Blanca Road to access I-10.
- Alternatives CB5, CB6, and CB7 have greater additional right-of-way requirements than the other alternatives.
- All Casa Blanca Road Interchange alternatives would impact multiple archaeological sites, although Alternatives CB2, CB3, and CB4, which have similar impacts, would have the lowest impacts. Alternative CB5 would have more impacts, Alternative CB6 yet more, and Alternative CB7 the most impacts.
- The area in the vicinity of this interchange experiences flooding conditions adjacent to the freeway and other roads. A detailed drainage study of offsite flows will be important when carrying interchange designs forward.

² This is a resource that is eligible for listing on the National Register of Historic Places, but exempt from National Historic Preservation Act § 106 review.

7. Gasline Road Grade Separation

- Of the alternatives presented, from a transportation perspective Alternative GL3 is preferred because it would allow better pedestrian and bike accommodation and also provide potential utility accommodation options.
- Both Alternatives may impact a resource that is eligible for listing on the National Register of Historic Places but exempt from National Historic Preservation Act § 106 review.
- Alternative GL3 would likely require more additional right of way than other Alternatives.
- An interchange requiring additional right-of-way may impact irrigation laterals as described in the attached P-MIP comments.

8. Seed Farm Road Grade Separation / Interchange

- A new interchange could relieve demand on the SR-587 / Casa Blanca Road interchange and provide a more direct access from I-10 to the Community governance and medical facilities in Sacaton.
- If such a solution is pursued, from a transportation perspective, Alternatives SF3 and SF4 are preferred.
- An interchange requiring additional right-of-way may impact irrigation laterals as described in the attached P-MIP comments.

9. Dirk Lay Road Grade Separation

- The Community takes no position at this time on whether this grade separation is needed; the Community does not maintain it and is not aware whether it supports any development. The Community requests that ADOT investigate and report back on whether maintaining this grade separation is necessary.

10. SR 387 / SR 187 / Pinal Avenue Interchange

- While none of the alternatives directly impacts cultural resources, care should be taken with all alternatives to avoid further direct impacts to a nearby Traditional Cultural Property.

CONCLUSION

The Community appreciates the opportunity to provide comments to the ADOT Study Team. We look forward to continuing our close coordination working with ADOT as the I-10 Study progresses.



GILA RIVER INDIAN COMMUNITY

Pima-Maricopa Irrigation Project

Administration • Design • Construction • Engineering

Memorandum

To: Javier Ramos (Office of General Counsel) and David White (WHPDA)

From: David H. DeJong, Ph.D., Director

Date: **October 30, 2020**

Re: ADOT I-10 widening and potential impacts to Community Irrigation Infrastructure

The Pima-Maricopa Irrigation Project (P-MIP) has reviewed the proposed I-10 Wild Horse Pass Corridor improvements to determine potential impacts to Gila River Indian Community (Community) irrigation infrastructure. P-MIP is undertaking this review for P-MIP, SCIP, and GRIIDD facilities that may be impacted. While we understand that the Community supports ADOT constructing additional lanes within the existing right-of-way, we have provided comments that will be valid if ADOT were to add lanes outside of the existing easement. Our comments begin at the Community boundary just south of Loop 202 and flow north to south.

1. **The P-MIP Memorial (MM-ID) pipeline** crosses I-10 (~I-10 MP 161+70) adjacent to the ADOT Southeast Valley Regional Drainage System (SEVRDS) channel. Should ADOT elect to add any lanes through this corridor **we do not see any impacts** with respect to the MM-ID pipeline. See figure 1 for an aerial view of the MM-ID alignment.



Figure 1: Memorial Pipeline and Westside Level Top Canal south of Loop 202.

2. The **Westside IA Level Top Canal** runs parallel to I-10 between ADOT MP 161+90 to MP 162, with the SEVRDS channel between I-10 and the WS-IA Canal. If ADOT remains with the **existing footprint there are no impacts** to the Level Top Canal. Should ADOT elect to widen the easement at this point not only would the SEVRDS channel be impacted but the WS-IA Level Top Canal would be impacted. See figure 1 for an aerial view of the WS-IA Level Top Canal.
3. Just north of the WS-IB pipeline is the old **Broadacres Canal**, which crosses I-10 at ~MP 162. This canal crosses under I-10 but is no longer connected to the Gila Drain on the east side of the Interstate. This pipeline crossing under I-10 was abandoned in place and should ADOT conduct **any excavations it will need to be aware of the abandoned pipe**. This pipe crossing is shown on the GIS aerial in figure 1.
4. The **Gila Drain** is an active drain that conveys water from the Salt River Project north of the Community to the Gila River. It crosses I-10 just north of Wild Horse Pass Boulevard near ADOT MP 162+30. **P-MIP does not foresee any impacts to the drain**. It will be important for ADOT to inform and coordinate with the Community regarding where the drainage in the median will go and whether there will be any changes to the drainage with potential improvements in this stretch of I-10. See figure 2.



Figure 2: Gila Drain north of WildHorse Pass Boulevard.

5. Between Queen Creek Road and Riggs Road on the west side of I-10 at about ADOT MP 164+50 to 167+25, P-MIP has completed the design of the **Westside VE reach canal**. This reach of future canal runs north of Riggs Road adjacent to I-10 to Queen Creek Road before turning west adjacent to and south of Queen Creek Road. The purpose of this canal is to convey irrigation water to Lone Butte. If ADOT were to expand its right-of-way to the west between ADOT MP 164+50 to 167+25, this would prohibit P-MIP's canal, as designed, and would require a redesign of the project. Upon receiving funding and final Community Council authorization, this reach will be constructed. This reach is shown in figure 3 below.

6. Between Riggs Road and Goodyear Road (between approximate ADOT MP 167+25 to 169+75) on the west side of I-10, P-MIP has another future canal: **Westside VB Canal**. This canal runs adjacent to I-10 from just north of Goodyear Road to Riggs Road and then just north of Riggs Road the canal turns west and follows Riggs Road out of ADOT's easement. This segment of canal is at a 30% design and will be constructed in the future upon completion of design, receipt of funding and final Community Council authorization. **Should I-10 right-of-way be extended to the west, redesign of the entire reach would be required.** This reach is shown in figure 3.

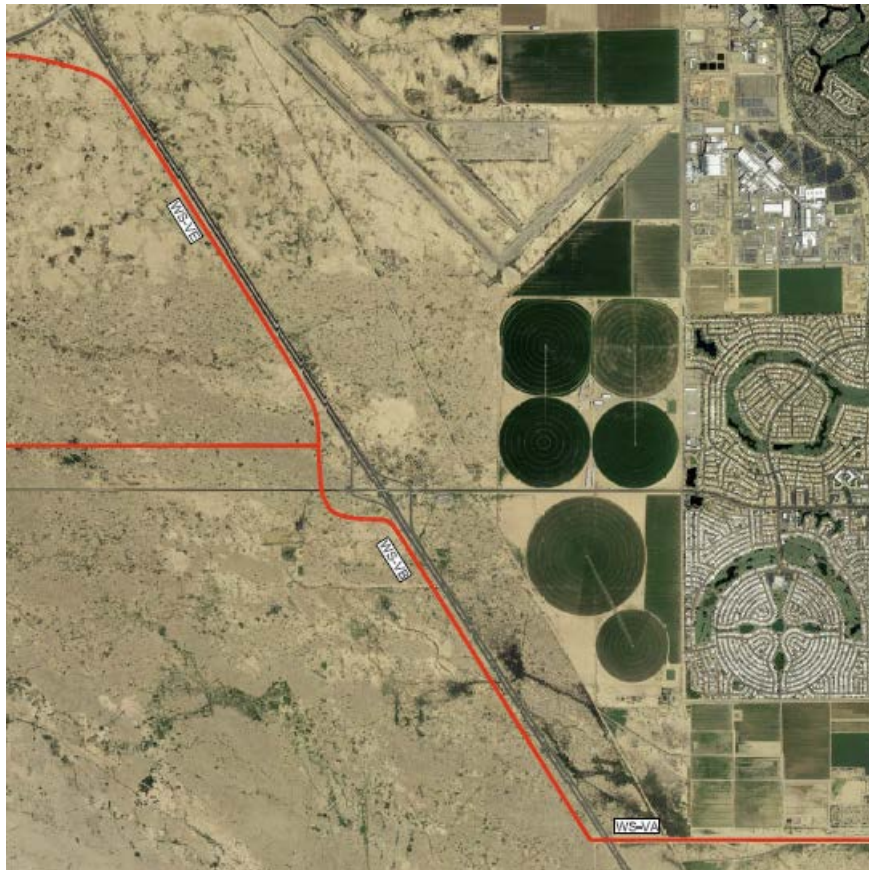


Figure 3: Future reaches between Goodyear Road and Queen Creek Road.

7. The **Westside VA Canal** and siphon is located under I-10 (at approximately ADOT MP 169+80). P-MIP has no concerns with I-10 lanes being constructed within the median or with additional overburden placed on the pipeline. However, **should ADOT expand outward, the inlet and outlet structures of the Westside VA siphon under I-10 would need to be extended** as there is insufficient room for operations and maintenance personnel to turn around. ADOT, in coordination with P-MIP, would need to extend both the siphon and relocate the inlet and outlet structures in order to provide adequate turnaround space for O&M operators. See figure 4 below for this reach.

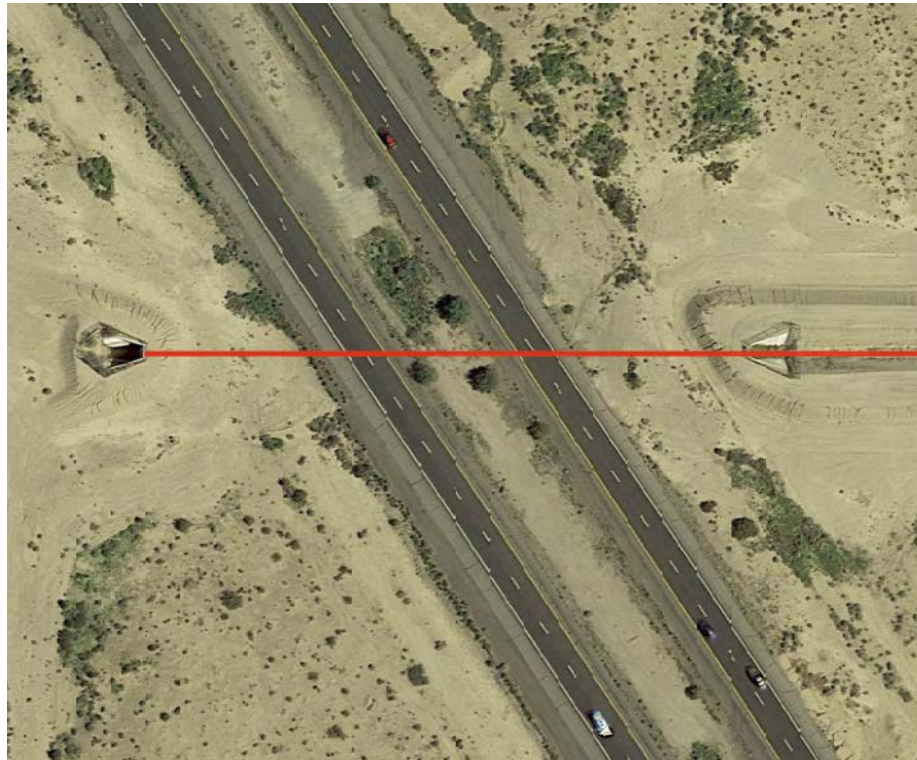


Figure 4: Westside VA pipeline under I-10 north of Goodyear Road

8. The Community is planning a managed aquifer recharge site (**MAR 8B**) adjacent to I-10 between Nelson Road and the Gila River, at approximately ADOT MP 173+80 to 174+40. This MAR 8B site will commence off Canal 13 at the point at which the canal turns west and away from I-10 at ~ADOT MP 174+40. P-MIP has completed the design and acquired right-of-way for the new MAR 8B site. The right-of-way abuts the current ADOT easement. **Should ADOT widen I-10 beyond its current easement, the MAR 8B facility will need to be re-designed and additional right-of-way will be required.** This is shown in figure 5 below.
9. **Canal 13** runs under I-10 via a 42" RCP pipeline just north of Nelson Road at approximately ADOT MP 174+40. The canal then runs to the northwest adjacent to I-10 (MP 174+00 to 174+40). **If ADOT constructs new lanes within the median of I-10, ADOT may need to replace this pipe** as it is approximately 50 years old, and at a minimum it will need to be extended. If ADOT extends its right-of-way beyond the

current easement, it will interrupt the access road on the east side of the interstate, which is the sole ingress and egress for several residents who live on the southeast corner of the Gila River and I-10. Moreover, any expansion of the ADOT easement in this area will impact the inlet and outlet structures on Canal 13, which were constructed by P-MIP in 2010-2011. Any ADOT expansion will also require ADOT to move Canal 13 west, requiring new right-of-way and a design for Canal 13, and a redesign of the MAR 8B pipeline and canal to the Gila River. The Canal 13 design is completed west of I-10. Canal 13 construction east of I-10 is completed. This is shown in figure 5 below.



Figure 5: Canal 13 and MAR site 8B south of the Gila River.

10. There is a portion of **old Canal 13** that siphons under I-10 right at ADOT MP 174+00. This canal is shown on the east side of I-10 with the siphon under I-10 remaining in place and currently unused. The old canal alignment was rerouted when I-10 was constructed in the 1960s. While this siphon is not currently in use, P-MIP has protected its alignment for the express purpose of facilitating additional MAR sites west of I-10. The existing old Canal 13 siphon (a 36" pipe) remains under I-10 with the headwalls on either side of the interstate at the edge of the I-10 easement. This is shown on Figure 5.
11. The **Casa Blanca Canal box culvert** is under I-10 (10'x7') at approximately ADOT MP 177+00. This inlet and outlet structure is at the edge of the I-10 right-of-way and any

expansion of the interstate will eliminate, and thus require ADOT to relocate or facilitate, the turn-around space for operations and maintenance personnel at the inlet and outlet structures. Any widening of I-10 will necessitate the extension of the inlet and outlet headwalls. This is shown in figure 6 below.

12. The **Casa Blanca drainage channel** is located just to the south of the Casa Blanca Canal box culvert under I-10 at approximately ADOT MP 174+10. **Regardless of whether ADOT expands outward or goes inward this drainage box will be impacted.** Should the I-10 project move outward, ADOT will need to replace the inlet and outlet; should the I-10 widening move inward, ADOT will need to replace the box within the median. The drainage channel and box is visible on figure 6 below.



Figure 6: Casa Blanca Canal and Drainage Channel Impacts south of Casa Blanca Road.

13. There are **three Gila River Farms (GRF) laterals** that cross under I-10: these include Lateral 7-4 (at ADOT MP 177+85), Lateral 7-5 (MP 178+50), and Lateral 7-6 (MP 179+50). Any extension outward will impact the inlet and outlet headwalls of these laterals. **Should I-10 go inward we believe these laterals are protected. If I-10 goes outward, ADOT will need to replace these three laterals.** Figure 7 shows these laterals.



Figure 7: Gila River Farms laterals and I-10 Impacts.

14. **Southside Canal box culvert** under I-10 (6'x6') at ADOT MP 180+30 is an unused (but not abandoned) box just to the north (ADOT MP 180+20 and within the Southside Canal alignment) near the current I-10 box culvert. The unused box is being maintained for future deliveries at the time additional lands west of I-10 go into agricultural production. The current box is shown connecting to the canal on either side of the interstate. The current drainage channel is shown in the curved section south of the canal. **Should the new interstate extend outside of the existing ADOT easement, ADOT will be required to extend the headwalls. Should ADOT go to the interior, ADOT will be required to replace and extend the drainage boxes.** These impacts are shown below in figure 8.

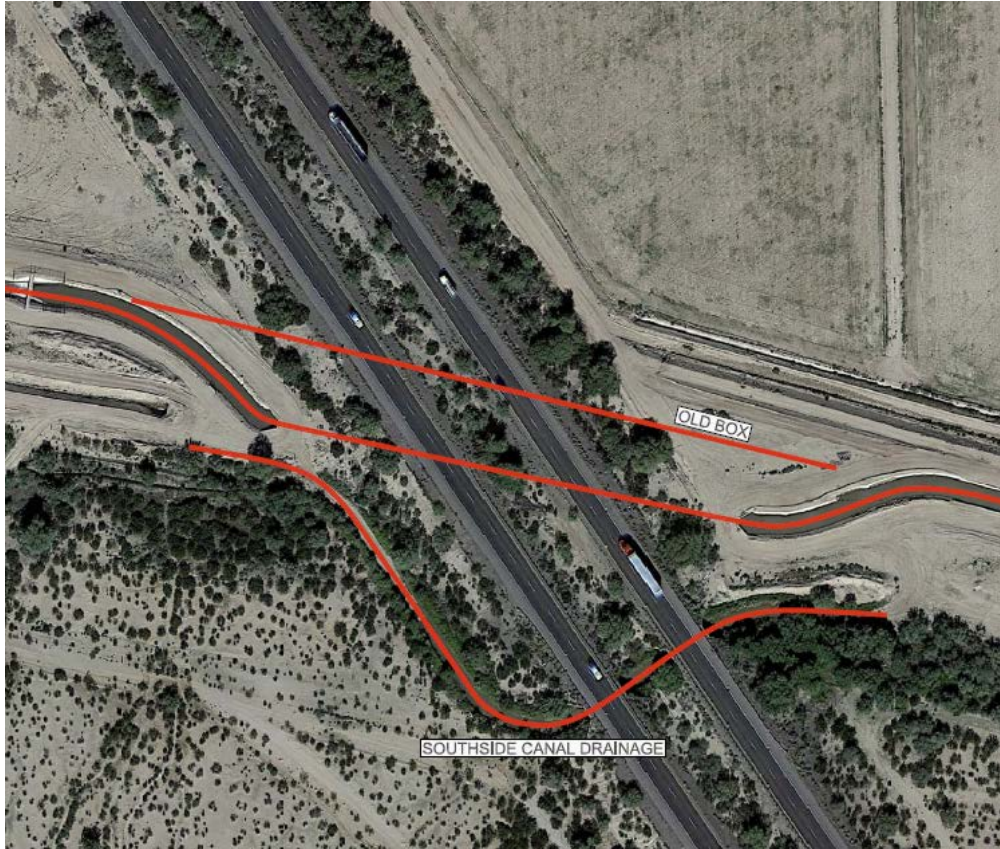


Figure 8: Southside Canal unused and current box culvert and drainage channel under I-10.

15. **Southside Canal Levee** at ADOT MP 181+00. The levee protecting the Southside Canal is located about one mile south of the existing canal. The levee runs in a west-northwest direction and conveys stormwater under I-10 to the west. There is a six barrel box culvert under I-10 (at a skew and shown in figure 9) that will be impacted by **any outward expansion of I-10 and any inward expansion will require ADOT to extend or replace the box culvert.**



Figure 9: Southside Levee and six barrel box culvert.

From: Bruce Goldberg, MBA <[REDACTED]>
Sent: Saturday, December 4, 2020 9:30 AM
To: i10wildhorsepasscorridor
Subject: I10

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This last widening project to complete the road between Phoenix and Tucson is critical. There are vast numbers of people that travel between these two areas, vast amounts of goods, and many tourists. This small area that has not yet been upgraded is critical to our future.

Bruce Goldberg, MBA
Specialized Office Systems

<https://nam12.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.sosystems.com%2F&data=04%7C01%7Ci10wildhorsepasscorridor%40hrinc.com%7C95946f419ffa4bfd6f908d8993b146c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637427826318730051%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&data=ViB3hExXcc8rGLQbd6HBfojBgA7rT3kBy0e%2BegZFne4%3D&reserved=0>

Thank you for buying local. It really does make a difference to our community.

Sent from my iPad. Please forgive any spelling errors.

Bruce Goldberg, MBA
Founder and CEO
Specialized Office Systems, Inc.

ADOT
November 18, 2020

David White:

Thank you so much for patiently waiting for us to open up the public comment portion of tonight's meeting. We will begin taking comments now. We will be taking as many comments and questions from the public as we possibly can until the public meeting concludes at 7:00 PM. If you have a comment, you may simply press star three, again that's star three on your touch tone keypad, at any time. You'll be placed in line to speak with a member of our staff. You may also submit a question or a comment through our question box on the streaming player online. All commentors over the phone who are in the queue to speak by 7:00 PM will be given the opportunity to provide their comments and questions verbally to our panel members. Our screeners will take down your name, the next time you hear your name, you'll be live on the call and you'll be able to make your comment. Please note there might be a slight delay during the screening process. We ask that you be patient. We will get to you as soon as possible.

In order to allow as many to be heard tonight as possible and provide equal opportunity, each speaker will be allotted a maximum of three minutes. An individual group representative who speaks may also submit more details, written comments for the media record through any other comment methods described in the presentation. All comments and questions regardless of how submitted are considered equal. You may also submit a question or comment through the question box, again on the streaming player, and questions and comments submitted online will be shared with our panelists and will be read aloud. Participants who are only joining our line are not able to be taken live, and if you would like to have a question taken live, you may simply dial in to the toll-free number for the meeting which is eight three three, three eight zero, zero six six nine and you would hit star three at that time and go through the question process. But if you are just online, your questions and comments, if you submit those, will be read out loud by our meeting host.

Carlos if you can please, give us a brief reminder on those participants who might have joined us late on how they can listen to our Spanish translated version of the event and then we'll start taking questions.

Carlos Lopez:

Thank you, David. To listen and participate to this meeting in Spanish, please press star zero. [spanish 00:02:22]

David White:

Excellent. Okay, well our first caller to go live this evening, I believe we have a Jeff Jordan on the call. Jeff, if you would, please spell your first and last name for the records, and you may begin your comment.

Jeff Jordan:

J-E-F-F is my name, and the last is J-O-R-D-A-N.

David White:

Thank you, Jeff. What's your question or comment for tonight's panelists?

Jeff Jordan:

My question is, do you have members from the Gila River Indian community that sit on the study team and if not, why not?

ADOT
November 18, 2020

David White:
Okay, Carlos?

Carlos Lopez:

Thank you for the question, this is Carlos Lopez ADOT study manager and yes, Gila River Indian Community has a project manager point of contact on this study, and Gila River Indian Community has been involved since the beginning of this study, they're a partner and have been engaged throughout this process. David White, I don't know if you would like to add anything to the response.

David White:

Thanks, Carlos. Good evening, Jeff, my name is David White and I'm the general manager for the Wild Horse Pass Development Authority, and I've been part of this project since it started almost two years ago. My role is to serve as the liaison between Maricopa Association of Governments, ADOT and its consultant, and the tribe including stakeholders as appropriate throughout the study process. We also have a public information component and that's spearheaded by June Shorthair who works for the community in the CPAO office. June?

June Shorthair:

Thank you, David and good afternoon, Jeff, nice to hear your voice. Yes, absolutely. For the past two years, not only were our participation in this meeting essential, we do have different groups within the community such as the tribal leadership, our executive team, and throughout these classes we've had done public meetings in the community. And as of today, it's really important that we stress the comments from you, as well as other members, be sent to us so we can ensure they become a part of the record. But thank you for that question.

David White:

Okay. This is David the moderator, we have a number of people that have submitted questions online. We're going to read some of those. Again if you are on the phone, you would like to take your question live or comment live, you may simply hit star three on your touch tone keypad. One of our team members will take down your name. When you hear your name called you'll be live on the call. At this point in time, we do have a question that was submitted online by a Philip Vandyke. Philip's question this evening is, how come we can't just ban the I-10 lanes after the 347 so that we can include the traffic from Maricopa to have its own lane on the 10? The center of the freeway is already paved, so all it takes is paint. This way all I-10 traffic will not have to slow. Carlos?

Carlos Lopez:

Thank you David, and is Philip, if I understand this correctly, Philip this is an online question so I'm not able to clarify the question with Philip?

David White:
That is correct.

Carlos Lopez:

So Philip, thank you for submitting this question. If I understand this correctly, your question is you're looking for the traffic of I-10 to merge towards the median and for traffic from Maricopa to I-10 to have

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its own dedicated lane, so if I did not get that correctly, please let us know via the online question. And it's a very good comment, the study team is looking at improvements that interchange itself State Route 347 which links to the city of Maricopa recognizing the congestion issues at that location.

In regards to providing a dedicated lane and as you discuss, sort of merging or bending traffic towards the median, towards the Loop 202, there are some constraints because there is an interchange at Wild Horse Pass just west or north of 347, so the weaving activity with the incoming traffic of State Route 347, and the activity at Wild Horse Pass, could create some issues. The study team, as a result, is looking for in that specific area for Interstate 10 to add a carpool lane to add the additional general lane, and as mentioned to improve the interchanges at State Route 307, and also improvements at Wild Horse Pass.

So I hope that answers the question Philip, and again thank you for submitting the question.

David White:

So, thank you Carlos. At this point in time we do have another listener who has a question and has again hit star three on their touch tone keypad in our queue, I would like to take a James Delarosa live. James, please spell your first and last name for the record and you may begin your comment.

James Delarosa:

Yeah, my name is James Delarosa, J-A-M-E-S. Last name is D-E-L-A-R-O-S-A. I was inquiring trying to find out way back when the I-10 was originally built, I know there was supposed to be frontage roads along the side of the 10. Is that going to be part of... Is that even being considered at this point, or is that just kind of an afterthought?

Carlos Lopez:

[crosstalk 00:09:34] Thank you for your question.

David White:

Go ahead, Carlos.

Carlos Lopez:

No, thank you. Currently the frontage roads are not part of this study. The focus of this study in coordination with Gila River Indian Community and the Maricopa Association of Governments is the additional lane in each direction for the mainline, and also improving the interchanges throughout Interstate 10. As we're looking at the projected growth for this corridor and looking at traffic volumes and projected growth in population and employment, additional capacity like additional lanes, potential frontage roads could be considered in the future. Another factor are the funding challenges for improving Interstate 10. So currently the study time, again with our partners at Gila River Indian Community, is focused on the one lane in each direction, but that does not preclude any future expansions such as additional general lanes or frontage roads as you mentioned.

David White:

Okay Carlos, thank you. Any other comment from the team members, or should we go to our next question from the online submissions?

Okay, all right. So our next question is submitted from a participant online. Their name is Nazir Nabati, I hope I got that correct. Nazir's question, is there any change to the existing alignment?

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Carlos Lopez:

Thank you for providing that question and attending tonight. The existing alignment of Interstate 10... So the proposed additional lane in each direction maintains that existing alignment, so there are alternatives along the mainline that keep that existing alignment. In regards to the interchanges and crossroads, there are some in proposed improvements that could tweak the existing bridge over Interstate 10, but still maintained that alignment in that similar vicinity. But overall, the corridor maintains the existing alignment for the mainline with some tweaks on some of the proposed improvements on the crossroads and the interchanges.

David White:

Okay, thank you Carlos. Our next comment or question submitted online actually comes from Craig McFarland. No question, and Craig says as the mayor of the city of Casa Grande, I wanted to give you the city of Casa Grande support for this project to make it happen as soon as possible. Thank you. So, we appreciate that comment from Mayor McFarland.

We have another question submitted online from James Barton. James' question is, what about the bypass scheduled to tie into I-19? Carlos?

Carlos Lopez:

Thank you for the question, and just for clarification in regards to the question about a bypass schedule to tie into Interstate 19. Based on the question I'm thinking, that's related to another ADOT study, Interstate 11. That has some alternatives concepts to connect to Interstate 19, and that is an ongoing process that ADOT is conducting. Currently that project is getting ready to publish a final environmental study here in 2021 based on the comments received during their own public hearings on the Interstate 11 study. So, I would invite James, regarding connections to Interstate 19, to visit the I-11 study website for more information, or to provide any additional questions.

David White:

Carlos, can you give us that website please?

Carlos Lopez:

I-11 study dot com.

David White:

Okay, thank you very much. We have another question submitted online. This question comes from a mister Adam Smith, what is... And again, in his online submission MAG, capital M, capital A, capital G's role in the study process?

Carlos Lopez:

Thank you [crosstalk 00:15:23] for the question.

Go ahead, Quinn.

Quinn Castro:

This is Quinn Castro, I'm a transportation engineer representing the Maricopa Association of Government, commonly called MAG on the study team, so thank you for that question. MAG is the

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regional planning agency for the Maricopa County and portions of Pinal County. So, inclusive of this entire corridor. And MAG is here to support our member agencies, both ADOT and Gila River Indian Community, as well as program the funding for the six mile segment that is within the Prop. 400 sales tax funded area. So, that's the portion of the project that is from Loop 202 down to Riggs Road.

David White:

Okay, any other comments or questions from the panelists on that?

All right, thank you Quinn. We have another question submitted online. Again, if you do have a question, you are part of our listening participants in public and you're on the phone, you may simply press star three. It's star three on your touch tone keypad. You'll be placed in the queue, and we're going to try to get to as many questions both from online submissions and for those on the phone as we can tonight until the meeting concludes at 7:00 PM.

Our next question comes from, also second question comes from James Barton. His second online question submitted is, why not add two lanes in each directions now instead of waiting overwhelms to three lanes in each direction? Carlos?

Carlos Lopez:

Thank you, David. Another great question, the study team does recognize that there may be the need for the four lanes in each direction on this corridor based on the projected travel demand along this stretch of Interstate 10. However, there are funding issues that... Or, funding challenges regarding a potential two lanes in each direction. This study is focusing on that initial step for the one lane in each direction, and working with the community to identify a preferred alternative, a recommended plan for this corridor. If this study does recommend to build the additional one lane in each direction and in the future there's the need for the additional second lane, then that would build on this current study, the partnership, and the process currently being conducted. This is a initial first step to try to identify a recommended plan with this one lane in each direction, and the improved interchanges and crossroads for the 26 miles.

David White:

Okay. Thank you, Carlos.

We have again another question. If you have one to submit online, please follow the instructions for typing in your question and hit submit. We have a second comment this evening from mayor Craig McFarland. His question and comment submitted, last one, is as mayor of the city of Casa Grande, I want to give our support for the I-10 widening project between Loop 202 and SR 387. We also want to recognize our neighbors, the Gila Indian Community, and thank them for making this happen. Any questions or comments on that, Carlos? Or any of the other panelists?

Carlos Lopez:

No. Thank you, mayor McFarland for attending and for your comments and support.

David White:

Okay. Again, if you have a question and you are on our listening public tonight, this is an interactive forum. It's a simple process to ask a question, just hit star three, one of our team members will take down your name. Next time you hear your name, you will be live and you will have that point in time to give your comment and question to our panelists.

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Our next online question submitted from a Richard Nahia, hope I got that pronunciation correct. Thank you for your participation tonight, Richard. His question is, once this study is completed, who will make the determination which interchanges or crossovers will be improved?

Carlos Lopez:

Thank you Richard for your online question. So, this study recommends a build plan to improve the mainline, to improve the interchanges and bridges. Part of this study will also include an implementation plan that would look into what is the funding availability for improving the corridor. The implementation plan would take the entire 26 miles and would break it up into smaller phases to establish individual spaces as funding becomes available, and that coordination process would be conducted with the Gila River Indian Community, and the Maricopa Association of Governments as part of this study. So, that implementation plan would be developed towards the end of the project, again, if the project team proceeds with proposed build improvements.

David White:

Thank you, Carlos. Any other panelists like to make a comment on that question?

Okay, we'll move to our next online question submitted. It's by an Al Catan. Al's question is, when is the portion from 202 to Riggs Road will be designed and constructed? Again, we appreciate his question, his question is when is the portion from 202 to Riggs Road will be designed and constructed?

Carlos Lopez:

Quinn, would you like to comment on the question?

Quinn Castro:

Sure, thank you, Carlos. This is Quinn Castro again with Maricopa Association of Government. The segment of the project from 202 to Riggs Road is scheduled to begin final design once this project, this study is completed. And then construction for that is currently scheduled for 2025.

David White:

Okay. Thank you, Quinn. Our next question submitted online from Danny. Danny's question is, is ADOT looking at adding fiber along the I-10 that MAG could use to connect Casa Grande and Gila River to the regional community network? Is ADOT looking to adding fiber along the I-10 that MAG could use to connect Casa Grande and Gila River to the regional community network?

Carlos Lopez:

Thank you Danny for the question regarding fiber, and yes, fiber is part of this environmental study to consider a fiber trunk line along the Interstate 10 corridor. The study team is working with Gila River Indian Community to understand the needs, any opportunities regarding fiber. This study would document any environmental considerations, develops and cost estimates. So, yes, fiber is part of this effort.

David White:

Thank you, Carlos. Again we encourage people that are listening on the phone tonight, if you have a question, now's the time to hit star three. You'll get in the queue, one of our team members will take down your name, and we will get to as many questions as we can tonight until our cutoff at 7:00 PM. If

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you're in the queue or you've submitted an online question to speak by 7:00 PM, you will be given to arrive these comments, [inaudible 00:24:49] to our panel members or have your question read. So, we encourage people again to participate during this meeting.

We do have our next question submitted online from a mister John Hammond. His question or comment tonight is, is infilling the median being favored over widening the outsides of existing lanes?

Carlos Lopez:

Thank you, mister Hammond [crosstalk 00:25:18]. Thank you, mister Hammond for that question. And actually, something that I should have done earlier, your question triggered a thought that the evaluation criteria for all of the alternatives and options... And I'm hearing a little bit of background noise. There we go, thank you. So, the evaluation criteria as your reference in your question regarding the median widening, the outside widening, the evaluation criteria for engineering for costs right away. Environmental considerations are posted on the project website under the resources link. We have information where at a glance you're able to compare the median versus the outside for costs, for engineering, for environmental similarly for the interchanges.

So, the goal of this effort is to be able to provide you with the data, the information, to seek your comments on the alternative and options. There are pros and cons for each of the alternatives and options on all of the evaluation criteria, so currently the study team has not named any selections or preferences. We're seeking your input on the alternatives so that it helps the study team narrow down to a recommended plan, as you referenced the median or the outside widening. We're at the current stage where the I-10 Wild Horse Pass corridor dot com website, on the top right resources, you are able to find the evaluation criteria for the alternatives on the mainline, the crossroad options, and how they rate with the evaluation criteria, and we're looking for your comments, for your preferences, where you see as priorities, and what are your comments. So, we're in that current stage, seeking that input based on the technical data that the study team has developed, and we encourage you to provide your preferences based on the information provided.

David White:

Thank you, Carlos. At this point in time we're waiting for participants, and as we come up to 7:00 to submit their questions or comments either online by using the submit form. There's a slide there online, they will give you the information on how to submit your question or comment. If you are on the phone and you would like to read your question or comment live, again you can hit star three at any time. That's star three on your touch tone keypad, and you will be transferred into our queue. One of our team members will quickly take down your name, and next time you hear your name, you'll be live on the call and will be allowed to give your comment or question at that time.

We'd also like to encourage people if you are participating tonight by phone. If you'd like to participate in ADOT's voluntary self-identification survey after this call, on your touch tone keypad, you may simply dial or press star eight. That's star eight, and a link to the form will be sent to your mobile number. If you're participating at home on a landline, after pressing star eight, you'll be prompted to enter in your cellphone number to receive the link. The information collected on this brief self-identification survey enables ADOT to fulfill its federal reporting requirements from the Federal Highway Administration and helps ADOT determine who attends public events. This information collected is anonymous. So if you would please, we encourage you to participate in that self ID by pressing star eight tonight.

Carlos, as we wait for folks that haven't had a chance or who have another question or comment to either enter the online question, or to enter the live Q and A queue, we'd like to turn to

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some of the frequently asked questions about the project and the study. The first one... Carlos, I'm going to read the question if you would provide the answer to everyone that's on this call both online and on the phone. The first frequently asked question we have this evening is why are you studying this project? Carlos?

Carlos Lopez:

Thank you, David. As David mentioned there is a FAQ page on the website under resources, so thank you for asking this question. Why are you studying this project? Three major issues have been identified in this corridor that would be addressed by this proposed project. First issue is related to rapid population and employment growth, which would worsen the congestion and negatively impact travel time and emergency response times. Although traffic volumes decreased earlier this year during the pandemic, they are anticipated to return to the pre-pandemic levels. Interstate 10 has been especially important because it has been a vital link throughout the pandemic for the movement of essential goods throughout the region, state and country. It is also important to note that this study uses projected traffic volumes for the year 2040 for the analysis, which are based on long-term growth projections, and not temporary conditions such as the pandemic.

Second issue related as to why we're studying this project is that this current segment of Interstate 10 currently has a higher than average crash rate and severity due in large parts of the traffic volumes and resulting congestion. Related factors such as traffic incidents, construction restrictions, weather events and other emergencies, occasionally force Interstate 10 traffic to divert onto roadways, crossing through the Gila River Indian Community.

The third issue is that this corridor is more than 50 years old, and some three-way elements fall short of the current design standards, or have degraded because of use or age. So, as a result as we look at why we're studying this segment of Interstate 10, the combination of these three issues has resulted in the need to identify improvements that will improve and upgrade the corridor to address these issues.

David White:

Great. Thank you, Carlos. We've had a couple of more questions and comments submitted online, and this is actually from our Spanish portion of the online video players in presentation. The first question comes from Seavar, S-E-A-V-E-R. Their question is, will there be a referendum or other public funding mechanisms that will be lobbied for construction in the future? Carlos?

Carlos Lopez:

Thank you Seavar for your question. Currently I'm not aware of a referendum for construction of the Interstate 10 corridor, and I would look for a panel if anybody has related information to that. Regarding construction funding, there are federal grant opportunities that this project could apply to, seeking federal funds. Those are some of the opportunities that ADOT would consider for funding opportunities. As mentioned, there is some existing funding along the corridor, but not the entire corridor. But, my understanding currently is I'm not aware of a current plan for a referendum.

David White:

Good. Any other panelists want to comment on that question?

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Okay. Thank you, Carlos. We do have a couple more questions that have been submitted online. The next question comes from Richard Narcia, that's N-A-R-C-I-A. His question for tonight and the panelists is, who will request bids for construction for this project? Carlos?

Carlos Lopez:

Thank you, Richard. That would be the Arizona Department of Transportation. If this study proceeds with a recommended improvement plan and there is the plan funding mentioned in 2025, then that would be ADOT.

David White:

Okay. Thank you, Carlos. We have another comment from an online submission, from a Philip Vandyke. Philip's comment tonight is, 2025? We don't want to wait till then to have some relief. Now. Re stripe the 10 from Riggs to Casino using that paved center section. Carlos?

Carlos Lopez:

And thank you Philip for your comment, and we'll definitely document your comment and discuss with our team about any potential opportunities as you brought up. I think that's very helpful, so we'll definitely consider that comment.

David White:

Okay. Thank you, Carlos. Wanted to update everyone on how participating in the meeting this week, come up on in about six minutes to go here. Again, if you have a question and you are on the phone, you can simply hit star three, you'll be placed in the queue. You'll get your name taken down, and the next time you hear your name live, you will be live on the call to state your question or comment. You can enter a question or comment on the online forum too, by hitting submit after you type in your question. If you wanted to also comment about scripts, comments are being accepted between October 21st and December 4th, 2020. In addition to participating in tonight's meeting, you may submit a comment through the online comment form on the project website. That project website again is I-10 Wild Horse Pass corridor dot com, again that's I-10 Wild Horse Pass corridor dot com. You may also submit a comment via email by sending it to I-10 Wild Horse Pass corridor at H-D-R-I-N-C dot com, that's I-10 Wild Horse Pass corridor dot com.

You may also call the project line and leave your comment at six oh two, five two two, seven seven seven seven. You may mail a written comment to I-10 Wild Horse Pass corridor care of HDR, Inc., 20 East Thomas road, suite 2500, Phoenix, Arizona, eight five zero one two. That's 20 East Thomas road, suite 2500, Phoenix, Arizona, eight five zero one two. Everyone remember that all comment methods are considered equal, and all comments that are received on or before December 4th, 2020, will be documented as part of the study record.

Okay, let's check and see if we have any other comments or questions submitted to us at this time. And at this time we do not, so Carlos why don't we take a look at the frequently asked question number two while we wait for the last four minutes here, see if anyone else who has not spoken up yet wants to, and submit either their online question or hit star three to ask a question. So, Carlos, the second frequently asked question we have is, where can I find more information about this study and the alternatives and options being considered? Carlos?

Carlos Lopez:

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Thank you, David. The main resource of information is on the public website, I-10 Wild Horse Pass corridor dot com. As you mentioned, there is a resources link where we have three levels of information for the alternatives, and options the crossroads. We're seeking your input on the proposed improvements for the mainline and the crossroad options. And the public's input is very valuable because the study team has conducted the technical analysis related again, to engineering cost, right of way environmental. But the public's perspective, the users, the commuters along this corridor can offer those additional insights that can help the study team identify recommended improvement plans. We strongly encourage the public to visit the I-10 Wild Horse Pass corridor dot com website, resources link, and to enter your comments on the proposed improvement for this segment of Interstate 10.

David White:

Excellent. Carlos, I think we have time for one more frequently asked question. This is question 10. And again, this can be found resource on the website, too. This question is, how much does an influence does public input have on the selection of an alternative? Carlos, the answer please for that?

Carlos Lopez:

Thank you, David. And yeah, I would just add to my previous response on the importance of this public outreach effort, and how your input is going to help the study team identify the recommended improvement plan. Currently there are many proposed improvements for the entire corridor, so the study team is trying to narrow down to a recommended plan that we can carry forward and study against the no-build alternative, or the do nothing alternative. As I mentioned, the users of this corridor, the people that live, work or have businesses along the corridor can provide that insight into any corridor problems, potential solutions that cannot be quantified in the technical analysis that we have conducted. Again, we encourage you to provide your input, and it's a very important part of the process for this environmental study as we look to identify a recommended improvement plan.

David White:

Thank you, Carlos. That brings us to a closing tonight of our event and meeting. We're coming to the end of the live public meeting this evening. I wanted to thank you for taking the time to join us for this public meeting with the Arizona Department of Transportation. If you were not able to submit your comment this evening, you can be connected to the voicemail system or call at the six oh two, five two two, seven seven seven seven. Or you can send an email at I-10 Wild Horse Pass corridor at H-D-R Inc dot com. More project information can be found on the project website at I-10 Wild Horse Pass corridor dot com. Comments can be submitted at any time between now and December 24th, 2020. All public comments will be recorded in the study record. Thank you again, and everyone have a good evening.