



Draft Environmental Assessment

Appendix Volume

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

Maricopa and Pinal Counties, Arizona

*ADOT Project Nos. F0252 01L and F0252 02L
Federal Aid No. 010-C(222)S*

August 2022



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

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Appendix A. Coordination and Correspondence

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August 9, 2019

Ms. Cheri Bouchér
Transportation Project Evaluation Specialist
Arizona Game and Fish Department WMHB – Project Evaluation Program
5000 W. Carefree Highway
Phoenix, AZ 85086-5000

Submitted by email to pep@azgfd.com

RE: [010-C(222)S] [F0252 01L and F0252 02L] [Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387]
AGFD Online Review: [HGIS-09390]

Dear Ms. Bouchér:

The Arizona Department of Transportation (ADOT) is planning to widen Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The segment of I-10 between MP 172.6 and 173.6 (Gila River Bridge) is excluded from this project, but will be addressed under a separate project. The approximately 26-mile corridor is located primarily within the Gila River Indian Community and also within the cities of Phoenix and Chandler in Maricopa County, Arizona, and the City of Casa Grande in Pinal County, Arizona (Figure 1 – State Map and Figure 2 – Vicinity Map). The type of widening (e.g., widening in the median of I-10, to the outside of I-10) and other improvements along I-10 have not been determined and will be studied through the Design Concept Report and Environmental Assessment being prepared for the proposed project.

I-10 at the SR 202L (Santan) TI is an urban freeway with 6, 12-foot-wide lanes in each direction, 3 northbound and 3 southbound. South of Pecos Road, at approximately MP 162.5, I-10 leaves the metropolitan Phoenix area, becomes a rural freeway dropping to 2 lanes in each direction around MP 164.2. I-10 remains a rural facility through the Gila River Indian Community. Near Casa Grande, at approximately MP 187, the I-10 once again transitions to 3 lanes in each direction. The median area of I-10 is open desert with the exception of the northern mile of the proposed project which includes a median barrier system. The median shoulder widths along I-10 vary from approximately 2 to 4 feet, and are generally 10 feet on the outside.

The purpose of the project is to increase the vehicular capacity of I-10 in the study area. I-10 is a major transportation artery route for freight and passenger vehicular traffic, connecting Arizona's largest major metropolitan cities of Phoenix and Tucson. Further, the I-10 corridor provides a principle link for freight traffic from the ports of California, movement of international commerce, and plays a key role in the transportation infrastructure of Arizona, contributing to its economic success. The sections of I-10 both north and south of the study area have already been expanded to three lanes in each direction by ADOT, as noted above, and this proposed action would continue the expansion process to meet the need of increased travel demand and traffic congestion on this existing 4-lane section of I-10 in the study area by improving the overall capacity of I-10 in Maricopa and Pinal Counties.

The Project would generally include the following construction-related activities:

- Widen the segment of I-10 from SR 202L to Riggs Road to include one general purpose and one high-occupancy vehicle lane (HOV) in each direction.
- Widen I-10 between Riggs Road and MP 187 to include one general purpose lane in each direction.

- Upgrade TI ramps to current design standards and to improve vertical clearance at Riggs Road, Goodyear Road, Nelson Road, SR 587, and Seed Farm Road.
- Replace bridges spanning I-10 at Dirk Lay Road and Gas Line Road to accommodate the widened freeway (existing bridge piers are at the edge of the current roadway)
- Acquire new right-of-way (ROW) and easement, if required.
- Modify drainage features where necessary.
- Relocate utilities, if required.
- Install or modify signing, pavement striping, lighting (202L to Riggs Road), freeway management systems, and traffic signal as necessary.

Permanent ground disturbance as a result of this project is anticipated from constructing new travel lanes, exit and entrance ramps, and curbs and gutters; extending existing drainage structures and their associated features (i.e. wing-walls and headwalls); and installing embedded posts or poles for new signs and lights. Permanent erosion and sediment control measures, such as rip-rap, would also likely be installed at extended drainage structures and result in additional permanent ground disturbance. Temporary ground disturbance would be generated from constructing new shoulders, equipment and vehicles maneuvering off-pavement, and staging and stockpiling activities. Vegetation located within the footprint of the new travel lanes, shoulders, and drainage structure extensions would be removed and include trees, cacti, shrubs, and grasses. Some trees and cacti scoped for removal would likely be salvaged and replanted within the limits of the project once construction is complete; and all temporarily disturbed areas will be seeded with a native seed mix. Construction would occur within ephemeral watercourses and night-time work is anticipated.

The project limits are principally located within ADOT’s I-10 ROW via agreement with the Gila River Indian Community. New ROW may be needed at the TIs and the grade separations being replaced. As design progresses, ROW may be required in other locations.

A list of species potentially occurring within the project area was obtained using the AGFD On-Line Environmental Review Tool. This project was submitted on-line for your review on July 9, 2019 and is recorded as Project ID: HGIS-09390. If you or others in your agency have any specific concerns, suggestions or recommendations pertaining to this specific project please let us know by responding to the address listed below. This can include information on wildlife movement, habitat issues, or seasonal concerns to name a few.

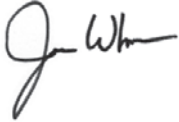
If the AGFD would like to have continued involvement with this project please include an expression of interest, individual contact information and a description of specific concerns. If no concerns or requests for future coordination are identified, ADOT will consider our coordination complete for the project.

Please submit your comments or concerns by September 9, 2019, to ADOT c/o:

Tracy Goyak
HDR
20 E. Thomas Road, Suite 350
Phoenix, Arizona 85012
Email: tracy.goyak@hdrinc.com
Phone: 602.522.4331
Fax: 602.522.7707

Thank you for your time and assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin White". The signature is written in a cursive style with a large initial "J" and "W".

Justin White
Biology Program Manager
ADOT Environmental Planning

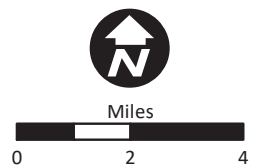
Enclosures: Figure 1 – State Location Map
 Figure 2 – Project Vicinity Map

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Source: Arizona Department of Transportation, Arizona Transportation Information System Data (2014)

- | | | |
|------------|--|-------------|
| Study Area | Exclusion Zone: ADOT TRACS No. F0270 01D | BLM |
| River | Gila River Indian Community | State Trust |
| Milepost | Private | |



Map Disclaimer: This map is intended for general siting purposes only.

Figure 2. Project Vicinity Map
 Federal Aid No. 010-C(222)S
 ADOT TRACS No. F0252 01L & 02L
 Interstate 10 Corridor Study: State Route 202L to State Route 387

August 9, 2019

Captain Chad Hinderliter
Arizona Department of Public Safety – Metro South
2222 W. Encanto Blvd.
Phoenix, AZ 85009

Subject: Scoping Letter

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

Dear Captain Hinderliter:

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I-10 at the SR 202L (Santan) TI is an urban freeway with 6, 12-foot-wide lanes in each direction, 3 northbound and 3 southbound. South of Pecos Road, at approximately MP 162.5, I-10 leaves the metropolitan Phoenix area, becomes a rural freeway dropping to 2 lanes in each direction around MP 164.2. I-10 remains a rural facility through the Gila River Indian Community. Near Casa Grande, at approximately MP 187, the I-10 once again transitions to 3 lanes in each direction. The median area of I-10 is open desert with the exception of the northern mile of the proposed project which includes a median barrier system. The median shoulder widths along I-10 vary from approximately 2 to 4 feet, and are generally 10 feet on the outside.

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This letter serves as your invitation to review the proposed project based on the information outlined above. If you have any specific concerns or suggestions pertaining to this specific proposed project, please let us know.

Please submit your comments or concerns by September 9, 2019, to ADOT c/o:

Audrey Unger
HDR
20 E. Thomas Road, Suite 350
Phoenix, Arizona 85012
Email: audrey.unger@hdrinc.com
Phone: 602.522.4323
Fax: 602.522.7707

Thank you for your time and assistance.

Sincerely,



Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Project Vicinity Map

C: Audrey Unger, HDR, Inc.

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

August 9, 2019

Captain Dave Nilson
Arizona Department of Public Safety – District 6
410 West Centennial
Casa Grande, AZ 85222

Subject: Scoping Letter

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

Dear Captain Nilson:

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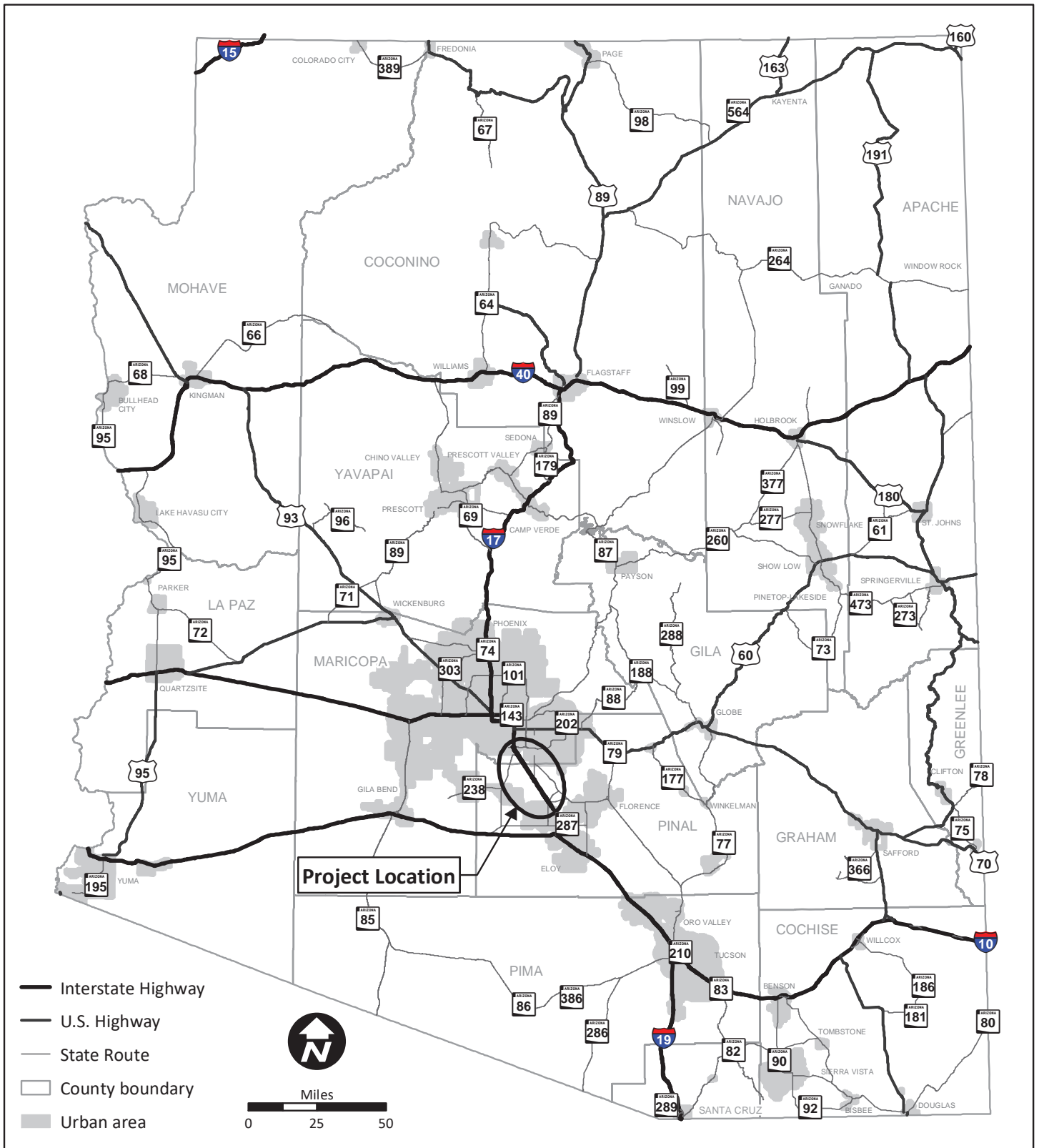


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 ADOT TRACS No. F0252 01L & 02L
 Interstate 10 Corridor Study: State Route 202L to State Route 387

August 9, 2019

Mr. Russell Benford
Wildlife Biologist
Gila River Indian Community Department of Environmental Quality
5350 North 48th Street, Suite 120
Chandler, AZ 85226

Submitted by email to russell.benford@gric.nsn.us

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

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Thank you for your time and assistance.

Sincerely,



Justin White
Biology Program Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
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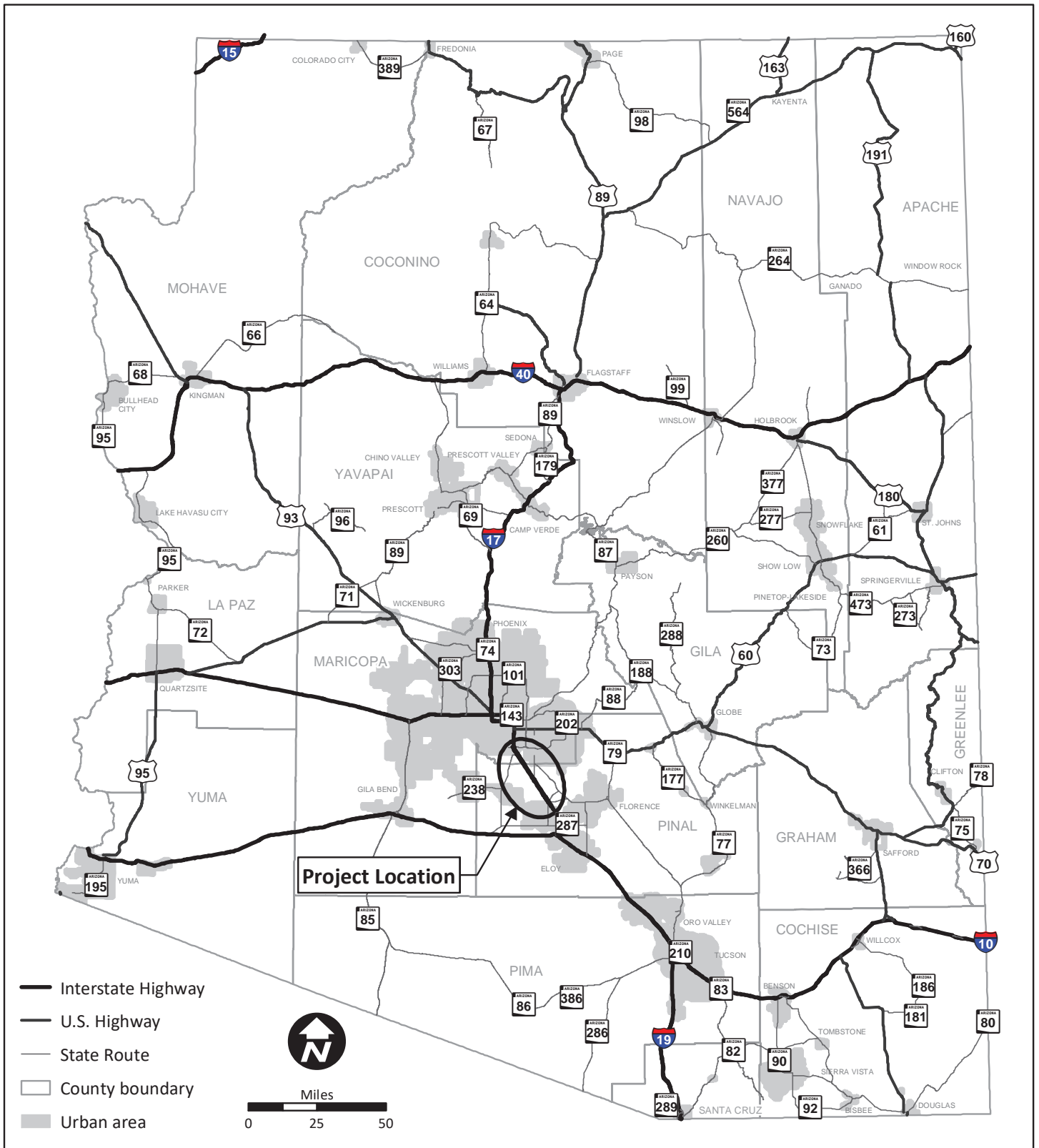
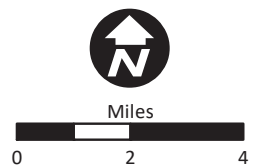


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Source: Arizona Department of Transportation, Arizona Transportation Information System Data (2014)

- | | | |
|------------|--|-------------|
| Study Area | Exclusion Zone: ADOT TRACS No. F0270 01D | BLM |
| River | Gila River Indian Community | State Trust |
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August 9, 2019

Arizona Ecological Services Office Field Supervisor
Attn: Bob Lehman, ADOT Liaison
US Fish & Wildlife Service
9828 N. 31st Avenue, Suite C3
Phoenix, AZ 85051

Submitted by email to incomingazcorr@fws.gov

RE: [010-C(222)S] [F0252 01L and F0252 02L] [Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387]
USFWS Consultation Code: [02EAAZ00-2019-SLI-0766]

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Justin White
Biology Program Manager

ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
 Figure 2 – Project Vicinity Map

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

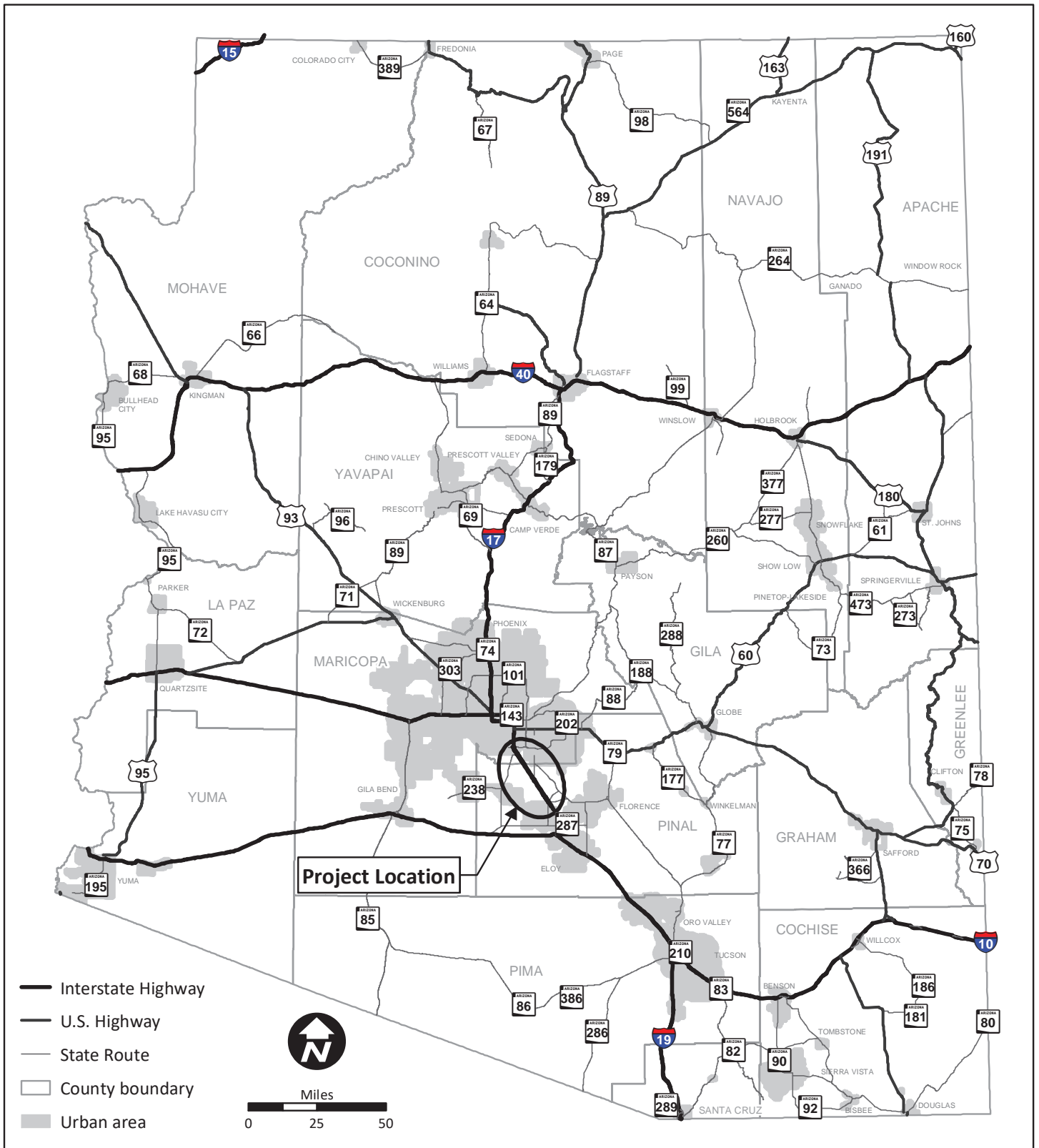
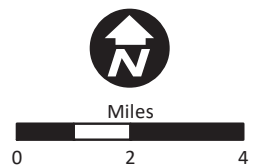


Figure 1. State Location Map
 Federal Aid No. 010-C(222)S
 ADOT TRACS No. F0252 01L & 02L
 Interstate 10 Corridor Study: State Route 202L to State Route 387



Source: Arizona Department of Transportation, Arizona Transportation Information System Data (2014)

- | | | |
|------------|--|-------------|
| Study Area | Exclusion Zone: ADOT TRACS No. F0270 01D | BLM |
| River | Gila River Indian Community | State Trust |
| Milepost | Private | |



Map Disclaimer: This map is intended for general siting purposes only.

Figure 2. Project Vicinity Map
 Federal Aid No. 010-C(222)S
 ADOT TRACS No. F0252 01L & 02L
 Interstate 10 Corridor Study: State Route 202L to State Route 387



Maricopa County
Department of Transportation

Transportation Systems
Management Division
2901 W. Durango Street
Phoenix, AZ 85009
Phone: 602-506-8676
Fax: 602-506-8758
www.mcdot.maricopa.gov

August 20, 2019

Audrey Unger
HDR
20 East Thomas Road, Suite 350
Phoenix, Arizona 85012

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

Dear Ms. Unger:

Maricopa County Department of Transportation (MCDOT) has received notification of the Interstate 10 Corridor Study: State Route 202L to State Route 387 and provides the following input.

Riggs Road, owned and operated by MCDOT, crosses the study area. MCDOT requests continued involvement in the study to ensure MCDOT right-of-way impacts are known, minimal and appropriately permitted.

Sincerely,

A handwritten signature in blue ink, appearing to read "Denise Lacey", written over a horizontal line.

Denise Lacey
Planning Branch Manager

Schippers, Susanna

From: Russell Benford <Russell.Benford@gric.nsn.us>
Sent: Friday, August 23, 2019 3:01 PM
To: Goyak, Tracy
Cc: jwhite@azdot.gov
Subject: Re: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter

thank you, Tracy. Have a good weekend.

Sent from my Verizon 4G LTE Smartphone

----- Original message-----

From: Goyak, Tracy
Date: Fri, Aug 23, 2019 2:44 PM
To: Russell Benford;
Cc: Justin White;
Subject: RE: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter
Hi Russ,

To answer your question, here are the definitions for the acronyms/terms you inquired about.

CBC – Concrete Box Culvert

RCBC – Reinforced Concrete Box Culvert

Training Dike – earthen berm

CMP arch – Corrugated Metal Pipe arch, typically used for sites where headroom is limited and provides hydraulic advantages at low flows

Thanks and have a great day,

Tracy

Tracy Goyak

D 602.522.4331 M 702.409.4501

hdrinc.com/follow-us

From: Justin White [mailto:jwhite@azdot.gov]
Sent: Thursday, August 22, 2019 2:15 PM
To: Goyak, Tracy <Tracy.Goyak@hdrinc.com>
Subject: Re: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter

Tracy,

Will you please reply back to Russ and cc me on his questions below? Thank you

Justin

On Thu, Aug 22, 2019 at 10:08 AM Russell Benford <Russell.Benford@gric.nsn.us> wrote:

hi Justin,

Thank you for sharing this useful information. From Tracy's email, you can infer alot about the new/current climate at GRIC DEQ. Thus, responses may be slowed as they work through various channels. I apologize in advance to both of you for any delay or inconvenience this might cause.

Could you (or Tracy) please let me know what:

CBC
RCBC
Training dike
CMP arch

stand for on the KMZ file that Mr. Bombardier created?

thanks,

Russ

Russell Benford, PhD, CWB • Environmental Program Manager
Wildlife & Ecosystems Management Program
Department of Environmental Quality • Gila River Indian Community
PO Box 97 • 45 South Church Street • Sacaton, AZ 85147
(520) 562-2761 office • (520) 610-2269 cell • (520) 562-2245 fax • www.gricdeq.org

From: Justin White <jwhite@azdot.gov>
Sent: Thursday, August 22, 2019 9:20 AM
To: Russell Benford
Subject: Fwd: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter

Russ,

Please see answers to your questions below as well as the comments received from your office by our consultants. If you have any questions please let me know.

Thanks

Justin

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

From: **Goyak, Tracy** <Tracy.Goyak@hdrinc.com>

Date: Wed, Aug 21, 2019 at 8:54 AM

Subject: RE: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter

To: Justin White <jwhite@azdot.gov>

Hi Justin,

I apologize for my delayed response to your email. I needed to inquire with the PM about these items and verify if HDR or Aztech (our sub for biology and 404 on this project) should be addressing this. In addition, I received a call on Monday from Will Antone, Director of the GRIC Department of Environmental Quality, stating environmental inquiries related to work on Tribal lands must first go through him. Specifically, he was referring to the bio scoping letter received by Russ Benford. Because Will Antone has specifically requested HDR speak solely with him moving forward, it may be a good idea for you to communicate the information I am providing to Russ. If you would like to discuss this further, feel free to give me a call at the 602.522.4331 or 702.409.4501. HDR's responses to Russ' questions are provided below in red. I've also attached a .kmz file as discussed in the response to the first bulleted item.

Thanks and have a great day,

Tracy

Hi Justin,

I hope this finds you well. I recently received a solicitation for feedback on a proposed project to widen I-10 as it runs through the Gila River Indian Community. I'm presently developing a response. To do so, I'd benefit by having a schematic or other technical information on culverts that cross under the freeway. Notably, I'm curious to know:

- Where is each located: **The entire corridor is crossed by hundreds of culvert pipes, many 24' to 36' in diameter. We currently do not have a complete inventory of all culverts. Our PM, Brian Bombardier has a KMZ of the large and significant culverts (see attached)—there are also levees and dikes, which can be ignored for now.**
- What are the styles, dimensions, etc., of each: **see previous bullet**
- Which will be modified (extended, replaced, etc.) as a result of this project: **As for which will be modified, that is yet undefined. If we widen to the median these culverts will largely be unaffected, as most already cross under the entire median. There may be a few median inlets leading to these culverts and those would likely need to be modified, but that would be it. If, on the other hand we widen to the outside, then each of these culverts ends would likely need to be extended, and any associated ditches, swales, or channels would need to be modified accordingly. The I-10 widening project has not yet developed or screened alternatives, so this is the extent of our current information.**

I'd appreciate any information you could provide.

Also, when do you anticipate having more information about the scope of the project that will address improvements on/around the Gila River Bridge? Is it safe to assume these are sister projects, and that the work will be completed. **These are actually different projects being worked on by completely different teams. The Gila River Bridge project is planned to be advanced ahead of the I-10 widening project.**

Tracy Goyak

hdrinc.com/follow-us

From: Justin White [mailto:jwhite@azdot.gov]
Sent: Friday, August 16, 2019 2:01 PM
To: Goyak, Tracy <Tracy.Goyak@hdrinc.com>
Subject: Fwd: FW: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter

Tracy,

Can you or the project engineer please provide answers to these questions?

Thank you

Justin

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

From: **Russell Benford** <Russell.Benford@gric.nsn.us>
Date: Fri, Aug 16, 2019 at 1:55 PM
Subject: FW: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter
To: Justin White <jwhite@azdot.gov>

Hi Justin,

I hope this finds you well. I recently received a solicitation for feedback on a proposed project to widen I-10 as it runs through the Gila River Indian Community. I'm presently developing a response. To do so, I'd benefit by having a schematic or other technical information on culverts that cross under the freeway. Notably, I'm curious to know:

- Where is each located
- What are the styles, dimensions, etc., of each
- Which will be modified (extended, replaced, etc.) as a result of this project

I'd appreciate any information you could provide.

Also, when do you anticipate having more information about the scope of the project that will address improvements on/around the Gila River Bridge? Is it safe to assume these are sister projects, and that the work will be completed

thanks,
Russ

Russell Benford, PhD, CWB • Environmental Program Manager
Wildlife & Ecosystems Management Program
Department of Environmental Quality • Gila River Indian Community

PO Box 97 • 45 South Church Street • Sacaton, AZ 85147
(520) 562-2761 office • (520) 610-2269 cell • (520) 562-2245 fax • www.gricdeq.org

From: Goyak, Tracy [mailto:Tracy.Goyak@hdrinc.com]
Sent: Thursday, August 08, 2019 4:27 PM
To: Russell Benford <Russell.Benford@gric.nsn.us>
Cc: Justin White <jwhite@azdot.gov>
Subject: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter

Dear Mr. Benford,

The scoping letter and maps for ADOT's Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387 are attached for your review. Please let us know if you have any questions or comments.

Regards,

Tracy Goyak
Biologist/ Team Lead

HDR
20 East Thomas Road, Suite 2500
Phoenix, AZ 85012-3118
D 602.522.4331 M 702.409.4501
tracy.goyak@hdrinc.com

hdrinc.com/follow-us

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GILA RIVER INDIAN COMMUNITY

DEPARTMENT OF PUBLIC WORKS
POST OFFICE BOX G
SACATON, AZ 85147

OFFICE: (520) 562-3343
FAX: (520) 562-3336

MEMORANDUM

September 3, 2019

TO: Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

THRU: Audrey Unger
HDR

FROM: Brian Shipman, P.E. *BS*
Acting Senior Civil Engineer
Department of Public Works
Gila River Indian Community

THRU: Tom Guenther *TG*
Acting Director
Department of Public Works
Gila River Indian Community

RE: [010-C(222)S] [F0252 01L and F0252 02L] I-10 Corridor Study 202 to 387

Gila River Indian Community Department of Public Works currently has a 16" Water main in a 36" casing located north of Nelson Road. The work was installed per ADOT Permit No. P1203458.

The Community Master Plan identifies water mains on both Queen Creek Road and Riggs Road. The steel casing was installed outside the ROW with jack and bore method. The same construction method is expected for future installs.

The water main on Riggs currently stops east of the I-10 and west of the 347. Red Tail Hawk Hospital, on Queen Creek and Price, is in operation east of the I-10 and has requested to be connected into the Community water system. The water is currently located on the west of 347 and south on Riggs Road.

The Department of Public Works does not have any sewer mains crossing the I-10. The City of Chandler has a sewer main near near Old Maricopa (Wild Horse Pass) Exit.

Schippers, Susanna

From: Chad Hinderliter <CHINDERLITER@AZDPS.GOV>
Sent: Thursday, September 5, 2019 11:24 AM
To: Unger, Audrey C.
Subject: Agency Scoping Meeting
Attachments: F0252 01L and F0252 02L_scoping letter_AZDPS1.pdf; F0252 01L and F0252 02L_scoping letter_AZDPS2.pdf

Ms. Unger,

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

Thank you,

Chad Hinderliter, Captain
Metro South Highway Patrol
602-223-2506

From: Robert Foster <RFoster@AZDPS.GOV>
Sent: Thursday, September 05, 2019 10:04 AM
To: David Nilson <DNilson@AZDPS.GOV>; Chad Hinderliter <CHINDERLITER@AZDPS.GOV>; PIO_Unit <PIO_Unit@azdps.gov>
Subject: Fw: Agency Scoping Meeting

Gentleman,

Please see attached email and attachments request from Audrey Unger, HDR Eng Inc.

I misunderstood her original request as to "completion v. study" due to a bad phone connection. I did however advise her that we would respond and advise regarding the MULTI- Agency study.

Please let me know if I can be of assistance.

Best regards,

Rob Foster #10293

Casa Grande, AZ

From: Unger, Audrey C. <Audrey.Unger@hdrinc.com>

Sent: Thursday, September 5, 2019 9:17 AM

To: Robert Foster <RFoster@AZDPS.GOV>

Subject: RE: Agency Scoping Meeting

Hi Rob,

As I mentioned on the phone, I requested an e-mail from AZDPS in order to invite DPS to the agency scoping meeting (includes all agencies) for I-10 Corridor Study from essentially SR 202L to SR 387. Scoping, under the National Environmental Policy Act helps the lead agency, in this case ADOT, determine the scope of issues to be addressed and any known issues related to the proposed action on the I-10. This is a very early process. Attached are the scoping letters that were sent to your agency.

We discussed using your email and that you would forward to the appropriate individuals. Are you still good with this approach? Thanks for your help.

From: Robert Foster [<mailto:RFoster@AZDPS.GOV>]

Sent: Thursday, September 5, 2019 9:04 AM

To: Unger, Audrey C. <Audrey.Unger@hdrinc.com>

Subject: Fw: Agency Scoping Meeting

From: Robert Foster

Hi Audrey,

In reply to your request- Please confirm with details so that I can make the appropriate connection.

Confirming your phone and contact information,

Audrey Unger

AUDREY.UNGER@HDRINC.COM

HDR INC.

602-522-4323

Request to schedule professional meeting RE: Completion of Interstate project near Mile Post 187

I'll also reach out to Metro South for addition interested contacts.

It was nice talking with you!

Thank you for the consideration and call.

Best regards,

Rob Foster

State Trooper #10293

520-836-1057 Ext 1

Casa Grande, AZ.

From: [Willard Antone III](#)
To: [Goyak, Tracy](#)
Cc: QCastro@azmag.gov; dwhite@wildhorsepass.com; [Ryan Eberle](#); Tkelso@azdot.gov; clopez@azdot.gov
Subject: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter
Date: Monday, September 9, 2019 5:06:43 PM
Attachments: [image003.png](#)
[WEMP Response to Proposed I-10 Widening Sep 2019.pdf](#)

Good Afternoon Tracy,

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

Willard W. Antone III, CPM

Director
Gila River Indian Community

Main: (520) 562-2234 | Direct: (520) 562-2755
Mobile: (520) 610-7297 | Email: Willard.Antoneiii@gric.nsn.us

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

Website: www.GRICDEQ.org



Vision Statement - A Healthy, Sustainable Environment for Future Generations

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GILA RIVER INDIAN COMMUNITY

DEPARTMENT OF ENVIRONMENTAL QUALITY

September 9, 2019

Ms. Tracy Goyak, HDR
c/o Arizona Department of Transportation
206 S. 17th Ave.
Phoenix, AZ 85007

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

Ms. Goyak,

Thank you for contacting the Gila River Indian Community's Wildlife & Ecosystems Management Program about the proposed widening of the Interstate 10 freeway (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387 (excluding the Gila River Bridge segment of the project) to increase the vehicular capacity of I-10 in the study area. I understand that the proposed action would include but not be limited to:

- widening of existing traffic lanes, either toward the median or shoulder of the existing road;
- upgrading TIs;
- improving vertical clearances at Riggs Road, Goodyear Road, Nelson Road, SR 587, and Seed Farm Road overpasses;
- replacing bridges spanning I-10 at Dirk Lay Road and Gas Line Road;
- modifying drainage features;
- installing signage, pavement striping, lighting and signals; and
- acquiring new right-of-way (ROW), if necessary.

All currently proposed activities are principally located within ADOT's I-10 ROW via agreement with the Gila River Indian Community, but the engineering demands of the expansion may require the negotiation and acquisition of new ROW.

I have reviewed the project proposal based on information disclosed in the scoping letter, dated August 9, 2019, that you sent. I am writing to share general concerns and suggestions pertaining to the proposed project, with the understanding that a formal design proposal has not yet been rendered, nor has a formal environmental assessment of the project been conducted.

My initial comments about the proposed project generally relate to three areas of concern: wildlife permeability, exotic species and roadside trash. I provide general perspective about each area of concern below.

Wildlife Permeability

Fencing. Presently, aging five-wire fencing is placed along the ROW and generally maintained, but the fence is cut or damaged at numerous places (Figure 1). In other places, substrate beneath the fence eroded such that terrestrial wildlife species that have potential to enter the ROW are able to do so (Figure 2). In places where the fence is compromised, its functionality as a safety barrier is rendered ineffective.



Figure 1. Damage to fencing along I-10.



Figure 2. Erosion along fencing allowing terrestrial wildlife to enter the I-10 ROW.

In the future, the entire length of freeway should be fenced with five-wire or (as appropriate) cyclone and/or post-and-cable fencing to discourage egress into the ROW of humans and terrestrial wildlife. The fence should be maintained *in perpetuity* in a condition that prevents egress of people and animals into the ROW.

The southern extent of the project area (south of Dirk Lay Road [MP180] – Casa Blanca Rd [MP 186]) contains medium to high quality habitat for mule deer. Deer have been observed in this area on both sides of the freeway. Therefore, 8 ft cyclone fencing should be used as an exclusion barrier for deer and other large ungulates (i.e. horses and cows) and connected to large culverts that accommodate passage of such animals. Such fencing should be tied in to culverts with 8 ft Type 4 woven fabric with hog rings (i.e. hog wire).

The same extent of the project area also contains medium to high quality habitat for desert tortoises (a species of conservation concern) on both sides of the freeway. The freeway is likely to jeopardize the welfare of individual animals attempting to cross it. Therefore, fencing in this section should include small animal exclusion fencing with either 1 in x 2 in or 0.5 in cells (to US Fish & Wildlife specification for desert tortoises).

Culverts and Underpasses. Presently, scores of culverts and underpasses (hereafter, “culverts”) perforate the freeway corridor. Most are built in low areas where storm water would naturally flow; many are built in obvious ephemeral washes that experience regular flow in storm events.

Most structures presently in use are corrugated metal pipes of various sizes and shapes (round, oval and arch) that extend, uninterrupted, from the shoulder of the southbound lane to the shoulder of the northbound lane under both lanes of traffic (Figure 3).



Figure 3. Corrugated metal pipe which spans the entire length across Interstate 10.

In some cases, the natural substrate at one or both ends of the drainage structure is eroded (Figure 4), rendering the structure useless as a dispersal aid.



Figure 4. Culvert with natural substrate eroded.

While such structures offer few resources for wildlife (note that they retain some value as day-roosts for birds and larger animals such as coyotes), evidence suggests that some, typically the larger ones that are level with and contain natural substrate and in which an exit route is evident (Figure 5), are being utilized by wildlife (Figure 6). Other types of structures, notably concrete box culverts and reinforced concrete box culverts, seem to be used regularly by wildlife.



Figure 5. Culvert with an evident exit route visible to crossing wildlife.



Figure 6. Evidence of wildlife usage of concrete box culvert with natural substrate.

In the future, culvert improvements should accommodate free and safe passage of terrestrial wildlife. Species that are known to utilize existing wildlife culverts and underpasses include coyote, bobcat, gray fox, kit fox, mule deer, javelina and feral horses, desert cottontail, black-tailed jackrabbit, skunks (various species) and rodents (round-tailed ground squirrel, kangaroo rat, pocket mice etc.). Additional species that have potential to use underpasses and that could be accommodated to mitigate safety risks to humans or wildlife and/or population connectivity concerns include the Sonoran Desert tortoise, Tucson shovel-nosed snake, Gila monster, American badger and snakes (various species). While some of these species may not be of special concern, the reduction of the amount of roadkill within the ROW will have the added effect of reducing the secondary mortality caused by the attraction of wildlife to the roadkill carrion (i.e. vultures, coyotes, owls, foxes etc.).

Culverts designed to accommodate wildlife permeability should be connected to roadside fencing using angles $\geq 45^\circ$ from the roadside fence and designed to direct animals parallel to the thoroughfare and into the culvert. Egress to culverts should not utilize standard rip rap; instead, they should utilize grouted rip rap and/or articulated block to facilitate wildlife movements.

When possible, culverts in natural washes, should be widened to a minimum 3:2 width to height ratio. Natural substrate beneath the structures should be retained. Steel culverts, pipes and other drainage structures that have potential to accommodate wildlife but that are unlikely to retain sediment should be grouted so that a near-natural substrate persists.

When practical, and especially for larger structures that could accommodate larger animals such as ungulates including javelina, mesocarnivores and mustelids, drainage structures should include sky lighting (i.e. open ceilings) in the median to decrease the “tunnel effect” and encourage wildlife utilization. Additionally, natural root balls or vegetation salvaged from the ROW and placed along walls throughout the culvert to provide cover for small mammals, reptiles and amphibians.

Lighting. Roadside lighting has potential to affect migratory behavior and attract, both directly (because it can be perceived as a navigation aid) and indirectly (because it also attracts insect prey) birds, bats, reptiles and amphibians. Roadside lighting should therefore be used minimally, only as safety requires. When roadside lighting is required, lights that are low to the ground and that only illuminate the road surface should be utilized (guidance should be taken from lighting used in Saguaro National Park), also incandescent or short wavelength LED bulbs should be used to reduce the attraction of wildlife.

Bridges. Highway bridges sometimes provide useful habitat for bats, including the lesser long-nosed bat (a species of conservation concern). Because the more heavily-trafficked portion of bridges at Queen Creek, Riggs, Nelson, Casa Blanca, Seed Farm, Gas Line and Dirk Lay Roads is under the bridge where bats are most likely to roost, bat use of these bridges seems unlikely but remains unknown. Therefore, prior to the initiation of construction, each bridge should be monitored for bat occupancy. If occupied, appropriate avoidance, minimization and mitigation measures should be taken to conserve local bat populations. Additionally, new construction of bridges should be designed to accommodate bat occupancy, as it has on Ina Road west of I-10.

The proposed project will include renovation and, in some cases, reconstruction of bridges at Queen Creek, Riggs, Nelson, Casa Blanca, Seed Farm, Gas Line and Dirk Lay Roads. While bridges in high-traffic areas are seldom used by wildlife as crossing structures, bridges in low-traffic areas where habitat quality is good can facilitate permeability. Thus, bridges at Gas Line and Dirk Lay Roads should be reconstructed to accommodate safe, shared use of motor vehicles and wildlife. This design could include such features as a natural (i.e. not paved) substrate and/or a split-lane to accommodate each class of user. Dirk Lay Road is an especially good candidate for such a design.

Exotic Species

Native Plant Species. Presently, the plant species composition in the I-10 ROW is a mix of native and exotic species. Some native species that predominate in the ROW include brittle bush, white bursage, triangle-leaf bursage, salt bush, creosote, velvet mesquite, desert broom, desert marigold and saguaro. Many, if not all, of the abundance of these species can be attributed to seeding and maintenance efforts made after the freeway's original construction.

Despite efforts to encourage a native plant community in the ROW, the ROW has been (and continues to be) overwhelmed with exotic and often invasive species including buffel grass, red brome, stinknet, London rocket, Sahara mustard, Mediterranean grass, Russian thistle and cheeseweed mallow. These exotic and invasive plant species create a variety of resource management challenges, including an increased risk of wildfire ignition and spread, increased allergen load and related adverse effects on human health, threatening transmission of pathogens to agricultural crops and the incursion of invasive weeds into natural and relatively unadulterated areas of the Gila River Indian Community (GRIC or Community). In GRIC, non-agricultural exotic and invasive species occur almost exclusively within and adjacent to the ROWs of high-speed, high volume thoroughfares such as I-10 (Figure 7). Concentrations of exotic plants in and introductions of exotic plants from such roads threaten and degrade natural areas in GRIC that have both cultural and ecological importance.



Figure 7. Invasion of stinknet along the Interstate 10 ROW.

The significance of GRIC's natural areas that are being affected negatively by freeway-borne exotics is illustrated by the existence of a Native Plant Ordinance (GR-03-90) within the Community. GRIC's Native Plant Ordinance enshrines in law some culturally important species that are jeopardized by exotic plant species and that have potential to be affected by the proposed project. These include saguaro cactus, velvet mesquite, ironwood, palo verde (foothill and blue), barrel cactus, hedgehog cactus, fishhook cactus and cholla cactus.

Presently, ADOT's efforts to control the introduction and spread of exotic and invasive plant species within the proposed project area are inadequate. Herbicide treatments within the proposed project area are rare and seem to be given low priority compared to rights-of-way in other parts of the state that ADOT maintains.

Native Plant Salvage. Prior to construction, all healthy native plants protected by GRIC's Native Plant Ordinance and that have potential to be negatively affected by project activities and/or the operation and maintenance of the improved thoroughfare should be salvaged and either re-utilized in the proposed project or made available to the Community for translocation and use. Plants translocated within the ROW should be monitored and maintained for no fewer than five years to ensure success in their re-establishment.

Herbicide Treatment of Exotic Plant Species. For no fewer than five years prior to project implementation, surveys for exotic and invasive plant species in the ROW should be conducted. The distribution of exotic and invasive species in the ROW should be documented (mapped), and populations of exotic and invasive plant species in the ROW should be eliminated in and in the immediate vicinity of the ROW. Herbicide treatments should be conducted multiple times per year and for a period of time adequate enough to ensure that the seed banks of exotic and invasive plant species in and surrounding the ROW are depleted. Herbicide treatments should

persist in perpetuity to ensure that native plant species have a competitive advantage over exotics that persist and that continue to be introduced into the ROW.

Native Plant Propagation. When the proposed project is executed, the ROW and areas surrounding the ROW that have been treated with herbicide to reduce the abundance of exotic and invasive plant species should be vigorously re-seeded with a mix of endemic plant species that are known to thrive in soils and microclimates in areas targeted for restoration.

Weed Barrier. When the proposed project is executed, one or more barriers that prevent the incursion and spread of exotic and invasive plant species should be incorporated into the design of the project. The barrier could be spatial (i.e. enough distance of open and maintained ground to prevent even wind-borne seeds from re-entering the Community) or physical (an inanimate or living fence to achieve the same goal). Whatever the design, the weed barrier should be monitored and maintained for effectiveness. Future weed incursions in and near the ROW should be treated proactively with herbicide.

Roadside Trash

In the present, the I-10 is a major point source of solid and hazardous waste in the Community. A persistent stream of debris, which includes household trash, yard waste and automotive parts, is left in the ROW by motorists. Commercial vehicles including improperly covered trash trucks often disperse refuse within the ROW; leaking and crashed commercial vehicles introduce hazardous waste into the Community's air, soil and surface water. While refuse is regularly collected between Queen Creek Road (MP 164) and Casa Blanca Road (MP 176) by ADOT contractors, efforts are insufficient to prevent trash from being introduced into built and natural areas of the Community. Furthermore, waste, not only from sources previously mentioned but also from ADOT and its contractors (Figure X) is introduced and left in the ROW south of Casa Blanca Road (MP 176). In the future, a comprehensive waste control, removal and response protocol should be developed in collaboration with Community resource managers and first-responders, and implemented *in perpetuity* by ADOT.



Figure 8. ADOT and its contractors contribute to the refuse load on Interstate 10; refuse south of SR-587 is rarely collected and remains a persistent problem and risk for the Community.

I appreciate the opportunity to respond and look forward to subsequent discussions to improve the design and implementation of this proposed road-widening project.

Sincerely,

A handwritten signature in blue ink, appearing to be 'R Benford', written in a cursive style.

Russell Benford, PhD, CWB
Environmental Program Manager
Wildlife & Ecosystems Management Program
Department of Environmental Quality
Gila River Indian Community

GILA RIVER INDIAN COMMUNITY

Executive Office of the Governor & Lieutenant Governor

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Stephen Roe Lewis
Governor



Robert Stone
Lieutenant Governor

September 18, 2019

Mr. Steve Olmsted
NEPA Assignment Manager
ADOT, Environmental Planning
206 S. 17th Ave.
Phoenix, AZ 85007

Dear Mr. Olmsted:

The Gila River Indian Community (the Community) has received your August 9, 2019 letter inviting the Community to provide scoping comments (Scoping Letter) and your September 5, 2019 letter inviting the Community to serve as a Cooperating Agency (Cooperating Agency Letter) regarding the National Environmental Policy Act (NEPA) review of the Arizona Department of Transportation's (ADOT) proposed project to widen Interstate 10 from milepost 161.0 to milepost 187.1 (the I-10 Expansion Project).

As noted in your Scoping Letter, ADOT is proposing the I-10 Expansion Project “to increase the vehicular capacity of I-10 . . . to meet the need of increased travel demand and traffic congestion on the existing four-lane section of I-10 in the study area,” which is “predominantly located within the Gila River Indian Community.” The Scoping Letter further recognizes that the project could require ADOT to “acquire new Right-of-Way (ROW) and easement” for the widened roadway and traffic interchange ramps, to “modify drainage features,” and to “relocate utilities.”

Given the location of the project, any build alternative selected by ADOT will impact the Community. As such, ADOT's NEPA study, which the Scoping Report indicates will be an Environmental Assessment (EA), must include careful identification and evaluation of impacts on the Community, including its lands, natural and cultural resources, trust resources, viewsheds, and built environment. Similarly, the EA must identify and study measures to mitigate any significant or adverse impacts on the Community, especially if the EA concludes with a Finding of No Significant Impact (FONSI).

While the Community cannot list each and every potential impact or area of concern, some of the most readily apparent impacts that need to be evaluated as part of ADOT's NEPA review include: altering drainage patterns; physical disturbance to or destruction of cultural resources; alteration or removal of vegetation; grading of Community lands; impacts to water quality; impacts to Community infrastructure and utilities; and the need for construction easements and encroachments on Community lands. Even more significantly, ADOT must thoroughly evaluate

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and be able to demonstrate the absolute need for any additional ROW on Community Tribal or Allotted Trust lands. Finally, in addition to the scoping comments above, a number of Community Departments are reviewing the Scoping Letter, and may have further comments specific to their areas of jurisdiction and expertise.

In addition, given the location of the project, the potential impacts on lands and resources over which the Community has jurisdiction, and the Community's unique expertise, ADOT's NEPA process and the overall project will benefit significantly if the Community serves as a Cooperating Agency. Accordingly, the Community accepts ADOT's invitation to serve as a Cooperating Agency, and looks forward to continued close coordination with ADOT as the Project's NEPA study move forward.

Thank you for your consideration of these comments and this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'SRL', with a long horizontal flourish extending to the right.

Stephen R. Lewis, Governor
Gila River Indian Community

Cc (via email): Ms. Audrey Unger (Audrey.unger@hdrinc.com)
HDR, Inc.
20 E. Thomas Road, Suite 350
Phoenix, AZ 85012



September 19, 2019

Tracy Goyak
HDR
20 East Thomas Road, Suite 2500
Phoenix, AZ 85012

Re: Review of the F0252 01L and F0252 02L I-10 Road Widening project

Dear Ms. Goyak:

The Arizona Game and Fish Department (Department) reviewed your Project Evaluation Request dated August 9, 2019, regarding the road widening of the Interstate 10 from mileposts (MP) 161.0 to 187.1 (excluding MP 172.6-173.6, the Gila River Bridge) in Maricopa County. It is the Department's understanding that this project will include bridge replacements, modifying drainages, and possibly relocating utilities.

Based on the provided information the Department has the following recommendations:

- There may be suitable habitat for the western burrowing owl (*Athene cunicularia hypugaea*), a special status species that is regulated under the Migratory Bird Treaty Act (MBTA), within the vicinity of your project. If suitable habitat for this species is present within or adjacent to your project area, the Department recommends conducting an occupancy survey for western burrowing owl to determine if this species occurs within your project footprint. Guidelines for conducting this survey are found in *Burrowing Owl Project Clearance Guidance for Landowners* which can be accessed on-line through the Department's website. Please note that the survey should be conducted by a surveyor that is certified by the Department. If an active burrowing owl burrow is detected, please contact the Department and the U.S. Fish and Wildlife Service for direction, in accordance with the *Burrowing Owl Project Clearance Guidance for Landowners*.
<https://www.azgfd.com/wildlife/speciesofgreatestconservneed/raptor-management/burrowing-owl-mangement/>
- Given that bridges will be replaced, please determine if these bridges are structurally suitable to provide day and/or night time roosting habitat for bats (refer to Page 7 of the Bridge Guidelines below); bats may use structures seasonally, so evidence of bat use, such as guano, should also be evaluated. It is noted that your letter states that construction is expected to start in the fall of 2014 and last 2 months; however, if construction is delayed or could encroach on the breeding season, impacts could occur to a maternity colony of bats, if present. If necessary, bat surveys should be conducted prior to any work on or immediately adjacent to the bridge; surveys should be scheduled far in advance of proposed work to allow for schedule modification to avoid disruption of maternity roosts during the breeding season, and again immediately prior to construction. If the project

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GOVERNOR: DOUGLAS A. DUCEY **COMMISSIONERS:** CHAIRMAN, ERIC S. SPARKS, TUCSON | KURT R. DAVIS, PHOENIX
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will impact a roosting feature, roost friendly designs should be incorporated into the design plans to replace loss of roosting habitat. Refer to the Guidelines for Bridge Construction or Maintenance to Accommodate Fish & Wildlife Movement and Passage, for additional guidance on bats as appropriate.

<https://s3.amazonaws.com/azgfd-portal-wordpress/PortalImages/files/wildlife/planningFor/wildlifeFriendlyGuidelines/BridgeGuidelines.pdf>

- Please refer to *Guidelines for Culvert Construction to Accommodate Fish & Wildlife Movement and Passage*, found on the Department's website, and incorporate guidance as appropriate for culvert reconstruction. More specifically, rip-rap is difficult for many species to traverse. If rip-rap is required on the ground in front of the culvert, it should be buried, back-filled with topsoil, or at least a portion of it should be covered by another substrate that would allow wildlife to move through the culverts.

<https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>

- If underground utilities are relocated and/or trenching occurs, trenching and backfilling crews should be close together to minimize the amount of open trenches at any given time. Avoid leaving trenches open overnight. Where trenches cannot be back-filled immediately, escape ramps should be constructed at least every 90 meters. Escape ramps can be short lateral trenches or wooden planks sloping to the surface. The slope should be less than 45 degrees (1:1). Trenches that have been left open overnight should be inspected and animals removed prior to backfilling.

The Department understands that ADOT will comply with the Arizona Native Plant Law for any ground disturbing activities, efforts will be made to minimize ground disturbance, and all temporarily disturbed land will be re-seeded to minimize erosion. In addition, the Department understands that, in accordance with ADOT Environmental Planning Group's (EPG's) guidelines, invasive species and the Migratory Bird Treaty Act (MBTA) will be addressed within the proposed project's biological report, if applicable.

The Department appreciates the opportunity to provide an evaluation of impacts to wildlife or wildlife habitats associated with the F0252 01L and F0252 02L I-10 Road Widening project. If you have any questions regarding this letter, please contact me at (623) 236-7222, and visit our website for additional guidelines at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>.

Sincerely,



Andrew Cavalcant
Project Evaluation Program Specialist, Habitat Branch
Arizona Game and Fish Department

cc: Ginger Ritter, Project Evaluation Program Supervisor
John Windes, Habitat Program Manager, Region V

AGFD# M19-08122301

GILA RIVER INDIAN COMMUNITY

Executive Office of the Governor & Lieutenant Governor

“Putting Our People First”

Stephen Roe Lewis
Governor



Robert Stone
Lieutenant Governor

October 7, 2019

Mr. Steve Olmsted
NEPA Assignment Manager
ADOT, Environmental Planning
206 S. 17th Ave.
Phoenix, AZ 85007

Dear Mr. Olmsted:

In further response to your August 9, 2019 letter inviting the Gila River Indian Community to provide scoping comments (Scoping Letter), the Community has collected additional comments from its Departments that will have jurisdiction over or expertise concerning Arizona Department of Transportation's (ADOT) proposed project to widen Interstate 10 from milepost 161.0 to milepost 187.1 (the Project). These Community Departments include: Department of Transportation (GRIC DOT); Land Use Planning and Zoning (LUPZ); Department of Environmental Quality (GRIC DEQ); Department of Public Works (DPW) and Pima-Maricopa Irrigation Project (P-MIP), as well as the Community's Utility Authority (GRICUA) and Gila River Telecommunications, Incorporated (GRTI).

On September 18, 2019, the Community submitted initial scoping comments, which indicated that the Environmental Assessment (EA) must include a careful identification and evaluation of impacts on the Community, including its lands, natural and cultural resources, trust resources, and built environment, and must identify and study measures to mitigate any significant or adverse impacts on the Community.¹ That letter further stated that the Community would send a follow-up letter with comments from Community Departments, which are set forth below and supplement the Community's prior Scoping Comments.

Transportation Impacts and Needs

ADOT's study should consider and address the function and condition of all the existing bridges and interchanges within the Project's Study Area in the Community. The existing bridges (Dirk

¹ The specific impacts of concern identified in Governor Lewis' letter included: altering drainage patterns; physical disturbance to or destruction of cultural resources; alteration or removal of vegetation; grading of Community lands; impacts to water quality; impacts to Community infrastructure and utilities; the need for construction easements and encroachments on Community lands; and the potential need to acquire additional ROW on Community Tribal or Allotted Trust lands.

Lay Road, Seed Farm Road, Gas Line Road, Nelson Road, and Goodyear Road) are all functionally obsolete, which include approach lanes and bridge decks that are too narrow, very poor pavement condition, and grade issues where approach lanes meet the bridge decks. These bridges also have barriers and guard rails that do not meet current standards and should be improved when I-10 construction takes place.

The existing interchanges (not including the two major interchanges at SR347/Queen Creek and Wild Horse Pass Blvd.) each have unique issues. The interchange at SR 587/Casa Blanca Road has met warrants for signals at the cross streets on each side of I-10, but which cannot be retrofitted without considerable work to the ramps and cross streets. The ramps at this interchange are also problematic and no longer meet interstate design standards. In addition, the Riggs Road Interchange base structure may be sound, but the approach pavement and bridge deck are very suspect.

Both GRIC DOT's and MAG's Long Range Transportation Plans call for an interchange at Seed Farm Road. As such, the scope of ADOT's study should include the addition of an interchange at Seed Farm Road, with corresponding analyses of interchange designs and footprints.

Finally, the expanded I-10 roadway should not serve as a designated or preferred route, road, or highway for the transportation of hazardous or radioactive materials, as regulated by the Federal Motor Carrier Safety Administration. Conversely, I-10 within the Project area should be designated as a "restricted" route for the transportation of these materials.

P-MIP Canals and Infrastructure

Under the Arizona Water Settlements Act of 2004, the Community waived its claims against the United States in exchange for the promise of Central Arizona Project (CAP) water. Upon reaching the Reservation this CAP water is then conveyed throughout the Reservation in a network of ditches, canals, and other waterways (including P-MIP, San Carlos Irrigation Project (SCIP), and Gila River Indian Irrigation and Drainage District (GRIIDD)) for the Community's agricultural and commercial needs.

Enclosed with this letter is a memorandum prepared by David DeJong, P-MIP Director, which addresses potential impacts of the I-10 Project on the P-MIP, GRIIDD, and SCIP facilities.

Drainage

The Sacaton Area Drainage Master Study (ADMS)² identifies runoff generated from watersheds located in Sacaton and adjacent mountain ranges. It does not, however, account for flows from watersheds upstream in the actual Gila River. While the eventual discharge reflected in the ADMS

² The Sacaton Area Drainage Master Study was completed to provide the Community with a detailed depiction of the existing drainage/flooding conditions within the study area. The Community has used the results to (i) develop, assess and select viable flood hazard mitigation alternatives at the regional, semi-regional, and local levels; (ii) to recommend local drainage improvements to existing facilities; and (iii) support of Community-led initiatives, such as home site development and plan and design of future drainage infrastructure.

into the Gila River may be useful to ADOT, LUPZ believes this study data is not comparable to the Flood Insurance Study (FIS) findings and have different times of concentration.

Land Surveys

ADOT should be aware that the retracement survey of the existing right-of-way and any new surveys of acquired lands must be completed by a surveyor under the Certified Federal Surveyors Program (CFedS) and will also need to meet GRIC Survey Requirements. (A copy of these requirements are enclosed.)

Wildlife Impacts

The Community Department of Environmental Quality's Wildlife & Ecosystems Program submitted Scoping Comments under separate cover, dated September 9, 2019.

Utility Corridor

ADOT's study should analyze the placement of fiber optic cable along the I-10 corridor within the Project area. The Community requests that ADOT and MAG engage directly with GRTI (and GRTI counsel) on this issue.

Electrical Meters

If the Project will require the installation of electrical meters, a permit will be required by Building Safety.

Department of Public Works

The Community's Department of Public Works submitted a Scoping Comment letter dated September 3, 2019.

Thank you for your consideration of these additional scoping comments.

Sincerely,



Stephen R. Lewis, Governor
Gila River Indian Community

Cc (via email): Ms. Audrey Unger (Audrey.unger@hdrinc.com)
HDR, Inc.
20 E. Thomas Road, Suite 350, Phoenix, AZ 85012



GILA RIVER INDIAN COMMUNITY

Pima-Maricopa Irrigation Project

Administration • Design • Construction • Engineering

Memorandum

To: Javier Ramos, Office of General Counsel

From: David H. DeJong, Ph.D., Director

Date: September 26, 2019

Re: ADOT I-10 widening and potential impacts to Community Irrigation Infrastructure

The Pima-Maricopa Irrigation Project (P-MIP) has undertaken a review of the proposed I-10 Wildhorse Pass Corridor improvements to determine potential impacts to Community irrigation infrastructure. P-MIP is undertaking this review for P-MIP, SCIP, and GRIIDD facilities that may be impacted by the project. While we understand that it is likely that ADOT will construct additional lanes within the existing right-of-way, we have provided comments that will be valid if ADOT adds 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 see any impacts to the drain. We do inquire 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.

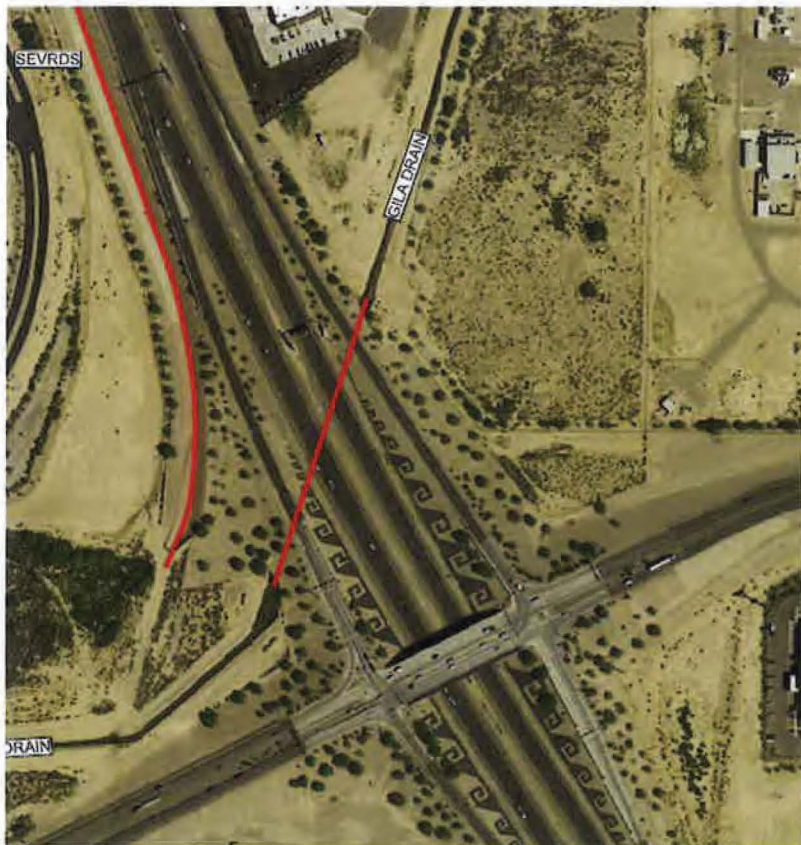


Figure 2: Gila Drain north of WildHorse Pass Boulevard.

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 potential canal, Westside VE reach. 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. This project is 100% designed and should ADOT expand its right-of-way to the west between ADOT MP 164+50 to 167+25 P-MIP would have to redesign the project. No right-of-way has been acquired and per Council Resolution GR-328-15 approved November 4, 2015, this reach has been eliminated from P-MIP's current construction que. Should future funding be available, this reach, pending Council approval, could 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 may be constructed in the future. No right-of-way has been acquired and per Council Resolution GR-328-15 approved November 4, 2015, this reach has been eliminated from P-MIP's current construction que. Should future funding be available, this reach, pending Council approval, could be constructed. Should I-10 right-of-way be extended to the west, P-MIP would have to redesign the entire reach. 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 under I-10 (at approximately ADOT MP 169+80) have been constructed. 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 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.

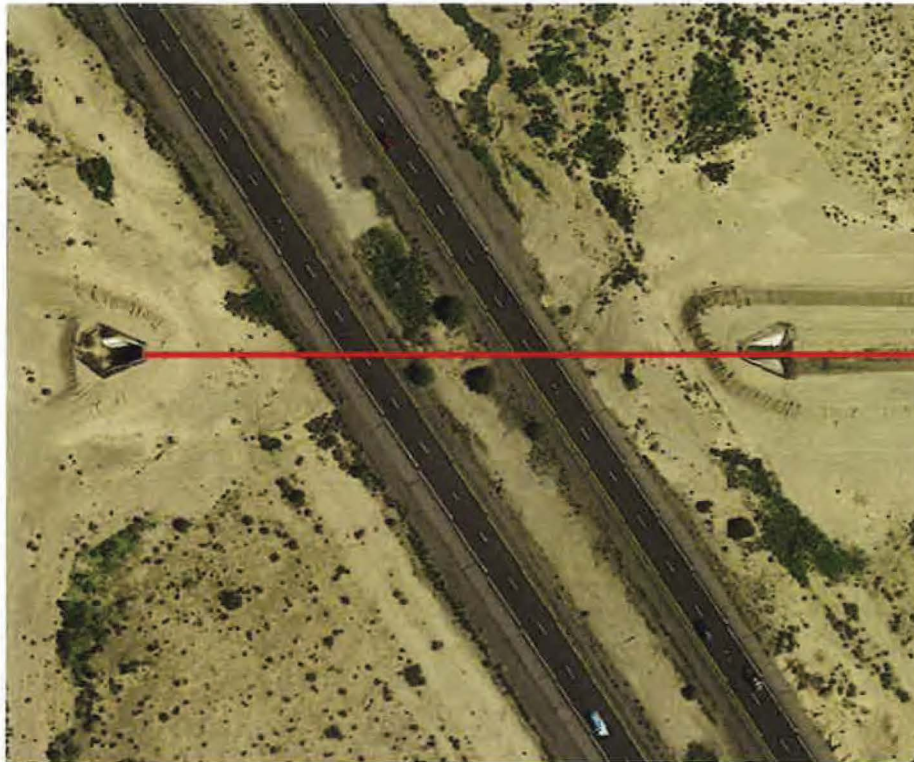


Figure 4: Westside VA pipeline under I-10 north of Goodyear Road

8. The Community has identified 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 a 60% design for the new MAR 8B site and is in the process of acquiring right-of-way that abuts the current ADOT easement. This design is scheduled to be completed by the end of calendar year 2019. Should ADOT widen I-10 beyond its current easement, P-MIP will need to redesign the MAR 8B facility and re-acquire right-of-way. This is shown in figure 5 below.
9. Canal 13 runs under I-10 via a 54" 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, the pipe may need to be replaced as it is approximately 50 years old (P-MIP did not replace

the pipe when it improved Canal 13 in 2010-2011) 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, access that 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 will impact the inlet and outlet structures on Canal 13. These structures were constructed by P-MIP in 2010-2011. Any ADOT expansion will also necessitate Canal 13 being moved 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 at the 90% design stage for that portion west of I-10. Canal 13 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 in the event additional MAR sites were developed west of I-10. The existing old Canal 13 siphon (we believe 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. Casa Blanca Canal box culvert 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 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, the inlet and outlet will need to be extended; should the I-10 widening move inward the box will need to be extended 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. 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. There is an old unused (but not abandoned) box just to the north (ADOT MP 180+20 and within the Southside Canal alignment) as well as the current I-10 box culvert. The unused box is being maintained for future deliveries should additional lands west of I-10 go into 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 the headwalls will need to be extended. Should ADOT go to the interior, the drainage boxes will need to be repalced and extended. These impacts are shown below in figure 8.

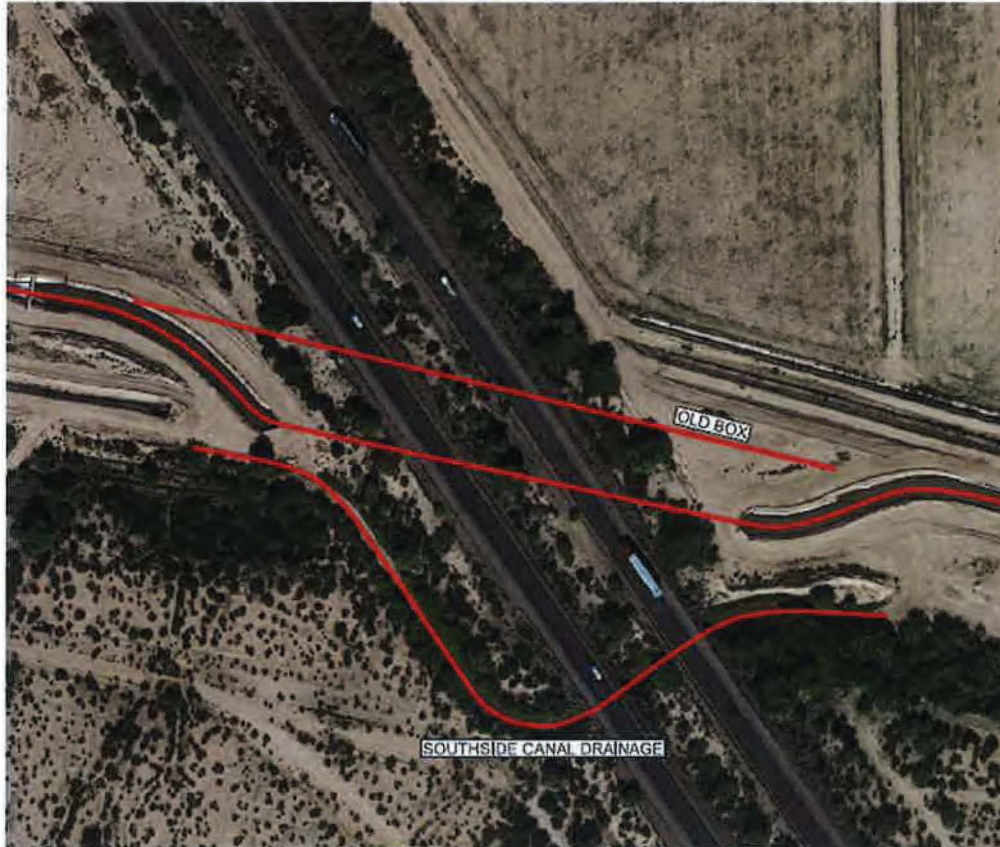
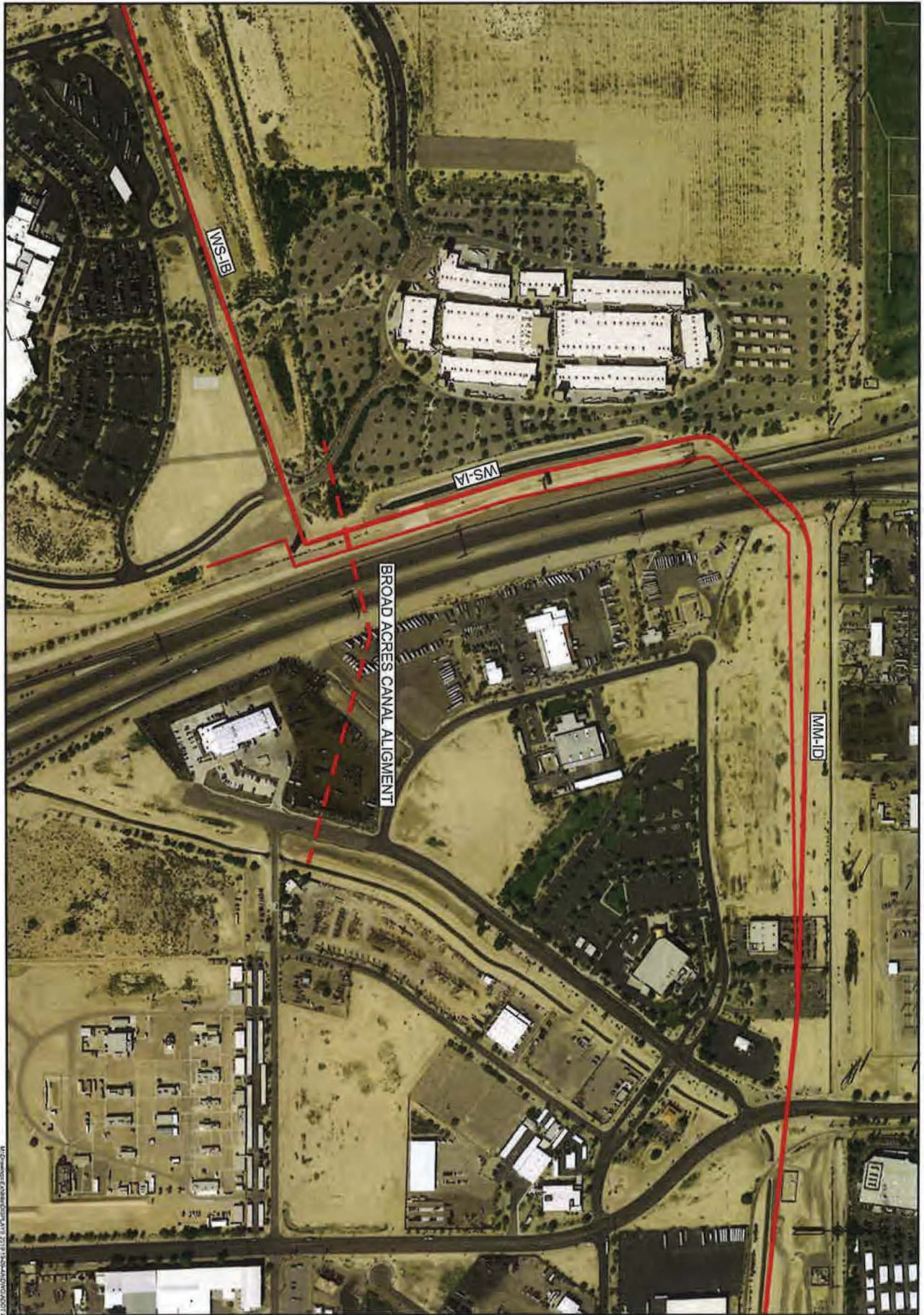


Figure 8: Southside Canal unused and current box culvert and drainage channel under I-10.

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 fill will require the box culvert to be extended or replaced.



Figure 9: Southside Levee and six barrel box culvert.



SHEET 1 OF 1
 08/24/2019

GILA RIVER INDIAN COMMUNITY
 PIMA-MARICOPA IRRIGATION PROJECT
 ADOT I-10 WIDENING AND POTENTIAL
 IMPACTS TO COMMUNITY IRRIGATION INFRASTRUCTURE
 MEMORIAL PIPELINE AND WESTSIDE LEVEL
 TOP CANAL SOUTH OF LOOP 202

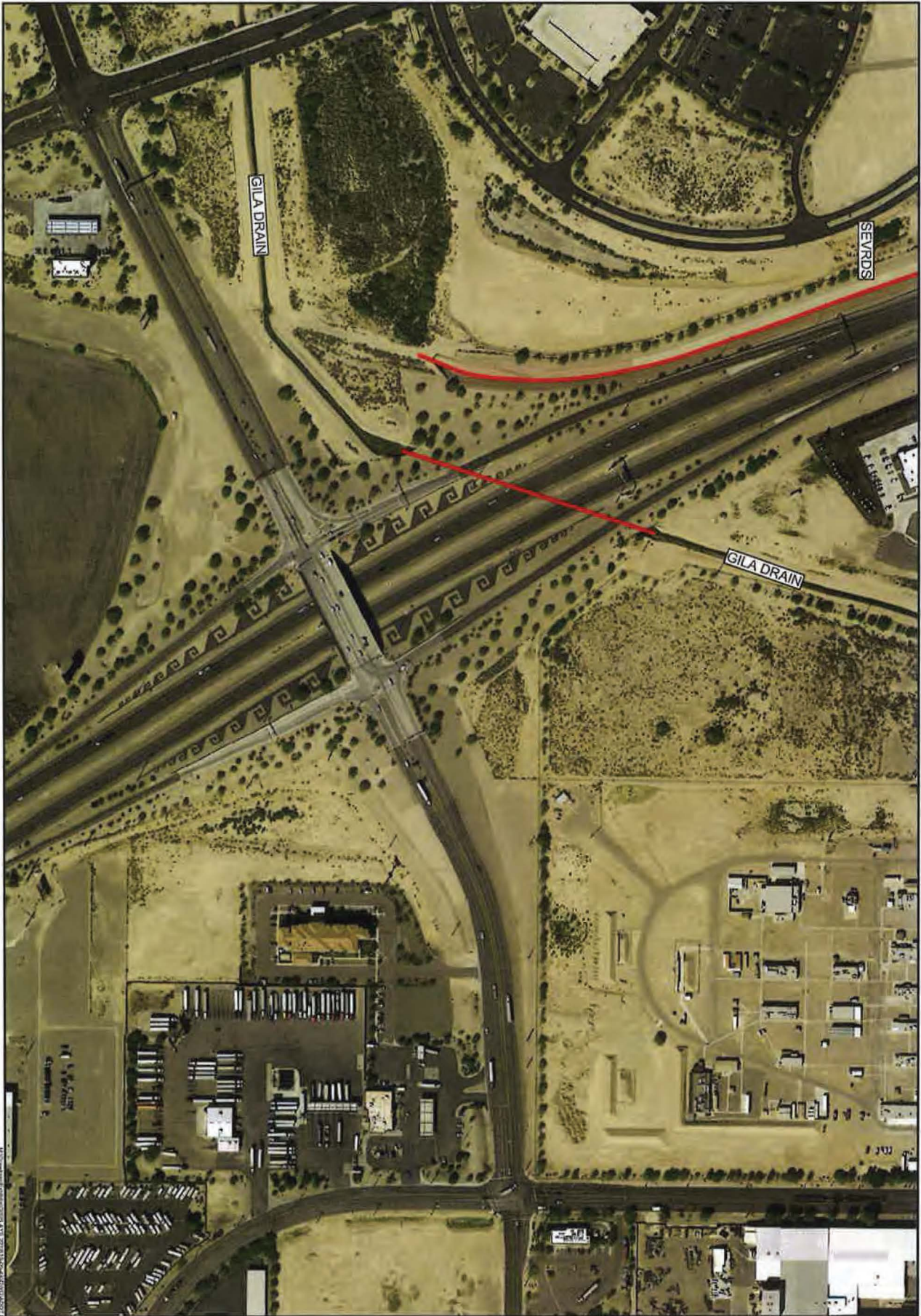
**PIMA-MARICOPA
 IRRIGATION
 PROJECT**
Project # 10-0000000-00000000
 P.O. BOX C
 1000 SOUTH 41 STREET
 GILBERT, ARIZONA 85141
 (480)640-4700
 (480)640-4711 FAX



Issue Certification
 PRELIMINARY
 NOT FOR
 CONSTRUCTION

Log No. 19-09-44
 Plot Date 09/24/2019
 Designed _____
 Drawn F. TAMM
 Checked _____
 Reviewed J. M. J. 08/24/2019
 Approved _____

Rev	Date	Description	By



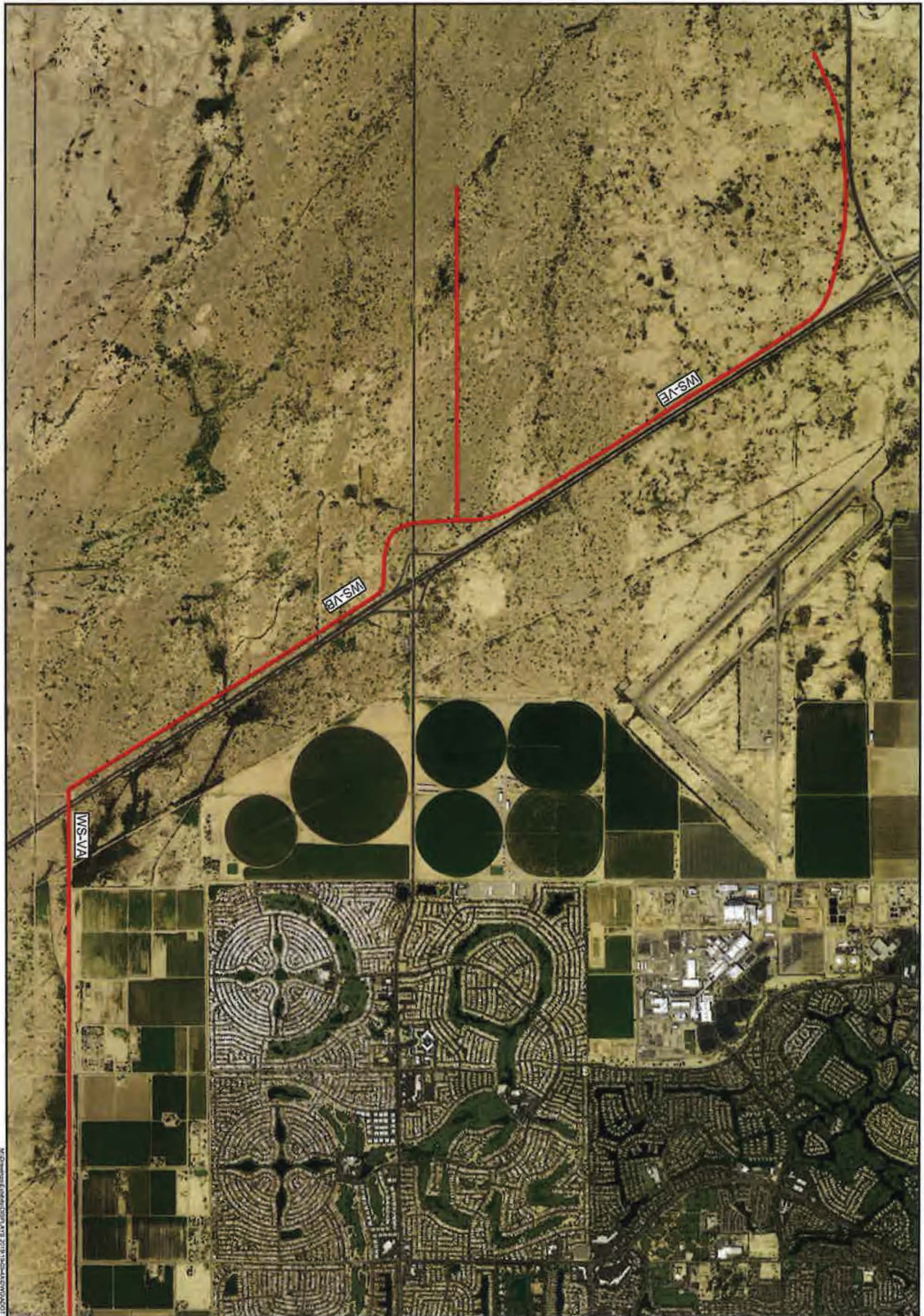
SHEET 1 OF 1

GILA RIVER INDIAN COMMUNITY
 PIMA-MARICOPA IRRIGATION PROJECT
 ADOT I-10 WIDENING AND POTENTIAL
 IMPACTS TO COMMUNITY IRRIGATION INFRASTRUCTURE
 GILA DRAIN NORTH OF WILDHORSE PASS BOULEVARD

**PIMA-MARICOPA
 IRRIGATION
 PROJECT**
 P.O. BOX 671111 85706-1111
 SACATON ARIZONA 85247
 (520) 842-2100
 (520) 842-2101 FAX

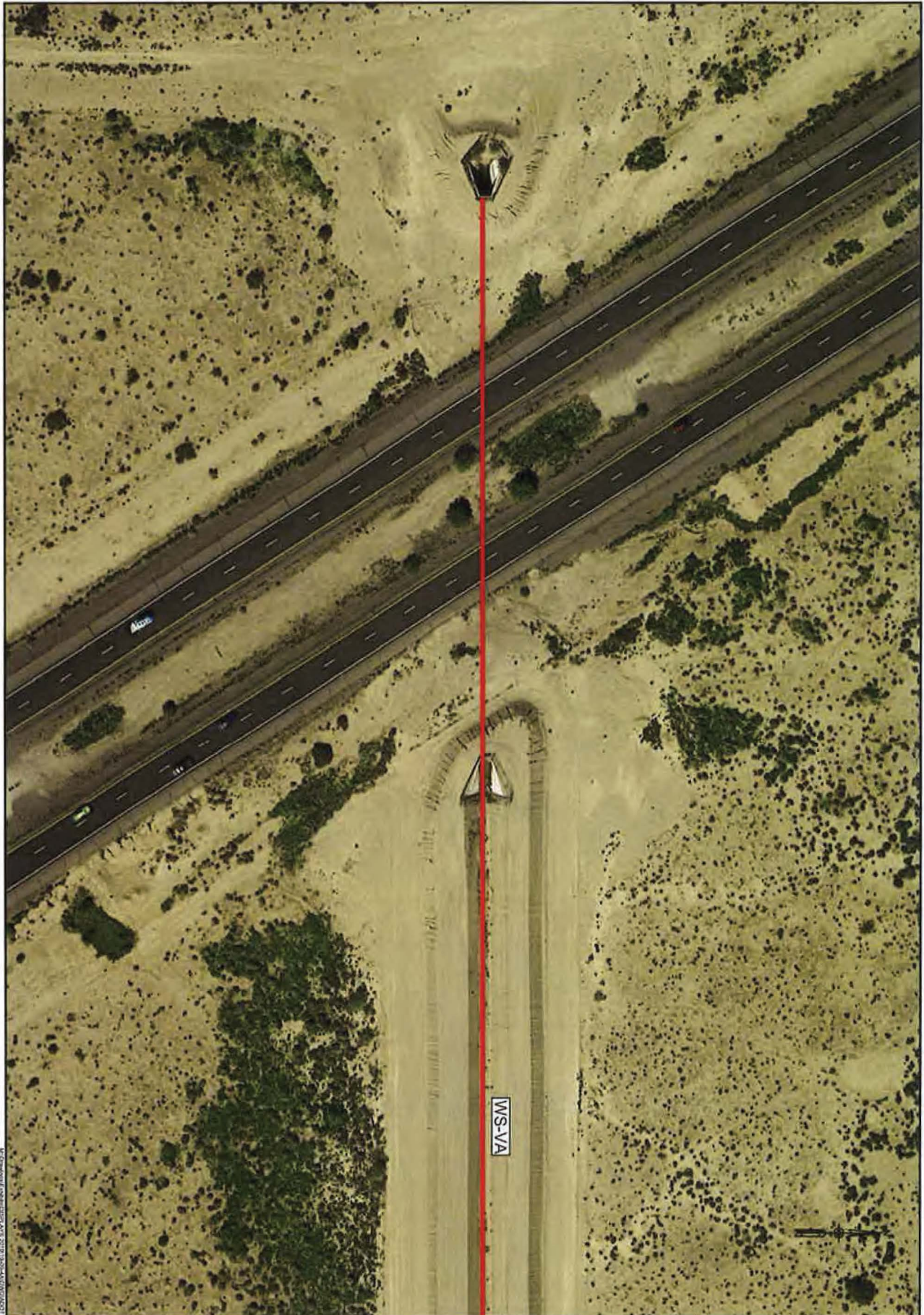


Issue Certification	Log No.	Rev	Date	Description	By
DESIGNED	13-09-43				
DRAWN	02-20-11				
CHECKED	8-23-11				
REVIEWED	8-23-11				
APPROVED					




SHEET 1 OF 1

<p>GILA RIVER INDIAN COMMUNITY PIMA-MARICOPA IRRIGATION PROJECT</p> <p>ADOT I-10 WIDENING AND POTENTIAL IMPACTS TO COMMUNITY IRRIGATION INFRASTRUCTURE GOODYEAR ROAD AND QUEEN CREEK ROAD</p>	<p>PIMA-MARICOPA IRRIGATION PROJECT</p> <p><small>DESIGNED - CONSTRUCTION</small></p> <p><small>1000 W. WILSON P.O. BOX 1000 TUCSON, ARIZONA 85701 520.325.4100 WWW.PIMA-MARICOPA.ORG</small></p> 	Issue Certification		Log No. 19-09-04	Rev	Date	Description	By
		PRELIMINARY NOT FOR CONSTRUCTION	Plot Data 19022013					
		Designed						
		Drawn	F. TAME					
		Checked						
		Reviewed	J. M. GARDNER					
		Approved						



WS-VA

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SHEET 1 OF 1	GILA RIVER INDIAN COMMUNITY PIMA-MARICOPA IRRIGATION PROJECT	PIMA-MARICOPA IRRIGATION PROJECT <small>AGRICULTURE - CONSTRUCTION</small> 	Issue Certification 7/23/2017 NOT FOR CONSTRUCTION	Log No. 1943-4A Plot Date 09/28/2015 Designed J. T. [unclear] Drawn J. T. [unclear] Checked D. [unclear] Reviewed D. [unclear] Approved _____	Rev Date Description _____ _____ _____	By _____ _____ _____
	ADOT I-10 WIDENING AND POTENTIAL IMPACTS TO COMMUNITY IRRIGATION INFRASTRUCTURE WESTSIDE VA PIPELINE UNDER I-10 NORTH OF GOODYEAR ROAD		P.O. BOX 6 1004 SOUTH 47 STREET TUCSON ARIZONA 85747 (520) 624-2100 (520) 624-2110 FAX			



SHEET 1 OF 1

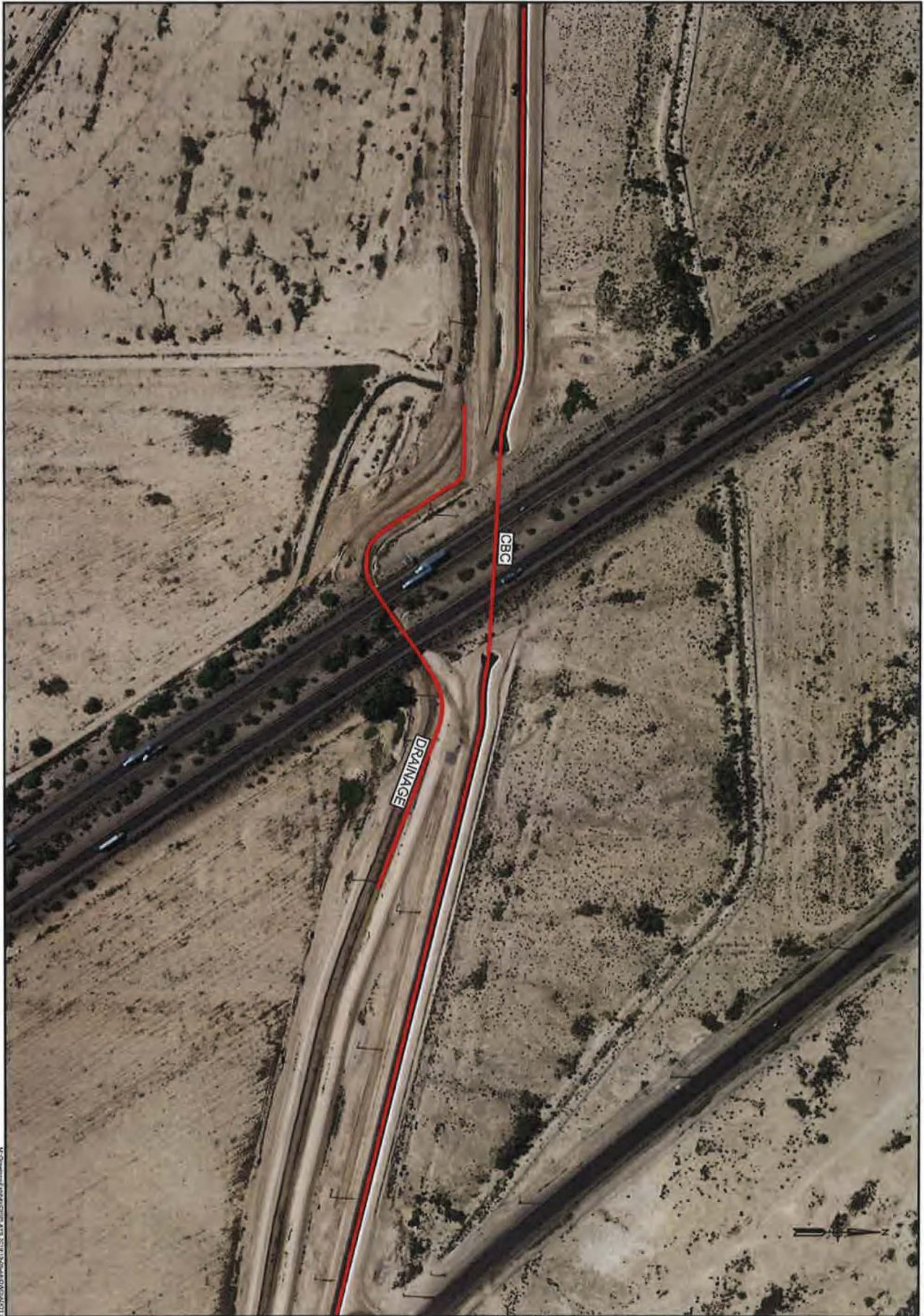
GILA RIVER INDIAN COMMUNITY
 PIMA-MARICOPA IRRIGATION PROJECT
 ADOT I-10 WIDENING AND POTENTIAL
 IMPACTS TO COMMUNITY IRRIGATION INFRASTRUCTURE
 CANAL 13 AND MAR SITE 8B SOUTH OF THE GILA RIVER

**PIMA-MARICOPA
 IRRIGATION
 PROJECT**
DESIGNED BY
 P.O. BOX 61
 1834 SOUTH AC STREET
 SACATON ARIZONA 85347
 (520) 843-6700
 WWW.PMIRRI.COM




Issue Certification
 PRELIMINARY
 MOTOR
 CONSTRUCTION

Log No.	Rev	Date	Description	By
19405-A1				
Plot Date: 09/24/2013				
Designed				
Drawn: F. TAME				
Checked				
Reviewed: D. DELORES				
Approved				



S:\GIS\Projects\2019\20190501\20190501_19-25-4A\19-25-4A_01.dwg

SHEET 1 OF 1	GILA RIVER INDIAN COMMUNITY PIMA-MARICOPA IRRIGATION PROJECT	PIMA-MARICOPA IRRIGATION PROJECT <small>PLANNING AND CONSTRUCTION</small> 	Issue Certification		Log No. 19-25-4A	Rev	Date	Description	By
	ADOT I-10 WIDENING AND POTENTIAL IMPACTS TO COMMUNITY IRRIGATION INFRASTRUCTURE CASA BLANCA CANAL AND DRAINAGE CHANNEL IMPACT SOUTH OF CASA BLANCA ROAD		PRELIMINARY NOT FOR CONSTRUCTION	Plot Date 09/25/2019 Designer F. YANEZ Checker S. W. JONES Approver					



SHEET 1 OF 1

SHEET 1 OF 1
1

GILA RIVER INDIAN COMMUNITY
PIMA-MARICOPA IRRIGATION PROJECT
ADOT I-10 WIDENING AND POTENTIAL
IMPACTS TO COMMUNITY IRRIGATION INFRASTRUCTURE
GILA RIVER FARMS LATERALS AND I-10 IMPACTS

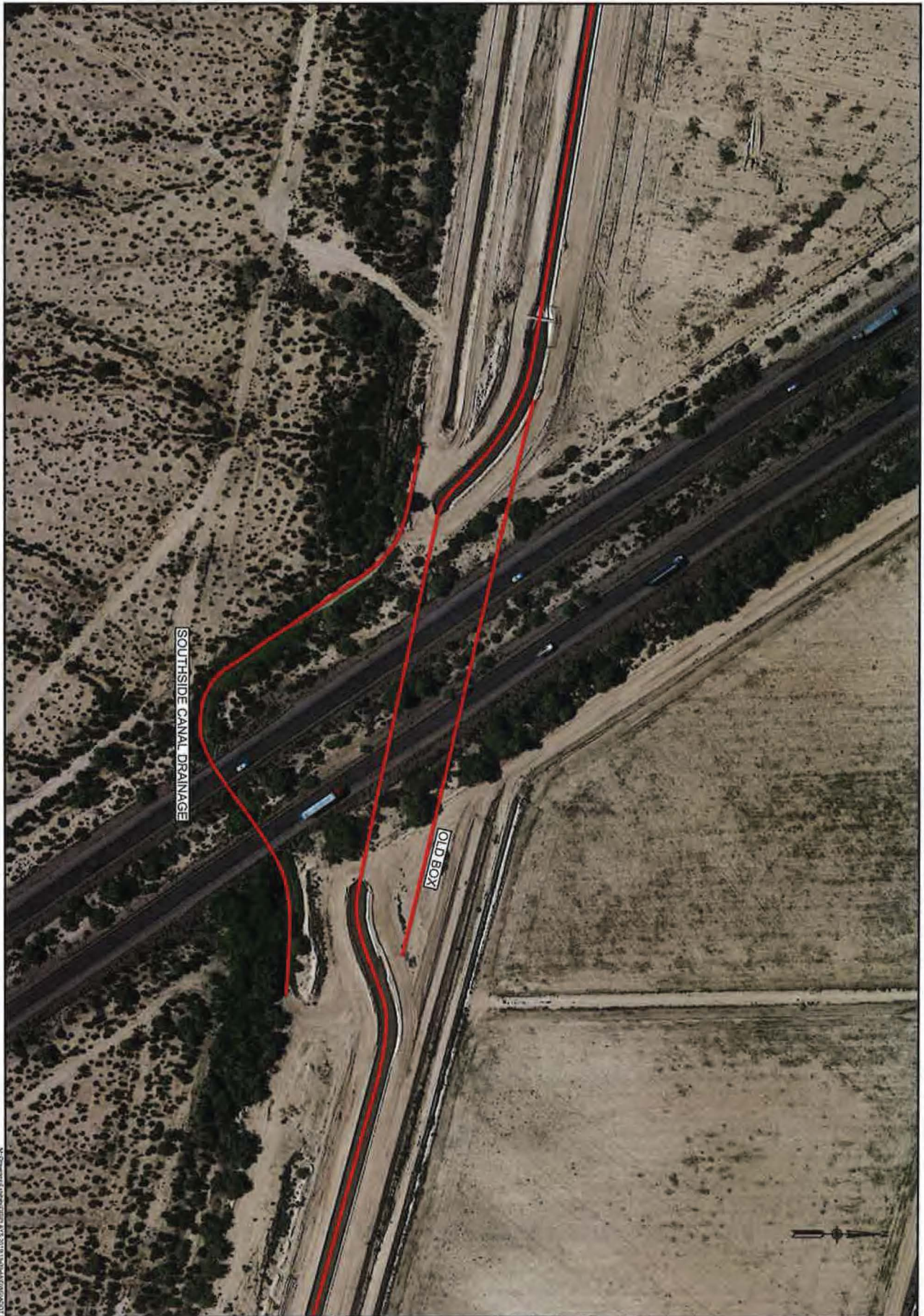
**PIMA-MARICOPA
IRRIGATION
PROJECT**
P.O. BOX C
1204 SOUTH W STREET
GILGATER ARIZONA 85247
(520)848-8700
(520)848-0131 FAX



Issue Certification
PRELIMINARY
NOT FOR
CONSTRUCTION

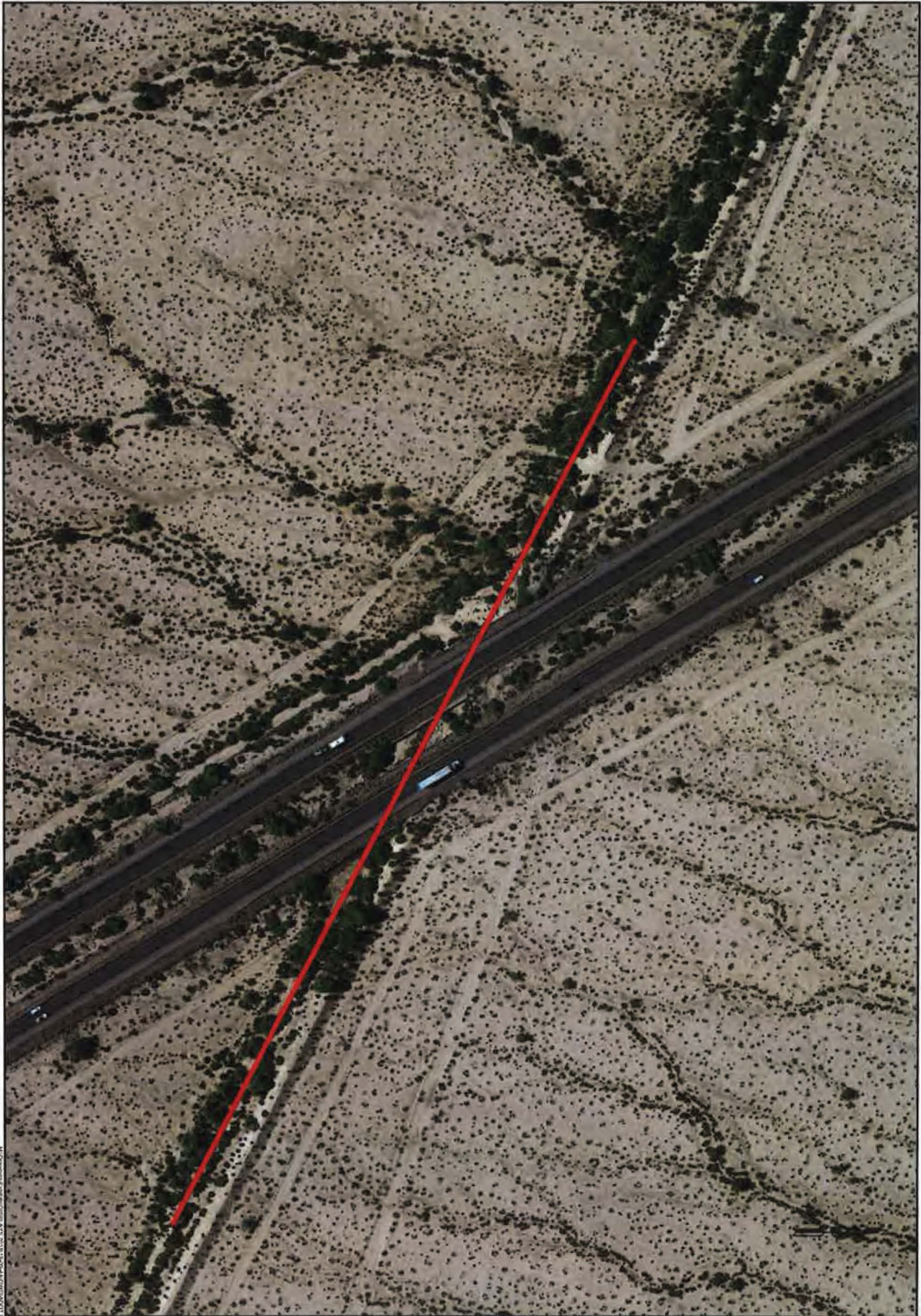
Log No. 19-03-0A
Plot Date 2/24/2013
Designed
Drawn F. T. H. E.
Checked
Reviewed J. S. H. 2/24/13
Approved

Rev	Date	Description	By




SHEET 1 OF 1
 1
 10/20/2018

GILA RIVER INDIAN COMMUNITY PIMA-MARICOPA IRRIGATION PROJECT ADDT I-10 WIDENING AND POTENTIAL IMPACTS TO COMMUNITY IRRIGATION INFRASTRUCTURE SOUTHSIDE CANAL UNUSED AND CURRENT BOX CULVERT UNDER I-10	PIMA-MARICOPA IRRIGATION PROJECT <small>AGRICULTURE - COMMUNITY</small> P.O. BOX C 1204 SOUTH 47 STREET SACATON, ARIZONA 85247 (520)845-6276 (520)862-6791 FAX		Issue Certification	Log No. 1863-AD	Rev	Date	Description	By
			PRELIMINARY NOT FOR CONSTRUCTION	Plot Date 09/24/2018 Designed J. TRICE Drawn J. TRICE Checked D. DE JESUS Approved				



SHEET 1 OF 1

SHEET 1 OF 1	GILA RIVER INDIAN COMMUNITY PIMA-MARICOPA IRRIGATION PROJECT	PIMA-MARICOPA IRRIGATION PROJECT <small>DESIGN-BUILD CONTRACT</small>		Issue Certification	Log No. 19-05-0A						
	PRELIMINARY NOT FOR CONSTRUCTION			Plot Date 09/24/2013 Designed _____ Drawn P. T. H. H. Checked _____ Reviewed _____ Approved _____	Rev						

Types of Surveys and Agreements

Types of Surveys

1. **Results of Survey**
2. **Boundary Survey**
3. **Topographic Survey**
4. Boundary and Topographic Survey (Boundary Survey)
5. Right of Way Map (Results of Survey)
6. Easement Exhibit (Results of Survey)
7. Results of Survey for Service Line Agreement (Results of Survey)
8. Existing Conditions Survey (Topographic Survey)
9. Display Map (Topographic Survey)
10. Plot Plan Survey (Topographic Survey)
11. Sketch Plan (Topographic Survey)
12. Preliminary Plat (Boundary Survey)
13. Final Plat (Results of Survey)

Definitions:

Results of Survey includes: boundary lines and a legal description

Boundary Survey includes: boundary lines, legal description, and improvements

Topographic Survey includes: boundary lines, improvements, and ground elevations

Types of Agreements

Right of Ways and Easements

1. Abandonment – Boundary Survey, Demolition Plan
2. Renewal – Existing Conditions Survey, Right of Way Map
3. New – Topographic Survey, Civil Design, Right of Way Map, As-Built Survey
4. Existing without Right of Way – Existing Conditions Survey, Right of Way Map
5. Improvements – Topographic Survey, Civil Design, As-Built Survey

Leases and Land Assignments

1. Abandonment – Boundary Survey, Demolition Plan
2. Renewal – Boundary Survey
3. New – Boundary Survey, Topographic Survey, Civil Design, As-Built Survey
4. Existing without Lease or Assignment – Boundary Survey
5. Improvements – Topographic Survey, Civil Design, As-Built Survey

Service Line Agreements

1. Existing Conditions Survey , Civil Design, Results of Survey Service Line Agreement, As-Built Survey, Right of Way Map

Land Permit

1. Boundary Survey

Commercial Subdivision (See types of surveys items 11-13)

Industrial Subdivision (See types of surveys items 11-13)

Types of Surveys and Agreements

Minor Subdivision (See types of surveys items 11-13)

Residential Subdivision (See types of surveys items 11-13)

Revisions:

9-7-17 added Plot Plan Survey checklist

10-25-17 revised Land Permit agreement

**Gila River Indian Community Office of Land Use Planning and Zoning
Topographic Survey Requirements**

1. Name, address, telephone number and signature of RLS
2. Official seal and registration number
3. Date survey was completed and revision dates
4. Graphic scale and north arrow
5. Legend included – symbols, abbreviations, line weights and types
6. All data necessary for mathematical closure
7. (Intentionally left blank)
8. Basis of bearings
9. GRIC Resolution GR-18-97 system of coordinates (GRIC Survey Control Network)
10. Both record and measured bearings and distances shown (record if applicable)
11. Adjoining documented parcels, easements and right of ways labeled – if no doc. R/W note, include street names
12. All easements evidenced by recording documents shown – if no doc. Easement note
13. Gores or overlaps along exterior boundary shown
14. All monuments found or set labeled
15. (Intentionally left blank)
16. Vicinity map
17. Gross land area of parcel(s) included in legal description
18. Reference documents listed
19. (Intentionally left blank)
20. Surveyors certification
21. Section ties minimum to two corners record and measured (record if applicable)
22. Survey meets minimum standards set forth and adopted by the Arizona Board of Technical Registration (with exception of recording)
23. Certified Federal Surveyor (CFedS) required
24. Section location map shown with bearings, distances and monumentation shown
25. Maximum allowable relative positional precision for all boundary monuments will be 0.07 feet plus 50 parts per million
26. Title including: lot, block, tract or subdivision name; the section, township, range and meridian, county and state, visible address and the owner or leaseholders name
27. General notes
28. Sheet index map
29. Location of all buildings, if none so note
30. Location of buildings and improvements within 5 feet of boundary
31. Physical evidence of encroaching structural appurtenances
32. Driveways, alleys of access on or crossing property shown
33. Substantial visible improvements in addition to buildings
34. Parking areas and stripes
35. Indication of public way on land
36. Location of utilities observable, floodplain and zoning Information

**Gila River Indian Community Office of Land Use Planning and Zoning
Topographic Survey Requirements**

Additional Topographic Items

- a. Identify survey or legal description being retraced to define subject parcel(s)
- b. GRIC control points used identified on survey
- c. Temporary benchmark (2) located on site and listed in table and on survey
- d. Spot elevations, finish floors, manhole rims & inverts
- e. Contours with break lines used
- f. Building setbacks shown

Deliverables:

37. Three hard copies of drawing 24x36, RLS signed and sealed
38. AutoCAD file
39. Parcel closure report
40. (Intentionally left blank)

**Gila River Indian Community Office of Land Use Planning and Zoning
Boundary and Topographic Survey Requirements**

1. Name, address, telephone number and signature of RLS
2. Official seal and registration number
3. Date survey was completed and revision dates
4. Graphic scale and north arrow
5. Legend included – symbols, abbreviations, line weights and types
6. All data necessary for mathematical closure
7. Point of commencement and point of beginning shown
8. Basis of bearings
9. GRIC Resolution GR-18-97 system of coordinates (GRIC Survey Control Network)
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11. Adjoining documented parcels, easements and right of ways labeled – if no doc. R/W note, include street names
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13. Gores or overlaps along exterior boundary shown
14. All monuments found or set labeled
15. Monuments placed at all corners
16. Vicinity map
17. Gross land area of parcel(s) included in legal description
18. Reference documents listed
19. Legal description included record and measured (record if applicable)
20. Surveyors certification
21. Section ties minimum to two corners record and measured (record if applicable)
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23. Certified Federal Surveyor (CFedS) required
24. Section location map shown with bearings, distances and monumentation shown
25. Maximum allowable relative positional precision for all boundary monuments will be 0.07 feet plus 50 parts per million
26. Title including: lot, block, tract or subdivision name; the section, township, range and meridian, county and state, visible address and the owner or leaseholders name
27. General notes
28. Sheet index map
29. Location of all buildings' if none so note
30. Location of buildings and improvements within 5 feet of boundary
31. Physical evidence of encroaching structural appurtenances
32. Driveways, alleys of access on or crossing property shown
33. Substantial visible improvements in addition to buildings
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36. Location of utilities observable, floodplain and zoning Information

**Gila River Indian Community Office of Land Use Planning and Zoning
Boundary and Topographic Survey Requirements**

Additional Topographic Items

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- b. GRIC control points used identified on survey
- c. Temporary benchmark (2) located on site and listed in table and on survey
- d. Spot elevations, finish floors, manhole rims & inverts
- e. Contours with break lines used
- f. Building setbacks shown

Deliverables:

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38. AutoCAD file
39. Parcel closure report
40. Legal description in electronic format

**Gila River Indian Community Office of Land Use Planning and Zoning
Boundary Survey Requirements**

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2. Official seal and registration number
3. Date survey was completed and revision dates
4. Graphic scale and north arrow
5. Legend included – symbols, abbreviations, line weights and types
6. All data necessary for mathematical closure
7. Point of commencement and point of beginning shown
8. Basis of bearings
9. GRIC Resolution GR-18-97 system of coordinates (GRIC Survey Control Network)
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11. Adjoining documented parcels, easements and right of ways labeled – if no doc. R/W note, include street names
12. All easements evidenced by recording documents shown – if no doc. Easement note
13. Gores or overlaps along exterior boundary shown
14. All monuments found or set labeled
15. Monuments placed at all corners
16. Vicinity map
17. Gross land area of parcel(s) included in legal description
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19. Legal description included record and measured (record if applicable)
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25. Maximum allowable relative positional precision for all boundary monuments will be 0.07 feet plus 50 parts per million
26. Title including: lot, block, tract or subdivision name; the section, township, range and meridian, county and state, visible address and the owner or leaseholders name
27. General notes
28. Sheet index map
29. Location of all buildings, if none so note
30. Location of buildings and improvements within 5 feet of boundary
31. Physical evidence of encroaching structural appurtenances
32. Driveways, alleys of access on or crossing property shown
33. Substantial visible improvements in addition to buildings
34. Parking areas and stripes
35. Indication of public way on land
36. Location of utilities observable, floodplain and zoning Information

Deliverables:

37. Three hard copies of drawing 24x36, RLS signed and sealed
38. AutoCAD file
39. Parcel closure report
40. Legal description in electronic format

1. Ownership if other than the community, the address shall also be included.
2. Date, title, scale, north arrow and notation stating sketch plan preliminary plat or final plat.
3. Any significant natural or man made features.
4. All streets and lot lines and approximate dimensions.
5. Existing public utilities within close proximity of the subdivision.
6. Planned use of each lot other than for a single-family home.
7. Land use of adjacent properties.
8. A legal description and area in square feet of the land to be subdivided.
9. A small scale location map or sketch showing the location of the subdivision within the general vicinity.
10. Ownership and use of all adjacent properties.
11. Location, widths, type of construction, and names of all existing and platted streets, alleys or other known public ways and easements, railroad and utility right of ways, parks, cemeteries, water courses, irrigation facilities, drainage ditches, areas subject to flooding, bridges and other pertinent data as determined by the subdivision administrator on the land proposed to be subdivided and within on hundred and fifty (150) feet of the proposed subdivision.
12. Existing sewers, water mains, culverts and other underground structures within the street and in sizes and grades indicated immediately adjacent with the pipe.
13. Layout and width of all new street right of ways and easements.
14. Cross section of the road design indicating the depth and type of base and pavement. If required the type and design of curbing: width, location and type of walkways and location and type of lighting.

15. The signature and seal of a surveyor licensed by the State of Arizona.
16. The signature and seal of a professional engineer licensed by the State of Arizona.
17. Sequential numbering of each lot.
18. Planned use, if other than single family residential.
19. Approximate dimensions and area of each lot.
20. Proposed building setback lines.
21. Any building on the site or within 150 feet of the boundary.
22. Soil types (may be on a separate map).
23. Cultural Resource Survey.
24. Contours at vertical intervals not more than 2 feet.
25. Plans for sewage disposal, either individual septic systems or central collection and treatment.
26. Plans for water supply including, water supply source, line size and all related improvement information.
27. Provisions for fire protection, including hydrant location and type, water line size and pressure, accessibility for fire fighting equipment. All fire protection improvements are subject to approval by the GRIC Fire Dept.
28. Storm water drainage plans.
29. Copies of any easement, lease or protective covenant documents.
30. Proposed layout and architectural renderings of structures, other than single-family homes.
31. Improvement plans for street, sidewalk or irrigation facilities construction.
32. The exact width of all easements, streets and alleys.

33. The name of all roads and streets within the subdivision of abutting the subdivision.
34. All watercourses, irrigation or drainage facilities pertinent to the subdivision.
35. Name, address, telephone number and signature of RLS.
36. Legend included – symbols, abbreviations, line weights and types.
37. Basis of bearings (GRIC resolution GR 18-97 system of coordinates).
38. The recorded length and bearing of the exterior boundaries of the subdivision with reference to an established corner or corners. (Both record and measured)
39. All monuments found or set labeled.
40. Surveyor's certification.
41. Section ties minimum two corners record and measured.

Deliverables:

- 3 – Hard copies of drawing, 24x36 sheet, and 2” margin on left edge with 1” margin drawn completely around each sheet, RLS sealed and signed.
- 1 – Disc with drawings and coordinate list .txt.

Notes:

1. Ownership if other than the community, the address shall also be included.
2. Date, title, scale, north arrow and notation stating sketch plan preliminary plat or final plat.
3. Any significant natural or man made features.
4. All streets and lot line dimensions.
5. A legal description and area in square feet of the land to be subdivided.
6. The recorded length and bearing of the exterior boundaries of the subdivision with reference to an established corner or corners. (Both record and measured)
7. Ownership and use of all adjacent properties.
8. Layout and width of all new street right of ways and easements.
9. The signature and seal of a surveyor licensed by the State of Arizona.
10. Sequential numbering of each lot.
11. Planned use, if other than single family residential.
12. Dimensions and area of each lot.
13. Proposed building setback lines.
14. Radii of all curves and lengths (minimum of three elements shown, if not tangent note)
15. All monuments erected, corners and other points established in the field in their proper places.
16. The exact width of all easements, streets and alleys.
17. The name of all roads and streets within the subdivision of abutting the subdivision.
18. When a circular curve of 30 feet or less is used to round off the intersection between two straight lines it shall be tangent to both straight lines.

19. The dimensions bearings and distances of all lot lines.
20. The exact length and bearing of all exterior boundary lines, public grounds, meander lines and easements unless they parallel a noted boundary.
21. Certification form detailed in Appendix A.
22. Area of all lots, tracts and streets.
23. Name, address, telephone number and signature of RLS.
24. Legend included – symbols, abbreviations, line weights and types.
25. Basis of bearings (GRIC resolution GR 18-97 system of coordinates).
26. All monuments found or set labeled.
27. Vicinity map.
28. Section ties minimum two corners record and measured.

Deliverables:

- 3 – Hard copies (Mylar) of drawing, 24x36 sheet, and 2” margin on left edge with 1” margin drawn completely around each sheet, RLS sealed and signed.
- 1 – Disc with drawings and coordinate list .txt.
- 1- Lot closure report.

Notes:

FINAL AMENDED PLAT OF CASA BLANCA SUBDIVISION "G"

A PORTION OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4
SECTION 6, TOWNSHIP 4 SOUTH, RANGE 5 EAST
GILA AND SALT RIVER MERIDIAN
DISTRICT 5, GILA RIVER INDIAN COMMUNITY
PINAL COUNTY, ARIZONA

I. SURVEYOR (21a)
I, KYLE A. KAY, REGISTERED LAND SURVEYOR NO. 00044, HAVE SURVEYED THE PROPERTY AS DESCRIBED AND SHOWN HEREON AND HEREBY CERTIFY THAT THE PLAT CORRECTLY REPRESENTS THE SURVEY AND SUBDIVISION CONTAINING 3.2450 ACRES MORE OR LESS. ALL DISTANCES SHOWN ARE U.S. SURVEY FEET AND DECIMAL PARTS THEREOF. FURTHER, I SUBMIT THAT THE REGULATIONS ENACTED BY THE COMMUNITY COUNCIL, RELATIVE TO PLATS AND SUBDIVISIONS IN THE GILA RIVER INDIAN COMMUNITY ARE APPROVED AS DIRECTED BY THE COMMUNITY LAND USE PLANNING AND ZONING DEPARTMENT IN THE PREPARATION OF THIS PLAT.

II. SUBDIVISION ADMINISTRATOR (21b)
I, _____, HEREBY CERTIFY THAT ALL MATTERS PERTAINING TO THE REQUIREMENTS AS PRESCRIBED IN THE REGULATIONS GOVERNING PLATS ADOPTED BY THE COMMUNITY COUNCIL OF THE GILA RIVER INDIAN COMMUNITY INsofar AS THEY PERTAIN TO THE ANNEXED PLAT HAVE BEEN COMPLIED WITH.

III. PLANNING AND ZONING (21c)
REVIEWED BY THE GILA RIVER INDIAN COMMUNITY PLANNING AND ZONING COMMISSION
THIS _____ DAY OF _____
_____, PLANNING AND ZONING CHAIRMAN

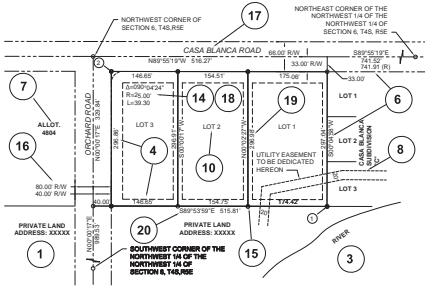
IV. NATURAL RESOURCES COMMITTEE (21d)
REVIEWED BY THE GILA RIVER INDIAN COMMUNITY NATURAL RESOURCES COMMITTEE
THIS _____ DAY OF _____
_____, NATURAL RESOURCES CHAIRMAN

V. COMMUNITY COUNCIL (21e)
APPROVED BY THE GILA RIVER INDIAN COMMUNITY COUNCIL
THIS _____ DAY OF _____
_____, GOVERNOR, GILA RIVER INDIAN COMMUNITY
_____, SECRETARY, GILA RIVER INDIAN COMMUNITY

VI. EASEMENT PROVISIONS (21f)

- AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE SUCCESSORS AND ASSIGNS IN ALL STREETS, ALLEYS, AND OTHER PUBLIC WAYS AND PLACES AS SPECIFICALLY DESIGNATED ON THIS PLAT. SAID EASEMENTS TO BE FOR THE INSTALLATION, MAINTENANCE, RELOCATION AND REMOVAL OF THE DESIGNATED UTILITY SERVICES.
- AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE OWNER OR COMPANY AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS WITHIN THE AREA SHOWN BY THE DASHED LINES ON THIS PLAT, SAID EASEMENTS TO BE FOR THE INSTALLATION, CONSTRUCTION, REPAIR, OPERATE, AND MAINTAIN ELECTRICAL, NATURAL GAS, WATER, SEWER, TELECOMMUNICATIONS, CABLE TELEVISION, AND ANY OTHER UTILITY SERVICE APPROVED BY THE COMMUNITY COUNCIL.
- THE RIGHT TO ENTER UPON THE LOTS AT ALL TIMES TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE, AND MAINTAIN UTILITY FACILITIES AND OTHER EQUIPMENT, AND THE RIGHT TO CUT DOWN AND REMOVE OR TRIM AND KEEP TRIMMED ANY TREES, SHRUBS, OR SAPLINGS THAT INTERFERE WITH ANY OF SAID PUBLIC UTILITY EQUIPMENT ARE HEREBY GRANTED.
- NO PERMANENT BUILDINGS OR TREES SHALL BE PLACED ON SAID EASEMENT, BUT SOME MAYBE USED FOR GARDENS, SHRUBS, LANDSCAPING, AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE FORESAID USES OR THE RIGHT GRANTED HEREIN.
- IF IT IS UNDERSTOOD THAT IF ANY CULTURAL RESOURCE IS DISCOVERED DURING CONSTRUCTION OR SUBSEQUENT MAINTENANCE ACTIVITIES, ALL WORK WILL CEASE, AND THE PARTY CONDUCTING THE CONSTRUCTION OR MAINTENANCE WILL CONTACT THE ARIZONA CULTURAL RESOURCE MANAGEMENT PROGRAM, WHO WILL DEVELOP A MITIGATION STRATEGY.
- IF IT IS UNDERSTOOD THAT IF ANY HAZARDOUS WASTE MATERIALS ARE DISCOVERED DURING CONSTRUCTION OR SUBSEQUENT MAINTENANCE ACTIVITIES, ALL WORK WILL CEASE, AND THE PARTY CONDUCTING THE CONSTRUCTION OR MAINTENANCE WILL CONTACT THE ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY, WHO WILL DEVELOP A MITIGATION STRATEGY.

VII. BUREAU OF INDIAN AFFAIRS, PINA AGENCY (21g)
REPLY BRANCH _____ DATE _____
SUPERINTENDENT, PINA AGENCY _____ DATE _____
THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE OWNER OF LAND DESCRIBED IN THE ATTACHED PLAT AND HAS CAUSED THE SAME TO BE SURVEYED, SUBDIVIDED, AND PLATTED AS SHOWN BY THE PLAT FOR USES AND PURPOSES AS INDICATED THEREIN, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.
_____, SUPERINTENDENT PINA AGENCY



FOUND MONUMENTS

- 0.45 SOUTH & 0.14 EAST OF T.C.
- 0.15 SOUTH & 0.82 EAST OF T.C.

AREA TABLE

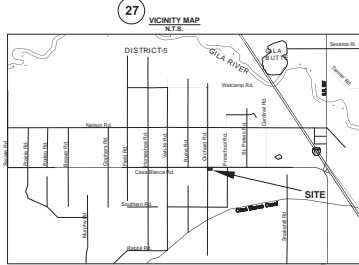
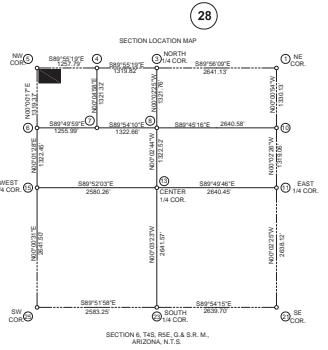
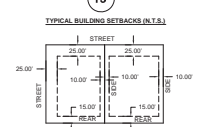
Parcel #	Area (SQ. FT.)	Area (ACRES)
1	87,880	1.9914
2	45,917	1.0641
3	43,540	0.9965
TOTAL	141,344	3.2450

LEGAL DESCRIPTION:
THE NORTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 6, TOWNSHIP 4 SOUTH, RANGE 5 EAST, GILA & SALT RIVER MERIDIAN, PINAL COUNTY, ARIZONA.
EXCEPT THE EAST 74.52 FEET
ALSO EXCEPT THE WEST 40.00 FEET AND NORTH 33.50 FEET FOR RIGHT OF WAY PURPOSES.
CONTAINING 141,354 SQUARE FEET OR 3.2450 ACRES, MORE OR LESS.

REFERENCE DOCUMENTS:
- AMENDED FINAL PLAT OF CASA BLANCA SUBDIVISION "D" BY A-TEAM PROFESSIONAL ASSOCIATES, AN UNINCORPORATED PLAT BY STONE & WALKER, R.L.S. #20237, DATED 07-18-2006, ON FILE AT THE OFFICE OF LAND USE PLANNING AND ZONING, GILA RIVER INDIAN COMMUNITY, PINAL COUNTY, ARIZONA.
- GRANT OF EASEMENT FOR ORCHARD RD. (GR-62-046), GRANT OF EASEMENT FOR CASA BLANCA RD. (GR-637-66)

BASIS OF BEARINGS:
THE BASIS OF BEARINGS FOR THIS SURVEY IS STATE PLANE GRID NORTH BY THE MONUMENT STATION POSITION VALUES DERIVED FROM THE UNPUBLISHED RESOLUTION GRS 83 SYSTEM OF COORDINATES ADOPTED BY THE GILA RIVER INDIAN COMMUNITY COUNCIL.
GENERAL NOTES:
MEASURED DISTANCES AS SHOWN HEREON ARE MEASURED VALUES UNLESS OTHERWISE NOTED.
SURVEYOR'S NOTE:
THIS FINAL AMENDED PLAT OF CASA BLANCA SUBDIVISION "G" IS A RESURVEY AND SUPERSEDES ANY AND ALL SURVEYS INCLUDING THE FINAL AMENDED PLAT OF CASA BLANCA SUBDIVISION "D", DATED 07-18-2006 BY A-TEAM PROFESSIONAL ASSOCIATES, JOB NO. 1488.

- LEGEND:**
- SET 12" IRON ROD W/ CAP RUSH 3096 (UNLESS OTHERWISE NOTED)
 - FOUND MONUMENT
 - BOUNDARY LINE
 - - - SECTION LINE
 - - - ADJACENT BOUNDARY LINE
 - - - BUILDING SETBACK LINE
 - - - EASEMENT LINE
 - - - BUREAU OF INDIAN AFFAIRS GENERAL LAND OFFICE MASONRY NAIL
 - - - GILA RIVER INDIAN COMMUNITY RECORD



FINAL AMENDED PLAT
CASA BLANCA SUBDIVISION "G"
A PORTION OF THE NW 1/4 OF THE NW 1/4
SECTION 6, T4S, R5E, G & S.R.M.,
PINAL COUNTY, ARIZONA, GRG, DISTRICT 5

DRAWING NO. 40506-05748FP
SHEET 1 OF 1

EXPIRES 9-30-11

Gila River Indian Community Office of Land Use Planning and Zoning
Results of Survey Requirements

1. Name, address, telephone number and signature of RLS
2. Official seal and registration number
3. Date survey was completed and revision dates
4. Graphic scale and north arrow
5. Legend included – symbols, abbreviations, line weights and types
6. All data necessary for mathematical closure
7. Point of commencement and point of beginning shown
8. Basis of bearings
9. GRIC Resolution GR-18-97 system of coordinates (GRIC Survey Control Network)
10. Both record and measured bearings and distances shown (record if applicable)
11. Adjoining documented parcels, easements and right of ways labeled – if no doc. R/W note, include street names
12. All easements evidenced by recording documents shown – if no doc. Easement note
13. Gores or overlaps along exterior boundary shown
14. All monuments found or set labeled
15. Monuments placed at all corners
16. Vicinity map
17. Gross land area of parcel(s) included in legal description
18. Reference documents listed
19. Legal description included record and measured (record if applicable)
20. Surveyors certification
21. Section ties minimum to two corners record and measured (record if applicable)
22. Survey meets minimum standards set forth and adopted by the Arizona Board of Technical Registration (with exception of recording)
23. Certified Federal Surveyor (CFedS) required
24. Section location map shown with bearings, distances and monumentation shown
25. Maximum allowable relative positional precision for all boundary monuments will be 0.07 feet plus 50 parts per million
26. Title including: lot, block, tract or subdivision name; the section, township, range and meridian, county and state, visible address and the owner or leaseholders name
27. General notes
28. Sheet index map

Deliverables:

29. Three hard copies of drawing 24x36, RLS signed and sealed and PDF
30. AutoCAD file
31. Parcel closure report
32. Legal description in electronic format

**Gila River Indian Community Office of Land Use Planning and Zoning
Results of Survey for Service Line Agreement Requirements**

1. Name, address, telephone number and signature of RLS
2. Official seal and registration number
3. Date survey was completed and revision dates
4. Graphic scale and north arrow
5. Legend included – symbols, abbreviations, line weights and types
6. All data necessary for mathematical closure
7. Point of commencement and point of beginning shown
8. Basis of bearings
9. GRIC Resolution GR-18-97 system of coordinates (GRIC Survey Control Network)
10. Both record and measured bearings and distances shown (record if applicable)
11. Adjoining documented parcels, easements and right of ways labeled – if no doc. R/W note, include street names
12. All easements evidenced by recording documents shown – if no doc. Easement note
13. Gores or overlaps along exterior boundary shown
14. All monuments found or set labeled
15. Monuments placed at all corners
16. Vicinity map
17. Gross land area of parcel(s) included in legal description
18. Reference documents listed
19. Legal description included record and measured (record if applicable)
20. Surveyors certification
21. Section ties minimum to two corners record and measured (record if applicable)
22. Survey meets minimum standards set forth and adopted by the Arizona Board of Technical Registration (with exception of recording)
23. Certified Federal Surveyor (CFedS) required
24. Section location map shown with bearings, distances and monumentation shown
25. Maximum allowable relative positional precision for all boundary monuments will be 0.07 feet plus 50 parts per million
26. Title including: lot, block, tract or subdivision name; the section, township, range and meridian, county and state, visible address and the owner or leaseholders name
27. General notes
28. Sheet index map

Additional Results of Survey for Service Line Agreement Items

- a. Proposed service line shown with bearings and distances tied to section
- b. Point of terminus shown
- c. Width of service line shown

Deliverables:

29. Three hard copies of drawing 24x36, RLS signed and sealed and PDF
30. AutoCAD file
31. Parcel closure report
32. Legal description in electronic format

**Gila River Indian Community Office of Land Use Planning and Zoning
Right of Way Survey Requirements**

1. Name, address, telephone number and signature of RLS
2. Official seal and registration number
3. Date survey was completed and revision dates
4. Graphic scale and north arrow
5. Legend included – symbols, abbreviations, line weights and types
6. All data necessary for mathematical closure
7. Point of commencement and point of beginning shown
8. Basis of bearings
9. GRIC Resolution GR-18-97 system of coordinates (GRIC Survey Control Network)
10. Both record and measured bearings and distances shown (record if applicable)
11. Adjoining documented parcels, easements and right of ways labeled – if no doc. R/W note, include street names
12. All easements evidenced by recording documents shown – if no doc. Easement note
13. Gores or overlaps along exterior boundary shown
14. All monuments found or set labeled
15. Monuments placed at all corners
16. Vicinity map
17. Gross land area of parcel(s) included in legal description
18. Reference documents listed
19. Legal description included record and measured (record if applicable)
20. Surveyors certification
21. Section ties minimum to two corners record and measured (record if applicable)
22. Survey meets minimum standards set forth and adopted by the Arizona Board of Technical Registration (with exception of recording)
23. Certified Federal Surveyor (CFedS) required
24. Section location map shown with bearings, distances and monumentation shown
25. Maximum allowable relative positional precision for all boundary monuments will be 0.07 feet plus 50 parts per million
26. Title including: lot, block, tract or subdivision name; the section, township, range and meridian, county and state, visible address and the owner or leaseholders name
27. General notes
28. Sheet index map

Additional Right of Way Items

- a. BIA Pima Agency
- b. Applicants Certificate
- c. Surveyors Affidavit
- d. Surveyors Note
- e. Centerline Distance Check
- f. Right of Way Area Equals Exhibit Area

Deliverables:

1. Three hard copies of drawing 24x36, RLS signed and sealed and PDF
2. AutoCAD file
3. Parcel closure report
4. Legal description in electronic format

Gila River Indian Community Office of Land Use Planning and Zoning
Existing Conditions Survey Requirements

1. Name, address, telephone number and signature of RLS
2. Official seal and registration number
3. Date survey was completed and revision dates
4. Graphic scale and north arrow
5. Legend included – symbols, abbreviations, line weights and types
6. All data necessary for mathematical closure
7. (Intentionally left blank)
8. Basis of bearings
9. GRIC Resolution GR-18-97 system of coordinates (GRIC Survey Control Network)
10. Both record and measured bearings and distances shown (record if applicable)
11. Adjoining documented parcels, easements and right of ways labeled – if no doc. R/W note, include street names
12. All easements evidenced by recording documents shown – if no doc. Easement note
13. Gores or overlaps along exterior boundary shown
14. All monuments found or set labeled
15. (Intentionally left blank)
16. Vicinity map
17. Gross land area of parcel(s) included in legal description
18. Reference documents listed
19. (Intentionally left blank)
20. Surveyors certification
21. Section ties minimum to two corners record and measured (record if applicable)
22. Survey meets minimum standards set forth and adopted by the Arizona Board of Technical Registration (with exception of recording)
23. Certified Federal Surveyor (CFedS) required
24. Section location map shown with bearings, distances and monumentation shown
25. Maximum allowable relative positional precision for all boundary monuments will be 0.07 feet plus 50 parts per million
26. Title including: lot, block, tract or subdivision name; the section, township, range and meridian, county and state, visible address and the owner or leaseholders name
27. General notes
28. Sheet index map
29. Location of all buildings, if none so note
30. Location of buildings and improvements within 5 feet of boundary
31. Physical evidence of encroaching structural appurtenances
32. Driveways, alleys of access on or crossing property shown
33. Substantial visible improvements in addition to buildings
34. Parking areas and stripes
35. Indication of public way on land
36. Location of utilities observable, floodplain and zoning Information

**Gila River Indian Community Office of Land Use Planning and Zoning
Existing Conditions Survey Requirements**

Additional Existing Conditions Items

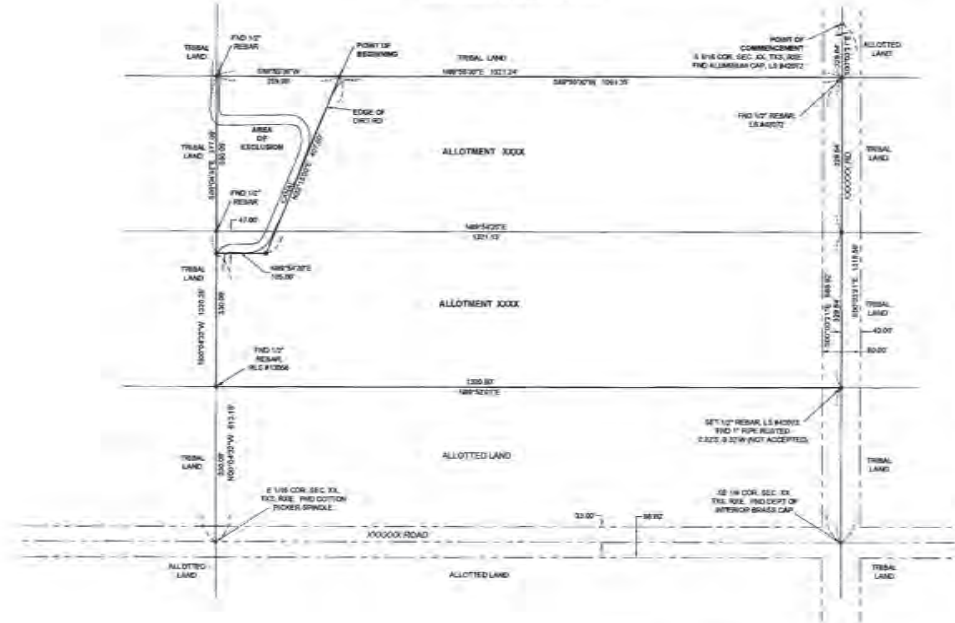
- a. Identify survey or legal description being retraced to define subject parcel(s)
- b. GRIC control points used identified on survey
- c. Temporary benchmark (2) located on site and listed in table and on survey
(If applicable)
- d. (Intentionally left blank)
- e. (Intentionally left blank)
- f. Building setbacks shown

Deliverables:

37. Three hard copies of drawing 24x36, RLS signed and sealed and PDF
38. AutoCAD file
39. Parcel closure report
40. (Intentionally left blank)

EXAMPLE

RESULTS OF SURVEY ALLOTMENTS XXXX & XXXX



GROUND GRID CONTROL DATA AND BASIS OF BEARING

FOR GILA RIVER INDIAN COMMUNITY RE-SURVEY OR RE-SET THESE COORDINATES HAVE BEEN CORRECTED FOR STATE PLANE COORDINATES (SIC) MAPPING SCALE AND ELEVATION FACTORS TO REFLECT THE ACTUAL HORIZONTAL GROUND DISTANCE BETWEEN POINTS IN ALL FEET.

THE BASIS OF BEARING IS 3/4" COR. NORTH. ELEVATIONS ARE ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD).

GROUND GRID COORDINATE SYSTEM WAS OBTAINED FROM NAD 83 SPS SYSTEM IN U.S. FEET MULTIPLIED BY A REDUCTION FACTOR OF 1.000014. USED INDIAN AS THE BASE ORIGIN POINT.

ALL SURVEY DATA WAS OBTAINED BY GLOBAL POSITIONING SYSTEMS (GPS), RTK METHOD.

GENERAL NOTES:
THE BEARINGS AND DISTANCES AS SHOWN HEREIN ARE MEASURED VALUES UNLESS OTHERWISE NOTED. THIS SURVEY MAKES NO WARRANTY AS TO THE EXISTENCE OF ANY ADDITIONAL ENCUMBRANCES OR RECORD AND/OR RESTRICTIONS TO AFFECTED PARCELS.

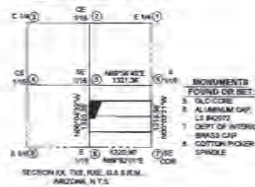
LEGEND

- SET 1/2" REBAR IN 6" HOLES UNLESS OTHERWISE NOTED
- FOUND MONUMENT
- BOUNDARY LINE
- - - SECTION LINE
- - - ADJACENT BOUNDARY LINE
- - - RIGHT-OF-WAY
- - - EXISTING HOME SITE
- - - EXISTING LINE
- - - REMAINS OF A CONCRETE FILLED 6" RIGID PIPE
- 6" COB

AREA SUMMARY

NAME	SQ. FT.	AC.
ALLOT XXXX & XXXX	XXXXXX	XX.XXXX
AREA OF EXCLUSION	XXXX	X.XXXX
NET ACRES	XXXXXX	XX.XXXX

SECTION LOCATION MAP



LEGAL DESCRIPTION-ALLOTMENTS XXXX AND XXXX:

CONTAINING: XXXXXX SQUARE FEET OR XX.XXXX ACRES, MORE OR LESS.

END OF DESCRIPTION

LEGAL DESCRIPTION-AREA OF EXCLUSION:

A PORTION OF THE GILA AND SALT RIVER METES AND BOUNDS, PHOENIX COUNTY, ARIZONA, LOCATED IN DISTRICT X OF THE GILA RIVER INDIAN COMMUNITY, DESCRIBED AS FOLLOWS:

COMMENCING:

CONTAINING: XXXXXX SQUARE FEET OR X.XXXX ACRES, MORE OR LESS.

END OF DESCRIPTION

REFERENCE DOCUMENTS:

1. ORIGINAL MAP, DATE: XXXXX-XXXX, AND DATED: X-XXXX.

SURVEYOR'S STATEMENT:

I, JAMES W. GILBERT, A AND SURVEYOR REGISTERED IN THE STATE OF ARIZONA, HEREBY STATE THAT THIS SURVEY WAS PLAT HEREIN COMPLETED UNDER MY DIRECT SUPERVISION AND THAT ALL MONUMENTS FOUND OR SET ARE CORRECTLY SHOWN.



EX-1005-2-11-17
CROSS #1005

RESULTS OF SURVEY
ALLOTMENTS XXXX, XXXX
BE 1/4 SEC. XX, T2S, R1E, S2M
PHOENIX COUNTY, ARIZONA, DISTRICT X, CHIC

DATE: 11/11/17
BY: JAMES W. GILBERT
APPROVED: JAMES W. GILBERT

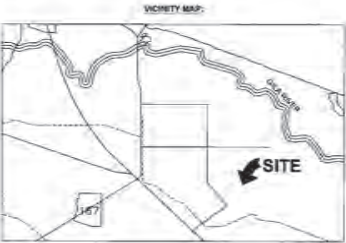
EX-1005-2-11-17
CROSS #1005

SHEET 1 OF 1

EXAMPLE

NOTE: THIS EXHIBIT MAP OR OTHER DRAWING IS INTENDED TO ACCOMPANY A TRADING DOCUMENT AND SHOULD NOT BE INTERPRETED AS A BOUNDARY OR AUTHORITY DOCUMENT BY ITSELF.

NOTE: NO RECORDED OR DOCUMENTED EASEMENT OR RIGHT-OF-WAY WAS FOUND FOR LEGAL ACCESS TO THIS PARCEL.



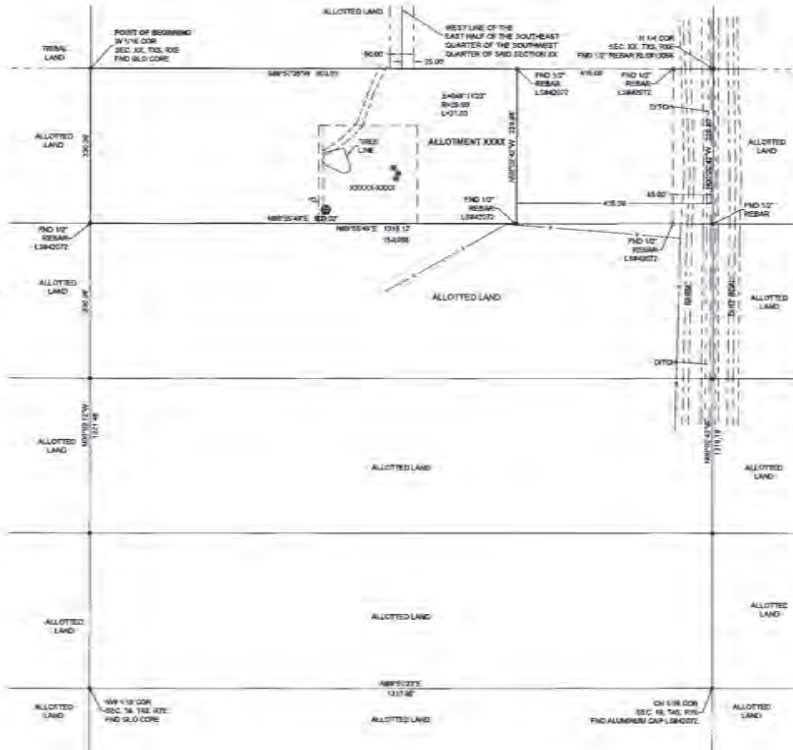
LEGAL DESCRIPTION:
 A PORTION OF THE FINAL COUNTY-APPROVED, LOCATED IN DISTRICT A OF THE GILA RIVER INDIAN COMMUNITY, DESCRIBED AS FOLLOWS:

BEGINNING:

CONTAINING 22.333 SQUARE FEET OR 0.0005 ACRES, MORE OR LESS.

END OF DESCRIPTION.

BOUNDARY SURVEY XXXXXXX



SIGNALS, GRID CONTROL, DATA AND BASIS OF BEARING:

PER GILA RIVER INDIAN COMMUNITY RESOLUTION 02-04-07 THESE COORDINATES HAVE BEEN CORRECTED FOR STATE PLANE COORDINATED (SPC) MAPPING SCALE AND ELEVATION FACTORS TO REFLECT THE ACTUAL HORIZONTAL, GROUND DISTANCE BETWEEN POINTS IN U.S. FEET.

THE BASIS OF SLANTING IS SPC GRID NORTH.

ELEVATIONS ARE ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1985 (NAD 83).

(GROUND) GRID COORDINATE SYSTEM WAS DERIVED FROM NAD 83 SPC SYSTEM IN U.S. FEET MULTIPLIED BY A CORRECTION FACTOR OF 1.00001888 USING NEARBY AS THE SAZE ORIGIN POINT.

ALL SURVEY DATA WAS COLLECTED BY GLOBAL POSITIONING SYSTEM (GPS) WITH METHODS.

LEGEND:

[Symbol]	SET 1/2" REBAR IN CAP
[Symbol]	LESSER OTHERWISE NOTED
[Symbol]	FOUR FOOT MONUMENT
[Symbol]	INDUSTRIAL/UTILITY
[Symbol]	UTILITY POLE
[Symbol]	SEWER CLEANOUT/RISE WELL
[Symbol]	BOUNDARY LINE
[Symbol]	SECTION LINE
[Symbol]	ADJACENT BOUNDARY LINE
[Symbol]	RIGHT-OF-WAY
[Symbol]	EASEMENT LINE
[Symbol]	BARB WIRE FENCE LINE
[Symbol]	OVERHEAD ELECTRIC LINE
[Symbol]	EXISTING EDGE OF DIRT ROAD
[Symbol]	DIRT CANAL
[Symbol]	ADJACENT HOME SITE
[Symbol]	STRUCTURE
[Symbol]	REMAINTS OF A 4" CONCRETE
[Symbol]	TILLED BORN PIPE
[Symbol]	TREES/SHRUBS
[Symbol]	TIE OF SLOPE BANK
[Symbol]	TOP OF SLOPE BANK
[Symbol]	TIERS FENCE LINE



GENERAL NOTES:
 THE BEARINGS AND DISTANCES AS SHOWN HEREON ARE MEASURED VALUES UNLESS OTHERWISE NOTED. THIS SURVEY MAKES NO WARRANTY AS TO THE EXISTENCE OF ANY ADDITIONAL EASEMENTS OF RECORD AND/OR RESTRICTIONS TO ADJACENT PARCELS.

REFERENCE DOCUMENTS:
 1. CADASTRAL MAP, DMS NO. XXXXX-0000, DATED 3-12-14.

ZONING:
 OPEN SPACE PER THE SEVEN DISTRICTS MASTER PLAN.

FLOOD PLAIN:
 THE PROPERTY MAY BE IN AN AREA COVERED AS FLOOD PRONE BY THE GILA RIVER INDIAN COMMUNITY DEPARTMENT OF LAND USE PLANNING AND ZONING'S FLOOD CONTROL SECTION. THIS DETERMINATION IS A RESULT OF DATA COLLECTION BY THE REPORT ENTITLED RESERVATION WIDE DAMAGE STUDY FOR GILA RIVER PREPARED BY STANEC CONSULTANTS IN 2012, JANUARY 2008, MAPPING THE 1982-2008 100-YEAR FLOOD AREA EXTENTS.

SURVEYOR'S STATEMENT:
 I, JAMES M. GLENZING, A LAND SURVEYOR, REGISTERED IN THE STATE OF ARIZONA, HEREBY STATE THAT THIS SURVEY AND PLAN WERE COMPLETED UNDER MY DIRECT SUPERVISION AND THAT ALL MONUMENTS FOUND OR SET ARE CORRECTLY SHOWN.



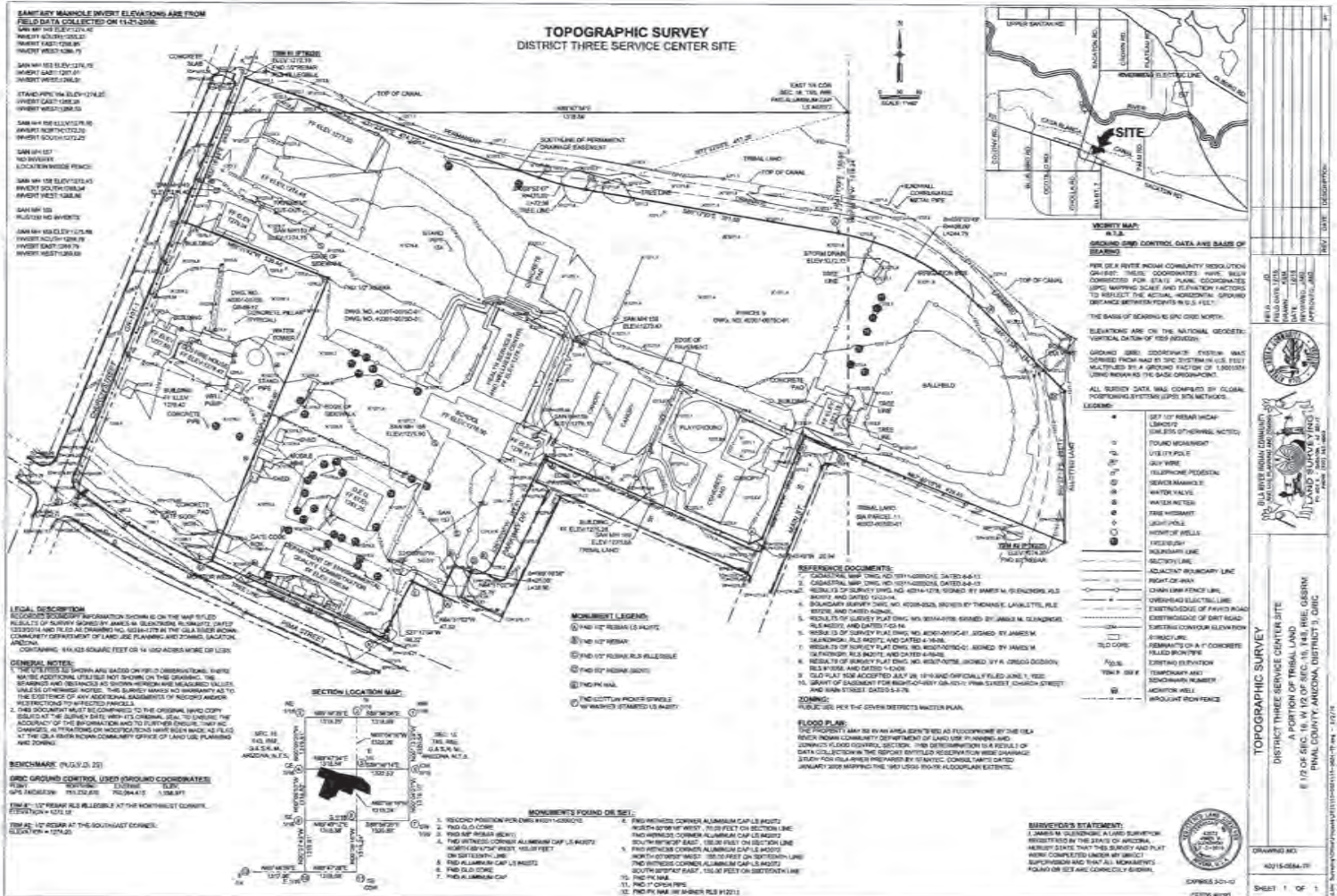
NO.	DESCRIPTION	DATE
1	BOUNDARY SURVEY	XXXXXX-XXXX
2	ALLOTMENT BOOK	
3	NW 1/4 SECTION XX, T4S, R1E, G4 & 5, N, ARIZONA, DISTRICT A, CRIC	

BOUNDARY SURVEY
 XXXXXXX
 ALLOTMENT BOOK
 NW 1/4 SECTION XX, T4S, R1E, G4 & 5, N, ARIZONA, DISTRICT A, CRIC

DRAWING NO.
XXXXXX-XXXX

SHEET 1 OF 1

EXAMPLE



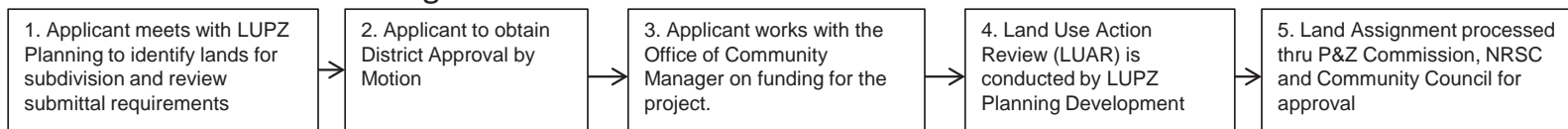


Gila River Indian Community Subdivision Process

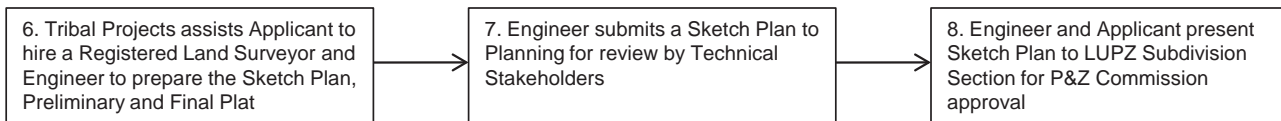
Residential Subdivision

Authority: Subdivision Ordinance GR-126-99

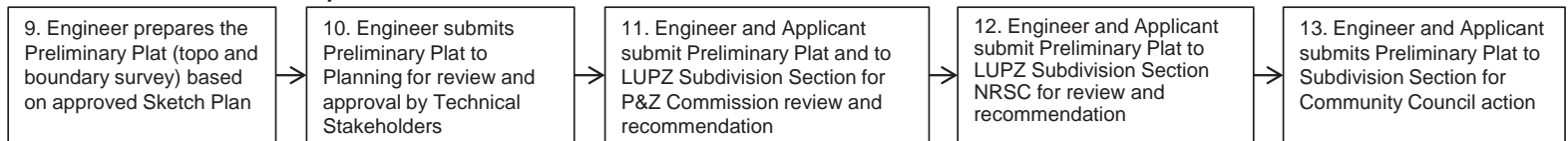
Phase I. LUAR for Land Assignment



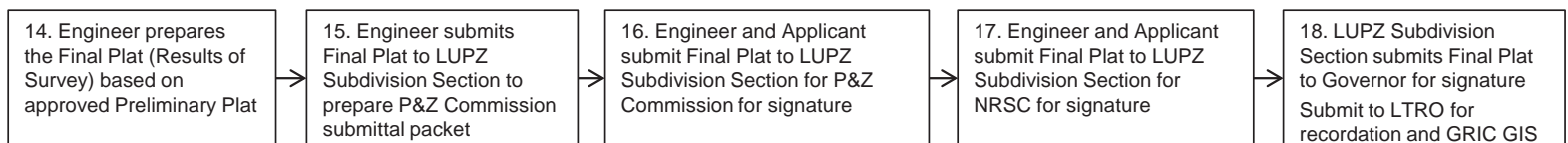
Phase II. Sketch Plan



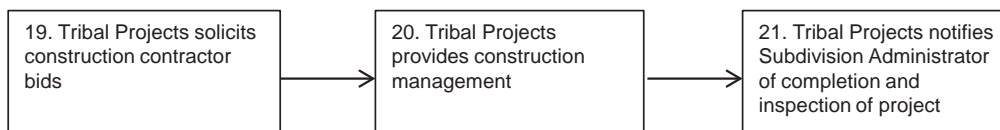
Phase III. Preliminary Subdivision Plat



Phase IV. Final Subdivision Plat



Phase V. Construction



*If there are no significant changes made, the Final Plat may be signed by P&Z Commission, NRSC and the Governor.

*If there significant changes made, the steps in Phase III should be repeated.

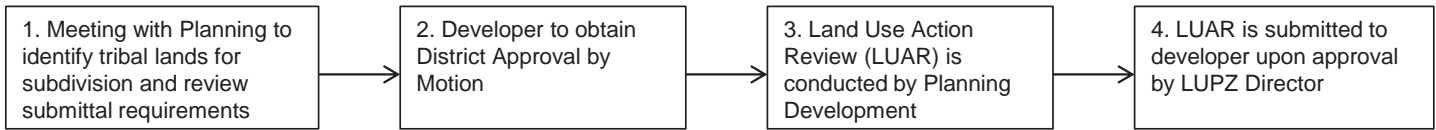


Gila River Indian Community Subdivision Process

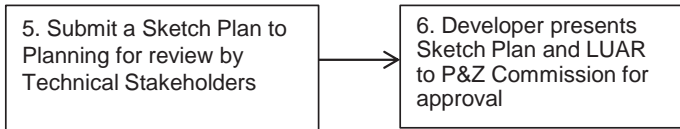
Commercial Subdivision

Authority: Subdivision Ordinance GR-126-99

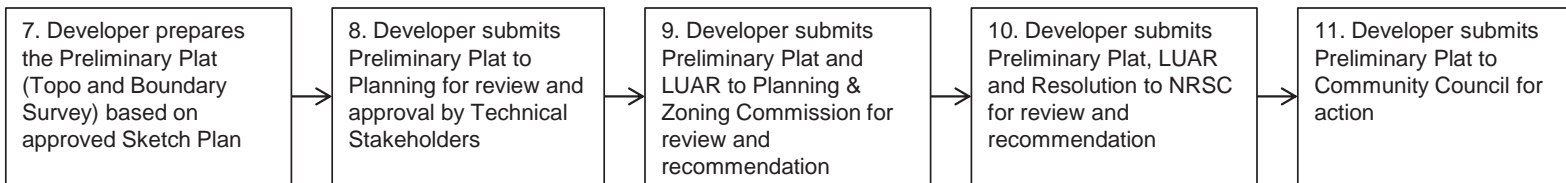
Phase I. LUAR Prepared by LUPZ – Planning Development



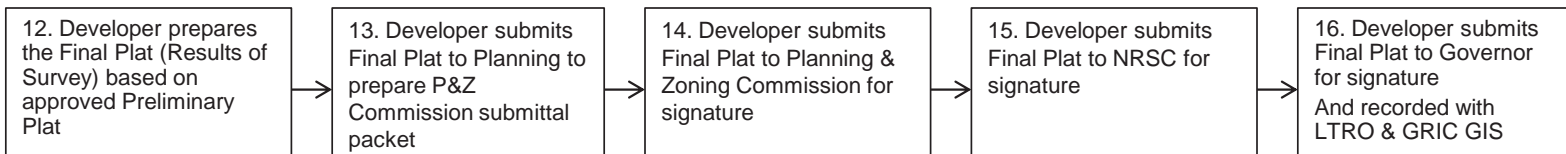
Phase II. Sketch Plan by Land Developer



Phase III. Preliminary Subdivision Plat by Land Developer



Phase IV. Final Subdivision Plat by Land Developer



*If there are no significant changes have been made, the Final Plat may be signed by P&Z Commission, NRSC and the Governor.

*If there significant changes made, the steps in Phase III should be repeated.

Gila River Indian Community Office of Land Use Planning and Zoning
Display Map – Sketch Plan Requirements

1. Name, address, telephone number of applicant
2. (Intentionally left blank)
3. Date display or sketch was completed and revision dates
4. Graphic scale and north arrow
5. Legend included – symbols, abbreviations, line weights and types
6. (Intentionally left blank)
7. (Intentionally left blank)
8. (Intentionally left blank)
9. (Intentionally left blank)
10. Record bearings and distances shown (if applicable)
11. Adjoining documented parcels, easements and right of ways labeled – if no doc. R/W note, include street names
12. All easements evidenced by recording documents shown – if no doc. Easement note
13. (Intentionally left blank)
14. (Intentionally left blank)
15. (Intentionally left blank)
16. Vicinity map
17. Gross land area of parcel(s) included (if applicable)
18. Reference documents listed (if applicable)
19. (Intentionally left blank)
20. (Intentionally left blank)
21. (Intentionally left blank)
22. (Intentionally left blank)
23. (Intentionally left blank)
24. Section location map with Public Land Survey System nomenclature (if applicable)
25. (Intentionally left blank)
26. Title including: lot, block, tract or subdivision name; the section, township, range and meridian, county and state, visible address and the owner or leaseholders name
27. General notes (if applicable)
28. (Intentionally left blank)
29. Location of all buildings, if none so note (imagery can be used)
30. Location of buildings and improvements within 5 feet of boundary (imagery can be used)
31. (Intentionally left blank)
32. Driveways, alleys of access on or crossing property shown (imagery can be used)
33. Substantial visible improvements in addition to buildings (imagery can be used)
34. (Intentionally left blank)
35. Indication of public way on land (imagery can be used)
36. Location of all utilities observable (imagery can be used)

Deliverables:

37. Three hard copies of drawing, minimum size 11 x17, and PDF
38. (Intentionally left blank)
39. (Intentionally left blank)
40. (Intentionally left blank)

Gila River Indian Community Office of Land Use Planning and Zoning
Plot Plan Survey Requirements

1. Name, address, telephone number and signature of RLS
2. Official seal and registration number
3. Date survey was completed and revision dates
4. Graphic scale and north arrow
5. Legend included – symbols, abbreviations, line weights and types
6. All data necessary for mathematical closure
7. (Intentionally left blank)
8. Basis of bearings
9. GRIC Resolution GR-18-97 system of coordinates (GRIC Survey Control Network)
10. Both record and measured bearings and distances shown (record if applicable)
11. Adjoining documented parcels, easements and right of ways labeled – if no doc. R/W note, include street names
12. All easements evidenced by recording documents shown – if no doc. Easement note
13. Gores or overlaps along exterior boundary shown
14. All monuments found or set labeled
15. (Intentionally left blank)
16. Vicinity map
17. Gross land area of parcel(s) included in legal description
18. Reference documents listed
19. (Intentionally left blank)
20. Surveyors certification
21. Section ties minimum to two corners record and measured (record if applicable)
22. Survey meets minimum standards set forth and adopted by the Arizona Board of Technical Registration (with exception of recording)
23. Certified Federal Surveyor (CFedS) required
24. Section location map shown with bearings, distances and monumentation shown
25. Maximum allowable relative positional precision for all boundary monuments will be 0.07 feet plus 50 parts per million
26. Title including: lot, block, tract or subdivision name; the section, township, range and meridian, county and state, visible address and the owner or leaseholders name
27. General notes
28. Sheet index map
29. (Intentionally left blank)
30. (Intentionally left blank)
31. (Intentionally left blank)
32. (Intentionally left blank)
33. (Intentionally left blank)
34. (Intentionally left blank)
35. (Intentionally left blank)
36. (Intentionally left blank)

**Gila River Indian Community Office of Land Use Planning and Zoning
Plot Plan Survey Requirements**

Additional Plot Plan Items

- a. Identify survey or legal description being retraced to define subject parcel(s)
- b. GRIC control points used identified on survey
- c. (Intentionally left blank)
- d. (Intentionally left blank)
- e. (Intentionally left blank)
- f. (Intentionally left blank)

Deliverables:

37. Three hard copies of drawing 24x36, RLS signed and sealed and PDF
38. AutoCAD file
39. Parcel closure report
40. (Intentionally left blank)



United States Department of the Interior

BUREAU OF INDIAN AFFAIRS

Pima Agency

P.O. Box 8

Sacaton, Arizona 85147

IN REPLY REFER TO:
Superintendent

FEB 07 2020

Steve Olmsted, NEPA Assignment Manager
ADOT Environmental Planning
1611 W. Jackson Street, MD EM02
Phoenix, Arizona 85007

RE: Interstate 10 Corridor Study; State Route 202L to State Route 387

Dear Mr. Olmsted:

Thank you for your invitation dated January 31, 2020 for the Bureau of Indian Affairs (BIA) Pima Agency to be a cooperating agency under the National Environmental Policy Act (NEPA) for preparation of an Environmental Assessment (EA) related to the aforementioned project. BIA Pima Agency appreciates and accepts your invitation to be a cooperating agency as we have special expertise we can offer to assist in the preparation and review of the EA and as we also have jurisdiction by law (issuance of easements, temporary construction easements, rights-of-entry etc.). We look forward to working with you in a collaborative effort that will satisfy the requirements of both our agencies. Please keep us apprised of alternatives development, public outreach, meetings, etc. so that we can participate and have associated documents recorded in our project file.

If you have any questions, please contact me by phone at (520) 562-3326 or via e-mail at Cecilia.baker@bia.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cecilia Baker", with a long horizontal flourish extending to the right.

Cecilia Baker
Superintendent

Cc: Beau Goldstein, BIA Pima Agency



GILA RIVER INDIAN COMMUNITY

June 3, 2021

Carlos Lopez, PE
Project Manager
Arizona Department of Transportation
Multimodal Planning Division
206 S. 17th Ave. MD 310B
Phoenix, AZ 85007

Dear Mr. Lopez,

Thank you for your April 22, 2021 letter requesting the Gila River Indian Community's (Community) consensus on the Arizona Department of Transportation's (ADOT) Tentative Recommended Build Alternative (TRBA) for the I-10 Loop 202 to SR 387 Study. Based upon the Community's review of the TRBA, I can confirm that the Community and ADOT have reached consensus on the TRBA, as follows:

I-10 Mainline	ML2
Wild Horse Pass Interchange	WH2
SR 347 / Queen Creek Interchange	QC2
Riggs Road Interchange	RR4
Goodyear Road	GY2
Nelson Road	NR2
SR 587 / Casa Blanca Interchange	CB6
Gasline Road	GL3
Seed Farm Road	SF4
Dirk Lay Road	DL4
SR 187 / SR 387 / Pinal Interchange	PA3
Fiber Optic Trunkline	Build

Please note that this determination of consensus on the TRBA is limited to progressing the Recommended Build Alternative to the next phase of the Environmental Assessment and Design Concept Report, and does not constitute the Community's official review of or comments on the overall I-10 Project.

Thank you,



David White
Gila River Indian Community

CC: Javier Ramos, Senior Counsel, Office of the General Counsel
Ian A. Shavitz, Lippes Mathias Wexler & Friedman, LLP

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Appendix B. Regulatory Background

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Regulatory Background

This appendix contains background information on the regulations that apply to the resource areas discussed in the environmental assessment (EA) in Part IV, *Affected Environment, Environmental Consequences, and Mitigation*.

Land Ownership, Jurisdiction, and Land Use

Arizona law requires that communities update their general or comprehensive plans every 10 years. These plans establish goals and policies to guide future growth and development for 20 or more years and include elements for land use, transportation, housing, economic development, recreation, energy, and public services.

Social and Economic Considerations

Social and economic impacts are not regulated by federal, state, or local governments. The Arizona Department of Transportation (ADOT) National Environmental Policy Act (NEPA) guidelines require a socioeconomic impact analysis. Title VI of the Civil Rights Act of 1964 and Executive Order 12898 require an evaluation of potentially disproportionate adverse effects on protected populations.

Cultural Resources

The proposed Interstate 10 (I-10) project qualifies as a federal undertaking subject to compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S. Code [USC] Section 300101 et seq.) and its implementing regulations (36 Code of Federal Regulations [CFR] Section 800). Section 106 requires the responsible federal agency to consider the effects of its actions on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking. Historic properties are cultural resources that qualify for listing on the National Register of Historic Places (NRHP).¹ Pursuant to 23 USC Section 327 and a Memorandum of Understanding dated April 16, 2019, ADOT has been assigned the lead agency for the undertaking's NHPA compliance.

The project's area of potential effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist [36 CFR Part 800.16(d)]. ADOT defined the APE in consultation with the Gila River Indian Community (Community) Tribal Historic Preservation Officer (THPO) and the Arizona State Historic Preservation Officer (SHPO). The APE subject to direct effects is defined as the I-10 easement and right-of-way from

¹ Resources are evaluated for listing using four criteria: Criterion A (association with an important event), Criterion B (association with an important person significant in the past), Criterion C (embodiment of a distinctive design of a given type, period, or method of construction), and Criterion D (has yielded, or is likely to yield, information important in prehistory or history).

milepost 161.0 to milepost 172.6 and from milepost 173.6 to milepost 187.1, street rights-of-way outside the I-10 easement in the environmental footprint of the Recommended Build Alternative, and any areas outside the I-10 right-of-way and easement needed to facilitate construction, such as temporary construction easements, new right-of-way or easement, staging areas, and any other areas needed to assist the construction. The APE subject to indirect effects consists of a 1,000-foot buffer beyond the direct effects APE for archaeological and historic cultural resources and a 1-mile buffer for traditional cultural properties (TCPs). The APE for the consideration of cumulative effects is defined as the combined direct and indirect APEs. The environmental footprint addressed in the EA includes the direct effects APE and approximately 20 to 50 feet of the indirect effects APE beyond the I-10 easement.

Section 4(f) Resources

Section 4(f) of the Department of Transportation Act of 1966, as amended, states that ADOT or the Federal Highway Administration (FHWA) (ADOT under NEPA Assignment) "... may approve a transportation program or project ... requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if

- (1) there is no prudent and feasible alternative to using that land; and
- (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use" or
- (3) the use of the property will have a *de minimis* impact [49 USC Section 303(c)].

A "use" of a Section 4(f) property, as defined in 23 CFR Part 774, occurs: (1) when land is permanently incorporated into a transportation facility, (2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purposes, or (3) when there is a constructive use of the Section 4(f) property. A constructive use of a Section 4(f) property occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a property for protection under Section 4(f) are substantially impaired. For example, a constructive use can occur when:

- (a) the projected noise level increase, attributable to the project, substantially interferes with the use and enjoyment of a noise-sensitive facility of a property protected by Section 4(f);
- (b) the proximity of the proposed project substantially impairs aesthetic features or attributes of a property protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the property (an example of such an effect would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally

significant historical building or substantially detracts from the setting of a park or historic site that derives its value in substantial part due to its setting); and/or

(c) the project results in a restriction of access that substantially diminishes the utility of a significant publicly owned park, recreation area, or historic site.

Traffic and Transportation

ADOT’s NEPA guidance (ADOT 2019) requires the evaluation of traffic and transportation in an EA. In addition, ADOT has prepared statewide plans that provide a framework for future I-10 improvements:

- *I-10 East Corridor Profile Study, State Route 202L to the New Mexico State Line* (ADOT 2017a). Primary recommendations for improving I-10 included adding travel lanes, widening shoulders, improving or replacing bridges, and improving and expanding select traffic interchanges (TIs).
- *Arizona State Freight Plan* (ADOT 2017b)
- *Arizona’s Key Commerce Corridors* (ADOT 2014)

Air Quality

The federal Clean Air Act (CAA) of 1970 established standards for common air pollutants to protect the public health and welfare. The CAA established National Ambient Air Quality Standards (NAAQS) for six pollutants: carbon monoxide, nitrogen dioxide, ozone, particulate matter/fine particulate matter, sulfur dioxide, and lead (Table B-1). Air pollutants at or below the NAAQS protect sensitive groups (people with asthma or other respiratory illnesses) from health effects caused by pollution.

Table B-1. National Ambient Air Quality Standards

Pollutant	Averaging time	Primary standard	Secondary standard
Carbon monoxide	1-hour	35 ppm	No standard
	8-hour	9 ppm	No standard
Nitrogen dioxide	1-hour	0.100 ppm	No standard
	Annual	0.053 ppm	0.053 ppm
Ozone	8-hour	0.070 ppm	0.070 ppm
Particulate matter	24-hour	150 µg/m ³	150 µg/m ³
Fine particulate matter	24-hour	35 µg/m ³	35 µg/m ³
	Annual	12 µg/m ³	15 µg/m ³

Table B-1. National Ambient Air Quality Standards

Pollutant	Averaging time	Primary standard	Secondary standard
Sulfur dioxide	1-hour	0.075 ppm	No standard
	3-hour	No standard	0.5 ppm
Lead	Rolling 3-month average	0.15 µg/m ³	0.15 µg/m ³

Source: 40 Code of Federal Regulations Section 50

Notes: The 1-hour standard for ozone was phased out in 2005 but is applicable to previously designated nonattainment areas.
 µg/m³ = micrograms per cubic meter, ppm = parts per million

In addition to the NAAQS pollutants, the U.S. Environmental Protection Agency (EPA) regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (for example, airplanes), and stationary sources (for example, factories or refineries).

Mobile source air toxics (MSATs) are compounds that are emitted from highway vehicles and nonroad equipment. FHWA currently considers seven priority transportation toxics.² While FHWA considers these the priority MSATs, the list is subject to change.

Noise

23 CFR Part 772 provides procedures for preparing operational and construction noise studies and evaluating noise abatement for highway projects. Traffic noise impacts occur when the predicted noise level approaches or exceeds the noise abatement criteria (NAC) specified in 23 CFR Part 772, or when a predicted noise level substantially exceeds the existing noise level (a “substantial” noise increase).

Table B-2 summarizes the NAC corresponding to various land use activity categories.

² FHWA priority transportation toxics are acrolein, benzene, 1,3 butadiene, diesel particulate matter plus diesel exhaust organic gases, formaldehyde, naphthalene, and polycyclic organic matter.

Table B-2. Noise Abatement Criteria

Activity category	Hourly equivalent sound level ^a (dBA)	Description of activity category
A	57 (exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ^b	67 (exterior)	Residential
C ^b	67 (exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52 (interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E ^b	72 (exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F
F	—	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	—	Undeveloped lands that are not permitted

Source: Arizona Department of Transportation *Noise Abatement Requirements*, revised May 4, 2017

Note: dBA = A-weighted decibel

^a represents the A-weighted sound level that contains the same amount of acoustic energy as the actual time-varying A-weighted sound level over 1 hour

^b includes undeveloped lands permitted for this activity category

ADOT’s *Noise Abatement Requirements* (NAR) comply with 23 CFR Part 772 and define a noise increase as “substantial” when the predicted noise levels with project implementation exceed existing noise levels by 15 A-weighted decibels (dBA). The NAR also state that a sound level is considered to approach the NAC when the sound level is within 1 decibel of the NAC identified in 23 CFR Part 772 (that is, 66 dBA approaches the NAC of 67 dBA, but 65 dBA does not).

Utilities

ADOT is responsible for identifying, assessing, and mitigating utility impacts resulting from ADOT-sponsored transportation projects. The ADOT Utility and Railroad Engineering Section coordinates with local utility providers, including tribally owned and operated utilities, with facilities in the highway easement or right-of-way regarding utility protection during construction, potential relocation, and service disruption.

Visual Resources

FHWA has two assessment guidance documents—the 1981 *Visual Impact Assessment for Highway Projects* and the more recent 2015 *Guidelines for the Visual Impact Assessment of Highway Projects*. The latter document was the primary methodology guide for this study, with support from the former.

Floodplain and Drainage Considerations

Executive Order 11988, Floodplain Management, requires that impacts on floodplains be evaluated for all federal actions and directs agencies to reduce impacts on floodplains, minimize flood risks on human safety and well-being, and restore and preserve floodplain values. Floodplains are delineated and managed by the Federal Emergency Management Agency (FEMA). A floodplain is generally level land subject to periodic flooding from an adjacent body of water. FEMA designates flood zones based on the level of flood risk (Table B-3). FEMA Flood Insurance Rate Maps depict the 100-year floodplain based on flood zones.

Table B-3. Federal Emergency Management Agency flood zones

Flood zone	Definition
Special Flood Hazard Areas – high risk	
Zone A	Areas subject to inundation by 100-year floods that have been identified through qualitative methodologies; no base flood elevations have been determined
Zone AE	Areas subject to inundation by 100-year floods that have been identified through quantitative methodologies; base flood elevations have been determined
Zone AH	Areas subject to inundation by 100-year shallow floods where ponding occurs and flood depths are between 1 and 3 feet deep; base flood elevations have been determined
Zone AO	Areas subject to inundation by 100-year shallow floods typified by sheet flow on sloping terrain with flood depths of between 1 and 3 feet; base flood elevations have been determined
Moderate and minimal risk areas	
Zone X (shaded)	Areas with moderate risk within the 0.2-percent-annual-chance floodplain; areas of 1-percent-annual-chance flooding where average depths are less than 1 foot; areas of 1-percent-annual-chance flooding where the contributing drainage area is less than 1 square mile; and areas protected from the 1-percent-annual-chance flood by a levee. No base flood elevations or base flood depths are shown in these zones. Note that Zone X (shaded) is used on new and revised maps in place of Zone B.
Zone X (unshaded)	Minimal risk areas outside the 1-percent and 0.2-percent-annual-chance floodplains. No base flood elevations or base flood depths are shown in these zones. Note that Zone X (unshaded) is used on new and revised maps in place of Zone C.
Undetermined risk areas	
Zone D	Unstudied areas where flood hazards are undetermined, but flooding is possible. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

Sections 404, 401, and 402 of the Clean Water Act and National Pollutant Discharge Elimination System

The Clean Water Act (CWA) regulates water quality for surface waters in the United States. The definition of waters of the United States (WOTUS), or jurisdictional waters regulated under the CWA, has undergone several revisions in recent years, most recently in September 2021. Currently, EPA and the U.S. Army Corps of Engineers are interpreting WOTUS consistent with the pre-2015 definition as clarified by U.S. Supreme Court decisions, agency guidance, and longstanding practice. The pre-2015 definition, found in 40 CFR Section 230.3(s), was promulgated in 1986/1988.

Section 404 of the CWA regulates the placement of dredge or fill materials within the ordinary high water mark of WOTUS. Section 401 of the CWA ensures that before a Section 404 permit is issued, the governing state or landowner issues a certification of WOTUS water quality. Surface waters that do not meet state-assigned water quality standards (that is, total maximum daily loads based on pollutant severity and sensitivity of water use) are placed on the Arizona Department of Environmental Quality Section 303(d) listing of impaired waters. Section 402 of the CWA—or the National Pollutant Discharge Elimination System (NPDES)—regulates the point source discharge of pollutants into WOTUS. An NPDES permit is required for construction activities when more than 1 acre of ground will be disturbed and there is potential for stormwater discharge to WOTUS.

Biological Resources

The U.S. Fish and Wildlife Service (USFWS) and the Community administer biological regulations for the study area. USFWS implements the Endangered Species Act (ESA) and the Migratory Bird Treaty Act (MBTA). The Community implements the Native Plant Ordinance, which protects native plant species that are of aesthetic, ecological, educational, historical, scientific, and recreational value to the Community, and conserves Focal Species that are culturally relevant and significant to the Community.

Prime and Unique Farmland

The Natural Resources Conservation Service (NRCS), part of the U.S. Department of Agriculture, administers the Farmland Protection Policy Act (FPPA), which applies to federal actions that would affect prime or unique farmland. Pursuant to the FPPA, farmland includes:

- Prime farmland – Land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops.
- Unique farmland – Land other than prime farmland that is used for the production of specific high-value food and fiber crops, such as citrus, tree nuts, olives, cranberries, fruits, and vegetables.
- Other farmland – This encompasses farmland, other than prime or unique farmland, that is of statewide or local importance for the production of food, feed, fiber, forage, or oilseed crops.

To evaluate the impact of federally funded projects on farmland, agencies must complete a Farmland Conversion Impact Rating form in coordination with the local NRCS office when such farmland is present. Note that prime and unique farmland and agricultural land are defined differently. The agricultural land use designation is a product of local community planning efforts, while the prime and unique farmland soil designation is specific to NRCS criteria in accordance with the FPPA.

Hazardous Materials

Hazardous materials and hazardous waste sites pose a threat to any infrastructure project, beginning with ownership liability concerns and ending with construction safety concerns. The 2002 Brownfields Law identified the steps of all appropriate inquiry for investigating hazardous materials sites, and the American Society for Testing and Materials International (ASTM) E1527 series of standards provide guidelines for assessing properties and the qualifications of environmental professionals performing the analyses.

ADOT employs a preliminary initial site assessment (PISA) scope of work as an early comparative tool for projects with multiple alternatives. It includes a review of the regulatory history of the sites in the study area and a limited file review by an environmental professional as defined by ASTM. The PISA is not fully ASTM-compliant but provides elements of the ASTM scope (regulatory database review, site reconnaissance, and limited historic aerial photography review) that give the study team adequate information to determine whether sufficient risk exists from sites located along the project corridor to warrant further investigation under a subsequent, more detailed Phase I Initial Site Assessment.

Materials Sources and Waste Materials

No specific federal regulations affect material sources or waste materials. ADOT policies and regulations govern the use of material sources and the placement of waste materials during construction.

Secondary Impacts

Secondary impacts are defined by Council on Environmental Quality (CEQ) guidelines as impacts that “are caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable” (40 CFR Section 1508.8). Secondary impacts from the I-10 project would occur after the expansion and improvements become operational. Such impacts may include growth-inducing effects and other effects related to changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems. Secondary impacts also can be considered as effects that would not occur if the project did not occur. Actions that may induce secondary (or indirect) impacts can be less obvious than those identified as direct impacts.

ADOT uses FHWA guidance, which supplements the CEQ guidance, to assess secondary and cumulative impacts—*Secondary and Cumulative Impact Assessment in the Highway Development*

Process (1992). Secondary and cumulative impacts are described based on type (neutral, positive, or negative), severity (minor, moderate, or substantial), and duration (temporary or permanent).

Cumulative Impacts

CEQ regulations define cumulative effects as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.

Cumulative effects can result from individually minor, but collectively significant actions taking place over a period of time” (40 CFR Section 1508.7). CEQ recommends that cumulative impact analyses examine resources that could be affected by the action under investigation or that could potentially be at risk.

For this cumulative impact assessment, transportation and other development was considered. The analysis assumed that the general plans for Phoenix, Chandler, Casa Grande, and the Community will direct future development in the area. This development would likely occur eventually with or without the I-10 improvements. The assessment area for cumulative effects encompasses southeastern Phoenix, southwestern Chandler, the central section of the Community, and north and central Casa Grande.

References

Arizona Department of Transportation. 2014. *Arizona Key Commerce Corridors*.

———. 2017a. *I-10 East Corridor Study, State Route 202L to New Mexico State Line*. March.

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Appendix C. Land Use and Socioeconomic Report

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Draft Land Use and Socioeconomic Report

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

Maricopa and Pinal Counties, Arizona

*ADOT Project Nos. F0252 01L and F0252 02L
Federal Aid No. 010-C(222)S*

May 2022

ADOT

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

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1 Introduction

The Arizona Department of Transportation (ADOT) is proposing to make capacity expansion and other improvements to Interstate 10 (I-10) in south-central Maricopa County and northwestern Pinal County (Figure 1). The project is located in the cities of Phoenix and Chandler in Maricopa County, the Gila River Indian Community (Community) in Maricopa and Pinal Counties, the city of Casa Grande in Pinal County, and unincorporated areas of Pinal County (Figure 2). South of Phoenix and Chandler, the I-10 corridor generally features undeveloped and agricultural land within the Sonoran Desert, with most of the study area located in the Community. Sacaton is the primary developed area within the Community; it is a census-designated place and is the Community's center of government. I-10 crosses the Gila River between mileposts 172.6 and 173.6, and active and inactive agricultural land is located between mileposts 177 and 180 in Pinal County. The bridge that crosses over the Gila River is excluded from this study but is addressed as a separate project by ADOT.

This report discusses the land use, social, and economic characteristics of communities proximate to the I-10 corridor and describes potential effects of the proposed I-10 widening and other improvements on these communities by comparing the Recommended Build Alternative with the No-Build Alternative. I-10 is a major transportation route for freight and passenger vehicular traffic in Arizona, connecting Arizona's largest major metropolitan areas of Phoenix and Tucson; it carries both interstate traffic and commuter traffic destined to and from the Phoenix area. The I-10 project extends from milepost 161 at the State Route (SR) 202L (Santan Freeway) system traffic interchange (TI) to milepost 187 just southeast of the service TI with SR 387/SR 187/North Pinal Avenue. At the northern terminus, the study area begins at the SR 202L system TI at approximately milepost 161. The posted speed limit is 65 miles per hour (mph), and I-10 is classified as an urban six-lane freeway, with three general purpose lanes and one high-occupancy vehicle (HOV) lane in each direction. I-10 narrows from three lanes to two lanes in each direction, moving eastbound, near milepost 164, just north of the I-10 and SR 347/Queen Creek Road service TI. Continuing southeast, I-10 leaves the Phoenix metropolitan area into the Community in Maricopa County, then traverses the Community in Pinal County as a rural four-lane freeway with a posted speed limit of 75 mph. The I-10 project ends at milepost 187 near the city limits of Casa Grande, where it ties into the three-lane section in each direction (for six lanes total) as I-10 continues southeast toward Tucson.

Figure 1. Study area location in state

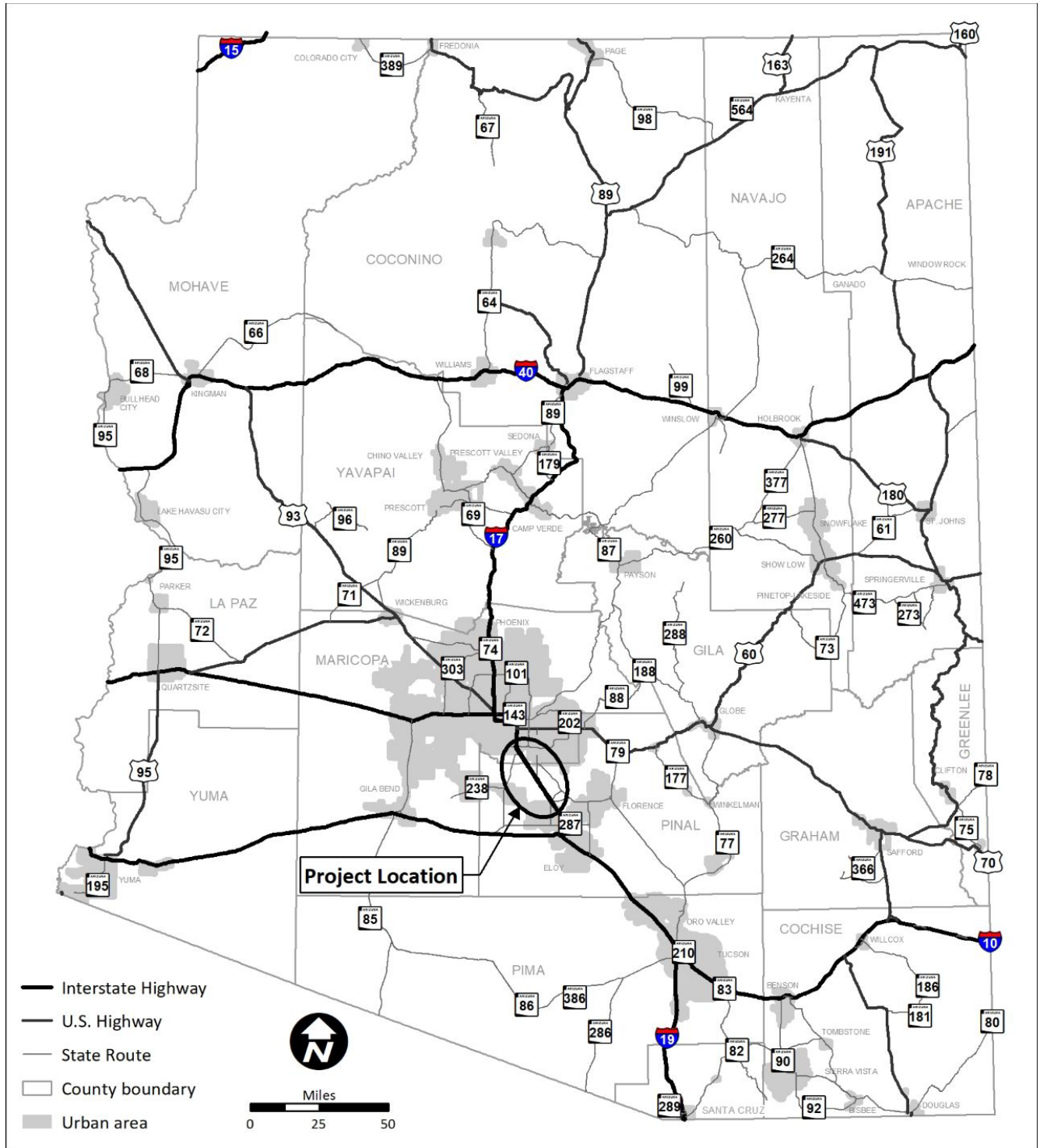
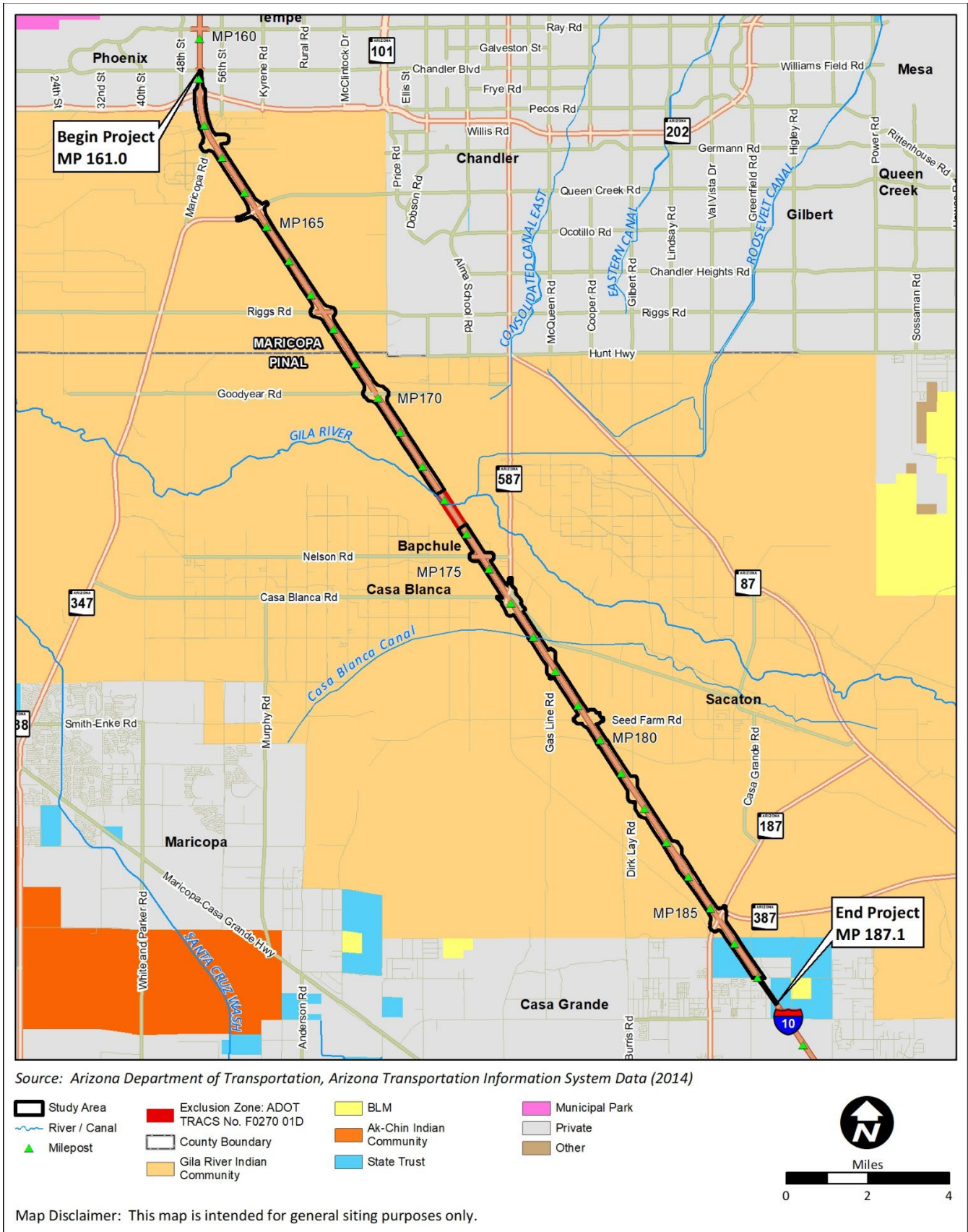




Figure 2. Study area vicinity



I-10 facilities that are part of this study include five existing service TIs in addition to the I-10 and SR 202L system TI, five I-10 crossroads that pass over I-10, median shoulders that vary from 2 to 4 feet wide, and outside shoulders that are 10 feet wide. The median area of I-10 is open desert, with the exception of mile 161 at the northern terminus, which includes a median barrier system. Rest areas are located at milepost 182 (eastbound) and milepost 183 (westbound) but are not part of this study.

An important purpose of the proposed project is to increase I-10's vehicular capacity in the study area. The I-10 corridor is a principal route for freight traffic from the ports of California, facilitates the movement of international commerce from ports of entry at the Mexican border, and plays a key role in Arizona's transportation infrastructure, contributing to the state's economic success. The sections of I-10 both north and south of this project have already been expanded to three lanes in each direction by ADOT, and this proposed project would continue the expansion process to address increased travel demand and traffic congestion on this existing four-lane section of I-10 by increasing its capacity in Maricopa and Pinal Counties.

Two alternatives are evaluated in this report to identify potential impacts on land use and social and economic characteristics in the study area—a Recommended Build Alternative and a No-Build Alternative. A detailed discussion of the alternatives analysis conducted by ADOT—with close coordination, input, and agreement by the Community as a cooperating agency for this study—may be reviewed in Part III, *Alternatives*, of the Draft Environmental Assessment (EA).

ADOT has chosen a Recommended Build Alternative based on an analysis of I-10 main line alternatives and various design options for the TIs and crossroads that are part of this study. The main line alternative—ML2, or the inside widening alternative—involves widening I-10 using the existing median. The inside widening includes constructing one general purpose lane from SR 202L to SR 387/Pinal Avenue, where it will match the existing three-lane configuration in Pinal County, for six lanes total in both directions (Figure 3 shows the cross-section). This alternative also includes constructing one high-occupancy vehicle (HOV) lane from SR 202L to Riggs Road in Maricopa County, for eight lanes total in both direction (Figure 4).

Figure 3. Proposed I-10 main line cross-section, six lanes, from Riggs Road to State Route 387

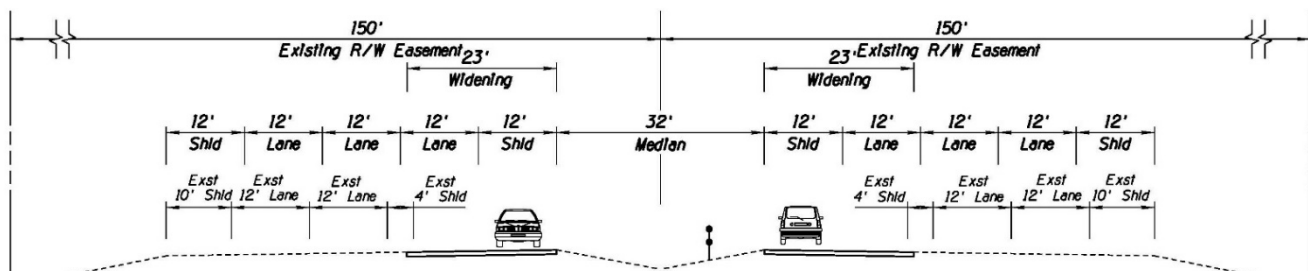
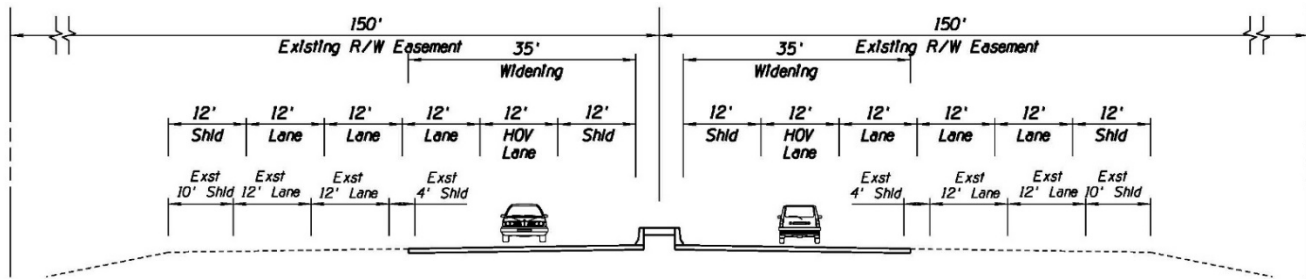


Figure 4. Proposed I-10 main line cross-section, eight lanes, from State Route 202L to Riggs Road



The following design options were chosen for the Recommended Build Alternative for the TIs and crossroads as part of this project, moving from north to south.

- Wild Horse Pass Boulevard TI: Expand the existing TI to a diverging diamond interchange (DDI).
- SR 387/Queen Creek Road TI: Expand the existing TI to a diverging diamond interchange (DDI).
- Riggs Road TI: Rehabilitate the bridge and pavement, widen the shoulders, and add new sidewalks.
- Goodyear Road and Nelson Road crossings: Widen each bridge and approaches, rehabilitate the pavement, and add new sidewalks.
- SR 587/Casa Blanca Road TI: Expand the existing TI with a diamond interchange and Casa Blanca Road bypass.
- Gasline Road crossing: Replace the existing bridge on a parallel alignment.
- Seed Farm Road crossing: Replace the existing bridge crossing with a new spread diamond TI, including a bridge replacement.
- Dirk Lay Road crossing: Remove the existing bridge and embankment.
- SR 387/Pinal Avenue TI: Improve the intersection, widen the shoulders and sidewalk on the bridge and approaches, and rehabilitate the pavement.
- SR 387/SR 187/Pinal Avenue TI: Widen the existing bridge and approaches.
- Length of I-10 project alignment: Install new fiber optic backbone system.

With the No-Build Alternative, ADOT would not undertake the proposed I-10 improvements, and I-10 would remain in its existing condition in future years. The No-Build Alternative would not meet the purpose and need established by ADOT to construct the proposed widening and other improvements to I-10, resulting in unmet local, regional, and national transportation demand. The No-Build Alternative serves as a baseline for the comparison and evaluation of the Recommended Build Alternative.

The study area limits for the I-10 project extend roughly 500 feet from each side of the existing I-10 main line easement boundary for most of the 26-mile corridor (Figure 2). The exception is at the northern end of

the I-10 study area, from approximately mileposts 161 to 161.5, where the proposed improvements would involve only adding new signs and restriping in this area—this area extends 200 feet on each side of I-10. The study area extends farther at the TIs and crossroads that intersect with I-10, depending on their size, configuration, and ADOT’s existing easement boundaries (Figure 2).

The study area was used to gather data and information on existing conditions for known natural, built, socioeconomic, and cultural resources to establish the proposed project’s affected environment, along with future development trends near I-10. Additionally, an environmental footprint was established for assessing potential direct impacts from the Recommended Build Alternative. This area requires evaluation for environmental clearance by ADOT to allow construction of the proposed I-10 improvements. The environmental footprint is generally (1) the existing ADOT easement boundary line and small buffer areas to accommodate the main line inside widening to the median and (2) proposed easement for improvements requiring additional easement beyond the existing ADOT easement for improving or expanding the TIs and crossroads.

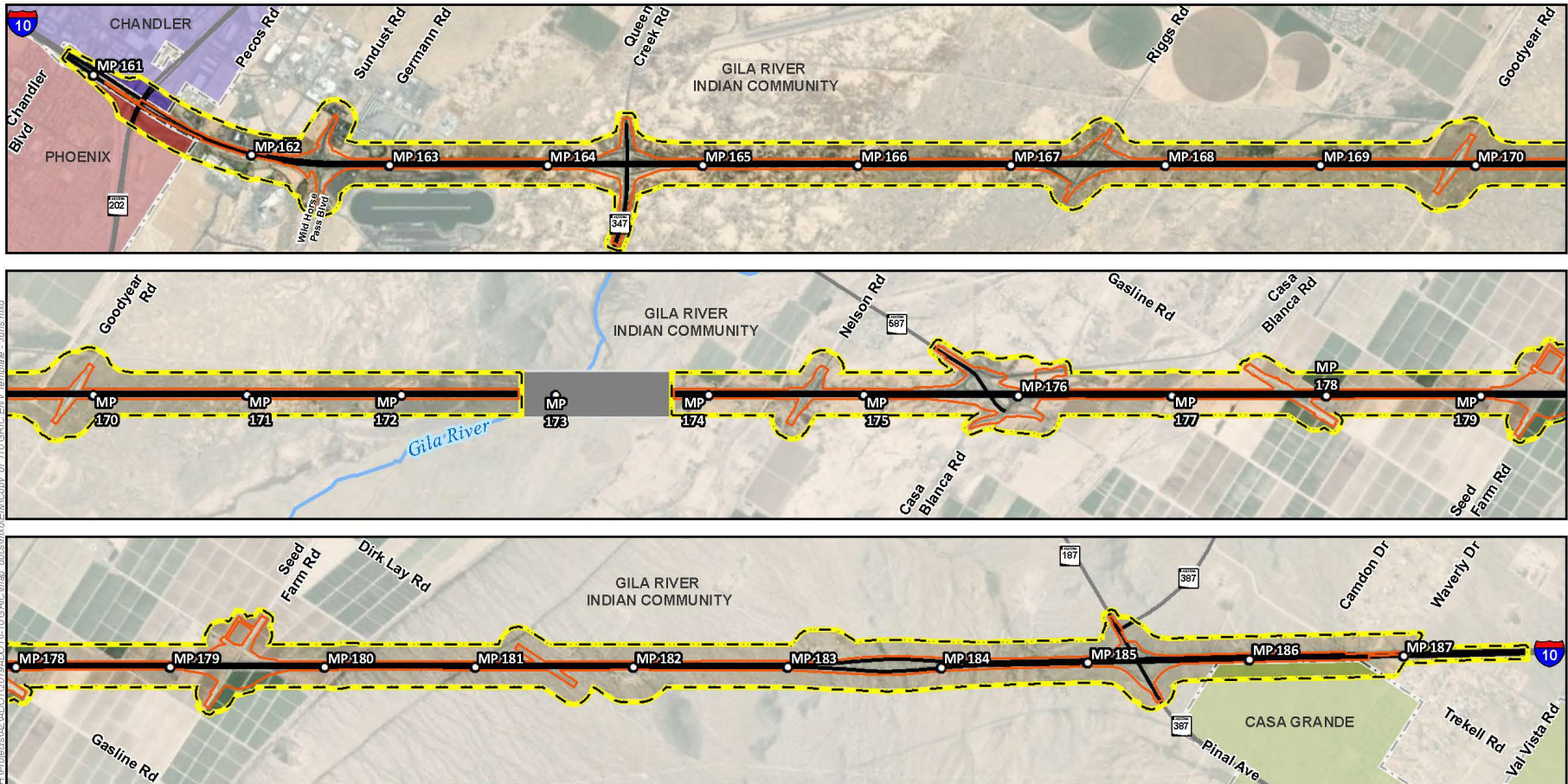
2 Land Ownership, Jurisdiction, and Use

In Maricopa County, the I-10 study area traverses a small area (approximately ½-mile segment) of the cities of Phoenix and Chandler, along the northern boundary of the Community. This area encompasses the system TI connecting I-10 and SR 202L. The Community begins at the southern end of the system TI, with I-10 continuing in a southeast direction, entering Pinal County within the Community. I-10 traverses the Community through most of the 26-mile study area before traversing the northeastern corner of the city of Casa Grande in Pinal County just south of the I-10 and SR 387 service TI near milepost 186. The I-10 study area ends at milepost 187 in Casa Grande, matching the three-lane section in each direction (Figure 5).

2.1 Regulatory Setting

Arizona state law requires that communities update their general or comprehensive plan every 10 years (Arizona Revised Statutes [A.R.S.] § 9-461.05 for incorporated municipalities, and A.R.S. § 11-804 for counties). These plans establish a long-range blueprint, and goals and policies, to guide future growth and development, mapping a future envisioned 20 or more years ahead.

Figure 5. Affected jurisdictions



<p>NORTH</p> <p>0 0.5 1 2 Miles</p> <p>Source(s): ADOT, Gila River Indian Community, CAG, PC, MAG, MC Aerial photography date: 2017 and 2018 Figure Date: October 2021</p> <p>ADOT</p>	<p>Project Locator</p>	<ul style="list-style-type: none"> Study Area Environmental Footprint Mileposts Other Project: ADOT TRACS No.: F0270 01D Municipal Planning Area Limits 	<p>Municipal Planning Area</p> <ul style="list-style-type: none"> Casa Grande Chandler Phoenix 	<p>I-10 LOOP 202 TO SR-387 WILD HORSE PASS CORRIDOR</p> <p>Affected Jurisdictions</p> <p>ADOT TRACS No.: F0252 01L & 02L Federal-Aid No.: 010-C(222)S</p>
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The Arizona Growing Smarter/Growing Smarter Plus state legislation outlines the statutory requirements of general and comprehensive plan documents. These requirements are based on population size and whether the jurisdiction is an incorporated municipality or county, dictating a minimum series of elements. An element is a specific section of the plan that discusses a particular planning topic, such as land use, transportation, housing, economic development, energy, and public services. All plans must present existing and planned land uses and transportation strategies as well as related regulations.

The Community, as a sovereign Native American tribe, has a number of governmental departments that aid its members. The Community provides land use and zoning services through its Land Use Planning and Zoning Department—part of the overall Community Development Services Group. (Note that Community land use planning or zoning information was not available for ADOT or public review for the preparation of this report.)

Each city and town in Arizona regulates land use planning within its municipal planning area, while counties are responsible for planning in the unincorporated areas. While both lay out circulation plans for their jurisdictions, metropolitan planning organizations lead multimodal transportation planning throughout urbanized areas, in collaboration with their member agencies, which typically include all cities, towns, counties, and tribal governments in the planning area.

The Maricopa Association of Governments (MAG) is the designated metropolitan planning organization for Phoenix, Chandler, and the Community. Casa Grande is part of the Sun Corridor Metropolitan Planning Organization. These agencies are responsible for regional transportation planning (and other cooperative services) for their respective member agencies.

2.2 Land Ownership and Jurisdiction

2.2.1 City of Phoenix

Most of the I-10 study area in Phoenix includes existing ADOT right-of-way for the I-10 and SR 202L system TI. The study area for the proposed I-10 project in Phoenix begins at approximately milepost 161.5, as previously noted. A total of 54 acres in Phoenix is located within the study area (Table 1).

2.2.2 City of Chandler

Most of the I-10 study area in Chandler includes existing ADOT right-of-way for the I-10 and SR 202L system TI. The study area for the proposed I-10 project in Chandler begins at approximately milepost 161.5—the same as in Phoenix. A total of 62 acres in Chandler is located within the study area (Table 1).

2.2.3 Gila River Indian Community

Most of the I-10 study area is located in the Community, from approximately milepost 161.8 adjacent to the southern side of Pecos Road to just north of milepost 186 in a southeasterly direction—a distance of approximately 24.2 miles, which does not include the Gila River Bridge between mileposts 172.6

and 173.6, as noted previously in Section 1, *Introduction*. The northern part of the Community land is located in Maricopa County from its northern boundary with Phoenix and Chandler to just north of milepost 169, or 1.3 miles south of Riggs Road. The remainder of Community land to the south is in Pinal County. A total of 4,265 acres in the Community is located within the study area (Table 1).

In the Community, there are two types of land ownership: tribal and allotted. Tribal land is owned by the United States and held in trust for the benefit of the Community. Allotted lands are parcels owned by the United States for the benefit of individuals in the Community; many of these parcels have been passed down to designated heirs of the original allottees. Allotted land on Native American reservations in the U.S. is based on the General Allotment Act of 1887. The purpose of the Act was to allot tribally owned lands into small, private, individually owned tracts of land. The Community was one of seven tribes in Arizona to become an “allotted tribe.”¹ When the allotment process was completed in the Community, over 96,000 acres of land was allotted to nearly 4,900 members of the Community.² The allotment process took place in the Community between 1914 and 1922.³

Land allotted to individuals in the Community was broken out of larger sections that were originally tribal land. The allotted land is based on trust patents held by the U.S. government. The types of allotments include those with rights to water primarily for agricultural use—a primary allotment—and a non-irrigable grazing allotment with no assurance of water—a secondary allotment. Because of the trust patents, allotments could not be sold, mortgaged, taxed, or encumbered for a period of 25 years.⁴

Tribal and allotted parcels in the Community are interspersed with each other throughout the study area on both the east and west sides of I-10. Tribal parcels are of varying sizes, while allotted parcels are primarily 10-acre tracts. I-10 traverses a substantial number of tribal and allotted land parcels through the Community. (Note that tribal or allotted land parcels potentially affected by the proposed widening and improvements of I-10 are discussed in Section 2.4, *Environmental Consequences*, specifically in Section 2.4.1, *Recommended Build Alternative*).

2.2.4 City of Casa Grande

I-10 runs in a southeasterly direction along the northeastern boundary of the city of Casa Grande in Pinal County just north of milepost 186 (at the southern boundary of the Community) to the southern terminus of the proposed project at milepost 187. The western side of the I-10 study area is located within the city limits of Casa Grande, while the eastern side of the study area is in unincorporated Pinal County. A total of 216 acres in Casa Grande is located within the study area (Table 1).

¹ https://www.familysearch.org/wiki/en/Allotment_Records_for_Indigenous_Peoples_of_the_United_States, site accessed July 14, 2021

² Gila River Indian Community, Pima-Maricopa Irrigation Project Education Initiative – *Allotment Comes to Gila River*, 2002–2003

³ Ibid.

⁴ Gila River Indian Community, Pima-Maricopa Irrigation Project Education Initiative – *Allotment Comes to Gila River*, 2002–2003

Table 1. Study area existing land use

Existing land use	Phoenix		Chandler		Gila River Indian Community		Casa Grande		Study area	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
Open space/ Water	7	13	0	0	2,709	63	0	0	2,716	59
Undeveloped	0	0	2	3	447	10	22	10	471	10
Arizona State Trust (Undeveloped)	0	0	0	0	0	0	98	45	98	2
Agricultural	0	0	0	0	504	12	0	0	504	11
Public/Quasi- public/Other	0	0	0	0	164	4	0	0	164	4
Commercial	0	0	0	0	76	2	0	0	76	2
Industrial	0	0	7	12	32	<1	0	0	39	1
Residential (single-family)	0	0	0	0	3	<1	18	8	21	<1
Transportation	47	87	53	85	330	9	78	37	508	11
Total	54	100%	62	100%	4,265	100%	216	100%	4,597	100%

Sources: Maricopa Association of Governments, Central Arizona Governments, Arizona Department of Transportation, Gila River Indian Community, Maricopa County, Pinal County

2.3 Existing and Future Land Use

Land ownership, jurisdiction, and existing and planned land use are important considerations in transportation planning, design, and construction. Roads, transit, and other transportation elements shape land development, while the distribution and types of land uses affect travel patterns and transportation facilities.

2.3.1 Existing Land Use

Existing land use within and near the I-10 study area was analyzed to determine the effects of the Recommended Build Alternative on the built and natural environment. The existing land use was identified and grouped into categories identified in Table 1. Specific land uses were identified by site characteristics by using aerial imagery, windshield survey, and review of existing land use maps of each municipality and the Community.

As summarized in Table 1 and depicted on Figure 6, the I-10 study area begins at milepost 161 in a densely developed urban area between the cities of Phoenix (west) and Chandler (east), then quickly begins to traverse undeveloped open desert land in the Community as it reaches the I-10 and

SR 347/Queen Creek Road service TI. The I-10 study area traverses this undeveloped open desert land to its southern terminus at milepost 187—a distance of approximately 26 miles, with the exception of a few miles of agricultural land generally between mileposts 176 and 180, along with a few other very small areas of developed land, as described below for each municipality and the Community.

City of Phoenix

Only a very small section of Phoenix is in the I-10 study area. The area near the I-10 and SR 202L system TI is largely single-family and multifamily residential, along with a complex that includes churches, a ministry, and school. The study area in Phoenix includes a small section of Pecos Park and Community Center—a City-owned and operated park (Figure 6). The facility is a 66-acre regional park with lit soccer, football, and multipurpose athletic fields; skate plaza; dog park; playground; splash pad; basketball and tennis courts; ramadas; sand and concrete volleyball courts; 0.9-mile paved walking path; Pecos Swimming Pool; and the Pecos Community Center.

City of Chandler

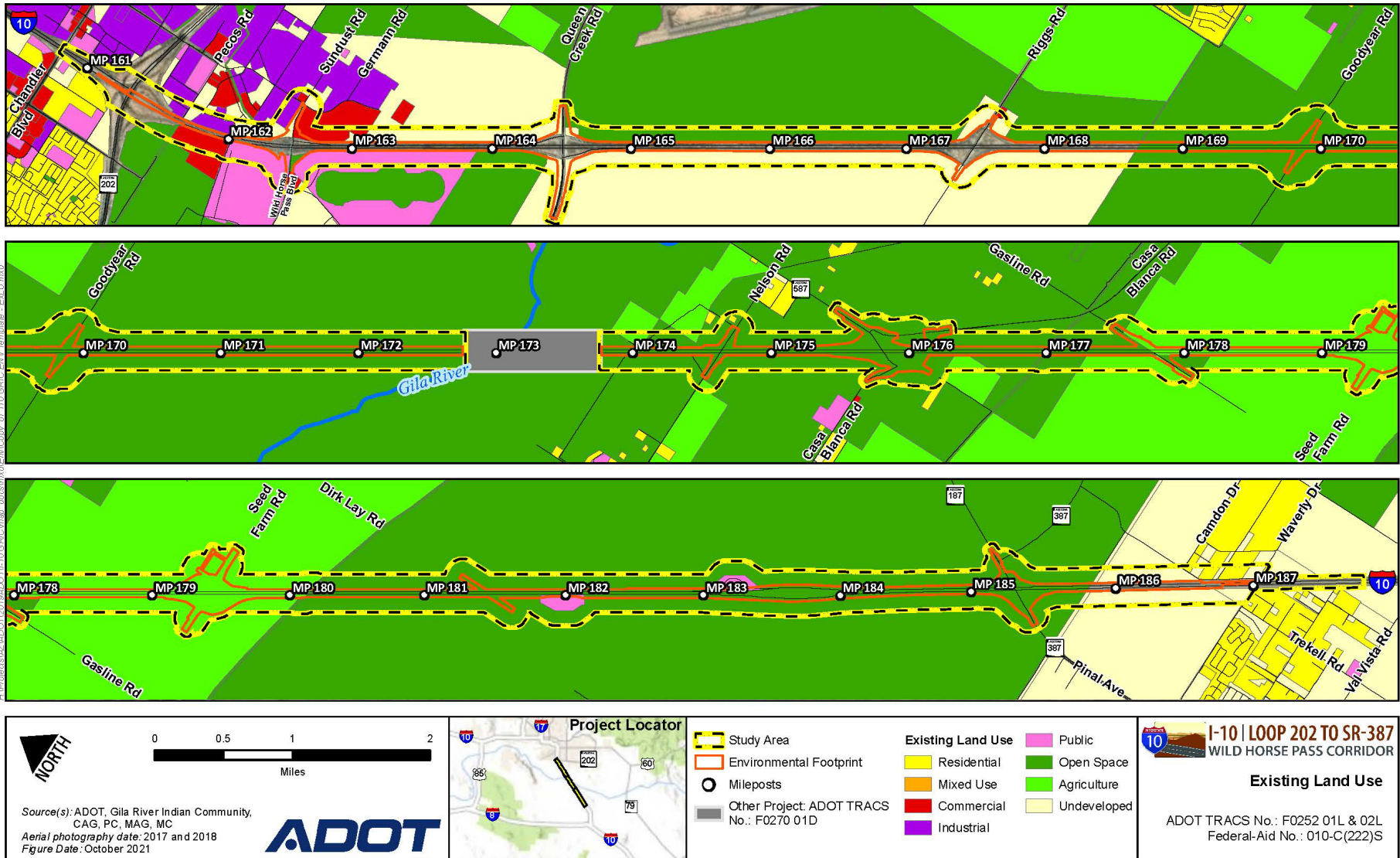
As with Phoenix, only a small part of Chandler is included in the I-10 study area. Most of the area of Chandler near the I-10 and SR 202L system TI is primarily warehousing and distribution and light industrial development. The portion of the study area in Chandler is a mixed-use business area that includes auto and RV repair shops, piping supply, and electrical construction supply and storage yards (Figure 6).

Gila River Indian Community

The Wild Horse Pass entertainment, event, and recreation complex is located on the west side of I-10, along with the Phoenix Premium Outlet Mall just to the north. The western section of the Wild Horse Pass Motorsports Park is located within the study area and a portion of the outlet mall complex. On the east side of I-10 in the study area is a mixed-use development area that includes truck dealerships, a truck stop, a hotel, light industrial, and warehouse and distribution businesses.

South of the I-10 and SR 347/Queen Creek Road service TI, urban development ceases and I-10 continues southeast through the open Sonoran Desert in the Community. Between mileposts 176 and 180, the I-10 study area traverses existing agricultural land within the Community totaling approximately 510 acres, which is approximately 12 percent of the study area. The agricultural land is divided into individual fields that include concrete-lined canals to provide irrigation, some of which are within the I-10 study area.

Figure 6. Existing land use



Development in the Community features small, widely scattered residential areas, individual residences—some of which are associated with agricultural land in the Community—and agricultural support facilities such as barns, outbuildings, irrigation canals, and similar facilities located along the Community road network. A gas station and convenience mart that also serves as a U.S. Post Office is located on Casa Blanca Road just west of the I-10 and SR 587/Casa Blanca Road service TI at milepost 176; it is outside of the I-10 study area. Within the study area—and slightly wider areas at the TIs and underpasses—there is only very sparse development that includes:

- east of the I-10 and Riggs Road service TI on Riggs Road: gas station and convenience store
- west of the I-10 and Nelson Road crossing on Nelson Road: agricultural operations facilities adjacent to active agricultural land
- east of the I-10 and Nelson Road crossing on Nelson Road near milepost 174: one single-family residence

Sacaton is the primary developed area within the Community and is a census-designated place with a population of 2,340 (U.S. Census Bureau 2018). The Community's government center and other Community services are in Sacaton. It is located approximately 2.6 miles east of I-10, generally between mileposts 178 and 180. Access to I-10 westbound from Sacaton is by way of the I-10 and SR 587/Casa Blanca Road TI, and eastbound access is by way of the I-10 and SR 387 TI (Figure 2). Other residential areas in the Community that are near I-10 include Bapchule, approximately 1 mile west of I-10 just north of Nelson Road, and Casa Blanca, 2.5 miles west of I-10 via Casa Blanca Road.

City of Casa Grande

The study area on the east side of I-10 in Casa Grande is all undeveloped desert land, most of which is Arizona State Trust Land under the jurisdiction of the Arizona State Land Department (ASLD) (Figure 2). A small amount of land on the west side of the I-10 study area south of the State Trust Land is undeveloped desert land within the Casa Grande city limits, along with a small section of a large-lot residential subdivision near the southern terminus of the proposed I-10 project at milepost 187. The subdivision includes five residences and several outbuildings located beyond the study area (Figure 6). The study area on the eastern side of I-10 in Pinal County—this area is part of Casa Grande's planning boundary for future development—is also undeveloped State Trust Land to approximately milepost 186.6. The land south of the State Trust Land to the proposed project's southern terminus is also a large-lot residential subdivision but with much larger ranch-type lots, which are undeveloped in the study area.

2.3.2 Zoning

Arizona state law (A.R.S. Article 6.1 – Municipal Zoning) allows the legislative body of any municipality to institute a zoning ordinance for the purposes of conserving and promoting public health, safety, and the general welfare through land use. The zoning ordinance is an important tool in implementing the land use

element of a general plan of a community since it defines the site plan and subdivision requirements for each land use. Each municipality in the I-10 study area has enacted zoning ordinances. The area within the study area is zoned as follows:

- **Phoenix:** Open Space (Pecos Park)
- **Chandler:** I1 – Planned Industrial District. This district is intended to accommodate light industrial uses that are not offensive to nearby agricultural, residential, commercial, or other uses and for business uses that generally support and are integrated with these industrial uses.
- **Casa Grande:** UR – Urban Ranch and R2 – Medium Density. The UR district applies to the land that is currently ASLD land at the southern boundary of the Community just north of milepost 186 to just north of milepost 187. The UR designation is a very low-density residential district with agricultural land as a means to maintain agriculture within the limits of the city.

The remainder of the land not held by ASLD in the study area is zoned as R2 – Medium Density. The R2 district provides for medium-density housing in multiple-family structures and directly related complementary uses, such as agriculture or grazing.

- **Pinal County:** Undesignated (ASLD land) and CR4 – Multi-Family Residential Zone. The Undesignated zoning applies to the ASLD land at the southern boundary of the Community just north of milepost 186 to approximately 0.6 mile from the proposed project’s southern terminus. No uses have been defined for this district.

The remainder of the land in the study area is zoned CR4 – Multiple Residence Zone. This zone provides for lot sizes of a minimum of 7,000 square feet per lot that allows residences for up to four families, along with detached accessory buildings for agricultural or grazing use.

- **Community:** The zoning information was not available for ADOT or public review.

2.3.3 Future Land Use

Future planned land use is based on general or comprehensive plans prepared by each of the three municipalities and the Community in the I-10 study area. A general plan expresses a community’s intentions regarding its future development and physical form over a planning horizon of usually 20 to 30 years. The geographic basis for these plans is the municipal planning area. The *municipal planning area* for each jurisdiction includes incorporated areas and unincorporated areas that are likely to be annexed from the county by the jurisdiction in the future and are included in an adopted general plan.

Future land use data in the I-10 study area were determined by using future land use designations obtained by MAG, which derives them from each jurisdiction’s general plan and from the Community. Table 2 summarizes the approximate acreage of future land uses and Figure 7 illustrates a composite of generalized future land uses in and adjacent to the I-10 study area.

Table 2. Study area future land use

Future land use	Phoenix		Chandler		Gila River Indian Community		Casa Grande		Study Area	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
Open space/ Water	7	13	0	0	2,729	64	0	0	2,739	60
Mixed use	0	0	2	3	511	12	117	55	630	14
Agricultural	0	0	0	0	273	6	0	0	273	6
Public/Quasi- public/Other	0	0	0	0	165	4	0	0	165	4
Industrial	0	0	7	11	132	3	0	0	139	3
Commercial	0	0	0	0	122	3	0	0	122	3
Residential (single-family)	0	0	0	0	3	<1	18	8	21	<1
Transportation	47	87	53	86	330	8	78	37	508	10
Total	54	100%	62	100%	4,265	100%	213	100%	4,597	100%

Sources: Maricopa Association of Governments, Arizona Department of Transportation, Gila River Indian Community, Maricopa County, Pinal County

City of Phoenix

The future land use for the part of Phoenix adjacent to and within the study area, based on the City of Phoenix *General Plan 2015* (City of Phoenix 2015), remains as open space as it exists now. Phoenix currently operates and manages the Pecos Park and Community Center at this location.

City of Chandler

The City of Chandler *General Plan 2016, A Vision Refined* (City of Chandler 2016) has designated the part of Chandler adjacent to and within the study area as a major employment area known as the Loop 202/I-10 Growth Center. This center is strategically located along I-10 and SR 202L and is considered the city’s western economic development and employment center in the general plan. With the SR 202L (South Mountain Freeway) facility fully operational, this location has good regional access and visibility, and Chandler is looking to encourage its redevelopment with more intense business and employment uses. Chandler’s vision for this area, located between I-10 and Kyrene Road, includes a variety of additional uses, including apartment complexes, more commercial uses, office space, and tourism.

Figure 7. Future land use



Gila River Indian Community

The area of the Community from the northern boundary with Phoenix and Chandler to the I-10 and SR 347/Queen Creek Road service TI in the Wild Horse Pass area is planned as infill development of parcels that are currently undeveloped. The Community has master-planned additional commercial and event use on the western side of I-10, while additional industrial, mixed use, and commercial uses would infill existing vacant parcels east of I-10. From the I-10 and SR 347/Queen Creek Road service TI to roughly milepost 174, Community land on each side of I-10 would remain as open space, along with planned agricultural land on what is currently designated as vacant land between the above-mentioned TI and milepost 168.5.

Potential changes between existing and future land use would occur from mileposts 177 to 180. The Community plans to develop existing agricultural land to a mixed use-type development. This includes land that is adjacent to and within the study area. Mixed use development usually provides three or more significant revenue-producing uses (such as retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation); fosters integration, density, and compatibility of land uses; and may create a walkable community with uninterrupted pedestrian connections (Urban Land Institute 2003).

The land from milepost 180 to the Community's southern boundary with Casa Grande and Pinal County is planned to remain as open space in the future.

City of Casa Grande

The City of Casa Grande *General Plan 2020* (City of Casa Grande 2009) identifies the planned future land use as rural ranch residential (1 dwelling unit/acre) that includes commercial, community service, and related mixed-use development along the western side of I-10 within the city's northeastern section.

Pinal County

The *Pinal County Comprehensive Plan, We Create Our Future* (Pinal County 2009) plans for very low-density (0 to 1 dwelling unit/acre) to low-density (0 to 2 dwelling units/acre) residential as future land use along the eastern side of the I-10 study area within the west-central part of the county. The Pinal County Future Land Use Map also includes a low-intensity activity center adjacent to local roadways in this area that includes commercial, community service, and related mixed-use development to support existing and future residential development. Note that at some point in the future Casa Grande may opt to annex adjacent county land as part of its planning area.

2.4 Environmental Consequences

Existing and planned future land uses were evaluated to determine whether the I-10 capacity expansion and improvements project would affect such uses in an adverse or beneficial manner, based on the review and analysis of existing conditions described in Sections 2.1, 2.2, and 2.3.

2.4.1 Recommended Build Alternative

No additional right-of-way would be required from private or public land in the cities of Phoenix, Chandler, Casa Grande, or Pinal County.

The widening of the I-10 main line would involve adding new travel lanes within the existing median throughout the length of I-10 in the study area. It was determined during the alternatives analysis that widening the I-10 main line would take place in the existing ADOT easement, requiring no new ADOT easement in the Community for the length of the 26-mile project.

Table 3 shows the additional easement ADOT would need to construct the improvements to the TIs and crossroads, along with the type of existing and planned future land use. The existing TIs and underpasses are located within the Community and are included as part of the existing easement ADOT currently maintains with the Community for I-10. There is no development in the study area at these locations. The I-10 improvements to reconstruct the SR 587/Casa Blanca Road TI and construct a new spread diamond TI at Seed Farm Road would account for the majority—72 percent—of the total 81.02 acres of additional easement.

Table 3. Additional easement for I-10 main line widening and traffic interchange and crossroad improvements

Location	Type of improvement	Existing land use	Future land use	New easement required (acres)
I-10 main line	Inside median widening	Various types (see Figure 6)	Various types (see Figure 7)	0.00
Wild Horse Pass Boulevard TI	Diverging diamond interchange with bicycle and pedestrian accommodations	Commercial Industrial Other/Public Vacant	Commercial Industrial Other/Public	0.90
SR 347/Queen Creek Road TI	Diverging diamond interchange with bicycle and pedestrian accommodations	Open space Vacant	Commercial Agricultural Open space	6.74
Riggs Road TI	Bridge deck replacement with shoulder widening and sidewalks	Vacant	Agriculture	0.38
Goodyear Road crossing	Shoulder widening on approaches and bridge	Open space	Open space	1.26
Nelson Road crossing	Shoulder widening on approaches and bridge	Open space	Open space	8.88
SR 587/Casa Blanca Road TI	Diamond TI with Casa Blanca Road bypass	Open space	Open space	19.36
Gasline Road crossing	Bridge replacement on parallel alignment	Agricultural Open space	Mixed use Open space	4.50
Seed Farm Road crossing	New spread diamond TI with bridge replacement	Agricultural	Mixed use	38.70

Table 3. Additional easement for I-10 main line widening and traffic interchange and crossroad improvements

Location	Type of improvement	Existing land use	Future land use	New easement required (acres)
Dirk Lay Road crossing	Bridge and embankment removal	Open space	Open space	-8.45 ^a
SR 387/Pinal Avenue TI	Upgrade ramp terminal capacity, shoulder widening, and sidewalks on bridge and approaches	Open space	Open space	0.30
Fiber optic trunkline	Length of project in existing ADOT easement	Not applicable ^b	Not applicable	0.00
Total new ADOT easement acreage				81.02

Notes: ADOT = Arizona Department of Transportation, I-10 = Interstate 10, SR = State Route, TI = traffic interchange

^a Easement will be returned to Gila River Indian Community; the acreage is not included in the total of this table, which only includes new easement requirements.

^b Fiber optic line would be located in existing ADOT easement.

Of the total acreage required by ADOT for additional easement, both Community tribal land and allotted land parcels would be affected. Table 4 provides the additional easement acreage ADOT would need, by tribal land and allotted land, including the number of allotted land parcels affected at each location.

Table 4. Additional ADOT easement for tribal and allotted land

Location	Tribal land acreage	Allotted land acreage	Number of allotted land parcels affected
I-10 main line	0.00	0.00	0
Wild Horse Pass Boulevard TI	0.90	0.00	0
SR 347/Queen Creek Road TI	0.00	6.74	9
Riggs Road TI	0.00	0.38	4
Goodyear Road crossing	0.00	1.26	4
Nelson Road crossing	1.17	7.71	5
SR 587/Casa Blanca Road TI	7.88	11.48	14
Gasline Road crossing	4.50	0.00	0
Seed Farm Road crossing	38.70	0.00	0
Dirk Lay Road crossing	-8.45 ^a	0.00	0

Table 4. Additional ADOT easement for tribal and allotted land

Location	Tribal land acreage	Allotted land acreage	Number of allotted land parcels affected
SR 387/SR 187/Pinal Avenue TI	0.30	0.00	0
Fiber optic trunkline	0.00	0.00	0
Total easement	53.45	27.57	36

Notes: I-10 = Interstate 10, SR = State Route, TI = traffic interchange

^a Easement will be returned to Gila River Indian Community; the acreage is not included in the total of this table, which only includes new easement requirements.

A total of 27.57 acres would be required for ADOT easement from 36 individual allottee parcels for the I-10 project, while the remaining 53.45 acres would come from tribal land. Each allottee parcel totals roughly 10 acres—or 3,300 acres in total—which means that the 27.57 acres needed for ADOT easement represents less than 1 percent of the allotted parcels affected. All of the 81.02 acres needed for the ADOT easement—affecting both tribal and allottee land—is adjacent to existing I-10 TIs, TI intersecting roads, or crossroads. None of the tribal land or allottee parcels have any development that would be affected, and access to each parcel would not be permanently affected by the I-10 project.

The Community would be compensated at fair market value for the tribal land, and the owner and/or heirs of each of the 36 allottee parcels would be compensated at fair market value for the allotted land, in accordance with 25 Code of Federal Regulations Part 169 – Rights of Way Over Tribal Lands.

Additionally, the I-10 project would require 12.78 acres at certain locations to provide ADOT with temporary construction easements (TCEs) to provide the contractor with adequate space for construction staging, vehicle storage and circulation, and equipment and borrow storage. This acreage would be returned to the Community and allottees in as good as the previous condition when construction has been completed.

TCEs would be required at the following locations:

- Wild Horse Pass Boulevard: 0.06 acre (all tribal)
- Nelson Road: 1.94 acres (0.49 acre tribal and 1.45 acres allottee)
- Gasline Road: 2.00 acres (all tribal)
- Seed Farm Road: 8.78 acres (all tribal)

For the improvements at each TI, change of access would be required at nearby roads as part of the improvements. Change of access requirements would be included as part of the additional ADOT easement requirements at each TI, with the exception of Riggs Road. Change of access would affect two parcels on each side of Riggs Road, but they would not require acquisition by ADOT as new easement.

Although the additional easement required means that 81.02 acres of Community tribal and allotted land would be converted to a long-term surface transportation use to be maintained by ADOT, the proposed I-10 capacity expansion and improvement project conforms to long-term planning efforts being undertaken in the Community. The Community reached consensus on a tentative Recommended Build Alternative with ADOT on June 3, 2021; the Recommended Built Alternative featured the I-10 main line inside widening to the median and the design options for improvements to the TIs and crossroads in the Community, as shown in Tables 3 and 4.

In addition to the Community, regional planning efforts for the expansion and improvements to I-10 undertaken by MAG and the Sun Corridor Metropolitan Planning Organization—the designated metropolitan planning organizations for the affected areas of Maricopa County and Pinal County, respectively—and ADOT are as follows:

- *2022–2026 Five-Year Transportation Facilities Construction Program* (ADOT 2021)
- *2040 Regional Transportation Plan* (MAG 2017)
- *I-10 East Corridor Profile Study (Loop 202 to New Mexico State Line)* (ADOT 2017)
- *Arizona Key Commerce Corridors* (ADOT 2014)

The proposed I-10 capacity expansion and improvement project also conforms to local planning efforts enacted by Maricopa and Pinal Counties and the municipal jurisdictions in the study area that include the cities of Phoenix, Chandler, and Casa Grande. Development trends in each municipality and the Community show continued growth at a moderate to rapid rate through 2040. The I-10 project would have a beneficial impact on local, state, and regional transportation planning efforts by improving traffic operations, circulation, travel time, and incident management on I-10 between Phoenix and Tucson regionally, Arizona statewide, and the overall I-10 corridor nationally. The project would also benefit the Community's master development plans for the Wild Horse Pass area by improving access.

In summary, the I-10 expansion and improvement project would require 81.02 acres of various types of Community land for conversion to a transportation use, which is an impact of long-term duration and an impact of minimal intensity given that the project conforms to the Community's long-range planning and development efforts.

2.4.2 No-Build Alternative

The No-Build Alternative would not result in the capacity expansion and other improvements ADOT is proposing in the I-10 study area, meaning that no additional easement would be needed from the Community. ADOT would continue to maintain I-10. The City of Casa Grande, Pinal County, and the Community would continue to maintain the roads that intersect with I-10 in their respective right-of-way areas. (No City of Phoenix or City of Chandler roads intersect with I-10 in the study area.)

Land use plans and policies can determine the location and type of development that can occur; however, available roadway capacity can also influence how much and where development occurs. It is expected that development would slow considerably in those locations where future traffic volumes on I-10 would approach or substantially exceed the maximum capacity, which is projected to occur on I-10 with the No-Build Alternative.

The No-Build Alternative would not meet the purpose and need for this proposed project and would not conform to the transportation, land use, and related plans and policies established by ADOT, MAG, Sun Corridor Metropolitan Planning Organization, Phoenix, Chandler, Casa Grande, and the Community, regarding future development based on an efficiently performing highway transportation system.

2.5 Mitigation Measures

Arizona Department of Transportation Right-of-Way Group Responsibility

- The owners of tribal or allotted land needed for additional Arizona Department of Transportation easement would be compensated at fair market value in accordance with the requirements of 25 Code of Federal Regulations 169 – Rights of Way Over Indian Lands.

3 Social and Economic Considerations

Socioeconomics is a term that describes the economic and social characteristics of a specific population. It is based on income, education, demographics, and occupation. ADOT National Environmental Policy Act guidelines require a socioeconomic impact analysis. The analysis examines how or if the project would affect the area's social and economic character, neighborhood continuity, and the cohesion of the community during construction and once the project is constructed and in operation. An evaluation under Title VI of the Civil Rights Act of 1964 (Title VI) and Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, February 1994, is also required under ADOT National Environmental Policy Act guidelines as part of the socioeconomic analysis.

3.1 Social Conditions

3.1.1 Regulatory Setting

Social and economic impacts are not regulated by federal, state, or local governments. The evaluation process involves measuring the effect that an event, policy change, or development would have on the community and economy in a specified area. However, any future development activity that potentially generates an underlying physical impact is regulated by local plans, codes, and ordinances—including

traffic laws, general plans, zoning ordinances, building codes, and similar regulations of the respective jurisdictions and the Community.

Additionally, the public involvement plan developed for the I-10 capacity expansion and improvements project has been conducted in adherence to Title VI and complies with ADOT and Federal Highway Administration (FHWA) guidelines. It considers issues such as responsiveness to jurisdictional concerns and coordination with the affected municipalities, the Community, agencies, and key stakeholders including the general public, major landowners, businesses, and utilities. Throughout the alternatives development process, factors that could affect a community, such as neighborhood cohesion and character, walkability, bicycle and pedestrian activities, and potential disproportionately high and adverse environmental and human health effects on minority and low-income populations were considered. Input from these individuals and groups was incorporated into the planning process, where appropriate. A discussion of the I-10 study public involvement outreach actions, activities, input, and findings can be reviewed in the Draft Environmental Assessment, Part V, *Public Involvement and Coordination*.

The subsections that follow describe the existing social conditions in and near the I-10 study area.

3.1.2 Existing Conditions

Community Facilities and Services

Community facilities and services are those that support the social fabric of an area and include schools; religious facilities; community centers; senior centers; health care facilities; social service facilities; cultural facilities; police, fire, and emergency services; parks and recreational areas; and others that improve quality of life.

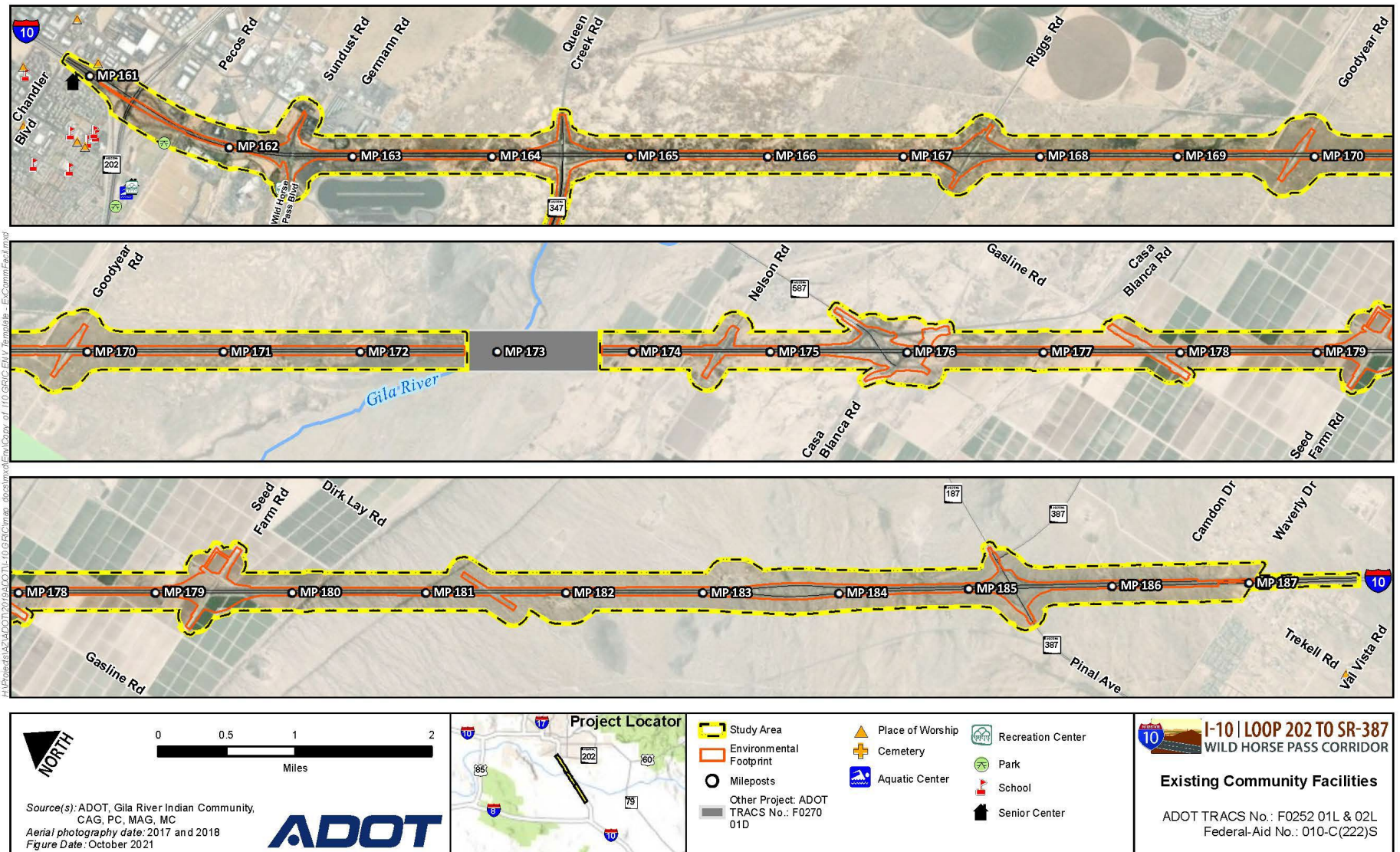
City of Phoenix

The area near the I-10 study area in Phoenix is primarily residential with corporate parks and professional plazas. Numerous schools and religious facilities are within ½ mile of the study area (Figure 8), although none are located within the study area. The City of Phoenix Pecos Park and Community Center complex is in the southwestern quadrant of the I-10 and SR 202L system TI, adjacent to the northern boundary of the Community—a small portion of which is located within the study area. The LivGenerations Ahwatukee assisted living facility is on the west side of I-10 at milepost 161 near the I-10 project's northern terminus.

City of Chandler

The area near the I-10 study area in Chandler is primarily warehousing and distribution and other mainly industrial businesses. One religious facility is in the area located in the study area east of I-10 at milepost 161.

Figure 8. Community facilities



Gila River Indian Community, City of Casa Grande, and Pinal County

No community facilities are located in or near the I-10 study area in the Community, Casa Grande, or Pinal County.

Demographic Characteristics

Population and employment data were obtained from MAG for Phoenix, Chandler, and the Community, which are part of its coverage area, based on demographic data from the U.S. Census Bureau. Data for Casa Grande were obtained from American Community Survey data. To better understand what is occurring in the study area, population and employment data were collected at the city and regional analysis zone (RAZ) level for Phoenix and Chandler. A RAZ is a discrete section of each city in which demographic data are analyzed by MAG. RAZ 314 in Phoenix and RAZ 315 in Chandler are the areas of the city in and adjacent to the I-10 study area on the west and east, respectively.

Further, data were also obtained from the ADOT public involvement and community outreach efforts to augment the census data, where available. These data were used in conjunction with the census data to help ADOT identify minority, low-income, or groups considered underrepresented in the I-10 study area and to provide ways and means for obtaining their input on the proposed project.

While the populations of Phoenix, Chandler, and Casa Grande as a whole are expecting continued population growth between 2018 and 2040, the population in Phoenix and Chandler in and around the study area are not projected to increase substantially because each area is close to its build out (Table 5). The Community is also not anticipating much growth—approximately 2.5 percent—between 2018 and 2040.

Employment is also projected in each of the affected jurisdictions and the Community (Table 5). This employment growth would substantially increase traffic levels on I-10, SR 202L, and the local road and street system in and near the I-10 study area.

Table 5. Population and employment projections

Location	2018	2030	2040	% increase (2018–2040)
Population				
Phoenix adjacent to Interstate 10 ^a	38,625	39,445	39,700	3
Phoenix	1,653,500	1,881,900	2,019,300	11
Chandler adjacent to Interstate 10 ^b	38,880	42,860	43,025	10
Chandler	270,300	309,100	321,100	11
Gila River Indian Community	11,995	12,265	12,300	3
Casa Grande	57,232	75,049	92,880	63

Table 5. Population and employment projections

Location	2018	2030	2040	% increase (2018–2040)
Employment				
Phoenix adjacent to Interstate 10 ^a	18,935	21,320	22,320	2
Phoenix	897,700	1,084,000	1,189,200	32
Chandler adjacent to Interstate 10 ^b	41,960	47,195	50,005	19
Chandler	145,500	182,300	202,100	38
Gila River Indian Community	10,500	11,500	13,100	18
Casa Grande	32,050	41,825	53,465	65

Sources: 2019 Maricopa Association of Governments Socioeconomic Projections (Phoenix, Chandler, and Gila River Indian Community) and U.S. Census Bureau Quick Facts: Casa Grande City, Arizona

^a regional analysis zone 314 ^b regional analysis zone 315

Community Character and Cohesion

Community character and cohesion is generally defined as the degree to which residents have a sense of belonging to their neighborhood. It is also defined by their level of commitment to the community or as a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. The impacts on neighborhood character and cohesion from highway projects can, therefore, be examined through changes to the social fabric of a community from residential displacements, property acquisition, changes in access and circulation, barrier effects, noise, and similar changes caused by the construction and long-term operation of a freeway facility.

Phoenix

The City of Phoenix is divided into 15 urban villages. The residential areas west of the I-10 study area in Phoenix are located within the Ahwatukee Foothills Urban Planning Village. The City of Phoenix government maintains an office and community center in each district, holds monthly community planning meetings, and maintains a website to keep residents informed of village activities, reflecting these neighborhood associations as positive indicators of community cohesion. The Ahwatukee Foothills Urban Planning Village has also prepared the *Ahwatukee Foothills Village Character Plan*, which is associated with the *City of Phoenix General Plan 2015*. The Character Plan has identified several development-related goals and objectives to build on village assets and to seek future development and related projects and improvements that would enhance community character and cohesion in Ahwatukee Foothills Village.

The residential areas in the I-10 study area include the LivGenerations Ahwatukee assisted living facility and the Liv Ahwatukee apartment complex. Each complex is geared toward luxury, high-end living experiences and amenities built within the past 25 years. As discussed previously in the *Community*

Facilities section, schools, churches, parks, other community facilities, commercial and other services near the I-10 study area support the residential areas that foster community character in this area of Phoenix. A small section of Pecos Park is located within the study area.

Chandler

There are no residential areas in Chandler near or adjacent to the I-10 study area. Land use in this area is characterized by warehousing and distribution, light industrial, industrial support, and related businesses.

Gila River Indian Community

The Community is a sovereign Native American nation consisting of the Akimel O’odham (Pima) and Pee-Posh (Maricopa) people living in Maricopa County adjacent to Phoenix and Chandler to the north and Casa Grande in Pinal County to the south. The Community’s current population of nearly 12,000 is distributed across approximately 581 square miles, or 372,000 acres.

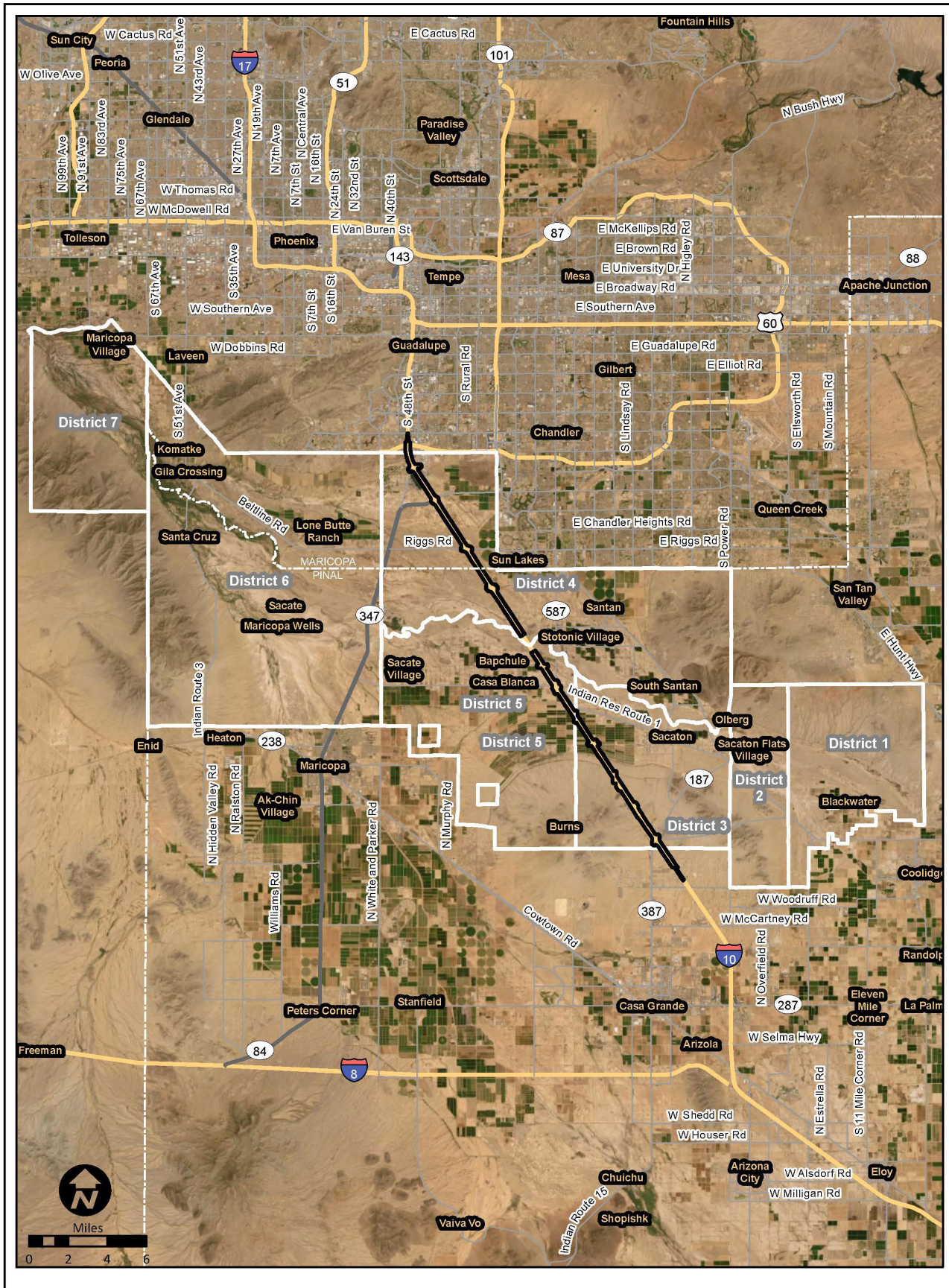
The reservation was established by an act of Congress in 1859 and formally established by Constitution in 1939. The Community has seven districts, and the portion of I-10 being studied traverses District 4 (Santan), District 5 (Casa Blanca), and District 3 (Sacaton), from north to south. Tribal administrative offices and departments are located in Sacaton. Sacaton is the Community’s governmental, residential and community support center. Other residential areas include Bapchule, Casa Blanca, Santan, and Blackwater (Figure 9).

None of Community’s primary residential areas are located in or near the I-10 study area. The primary residential development is located south of the Gila River Bridge south of milepost 173— some of which is widely scattered and associated with agricultural land in the Community, along with agricultural support facilities such as barns, outbuildings, irrigation canals, and similar facilities located along the Community road network. One residence is east of I-10 near the eastern boundary of the study area. It is just south of the I-10 Gila River Bridge near milepost 174. Access to the property is via Nelson Road.

Casa Grande

Where the study area traverses the Casa Grande planning area, most of the land is undeveloped State Trust Land under the jurisdiction of ASLD (Figure 2). South of this is undeveloped desert land within the Casa Grande city limits and a small section of an undeveloped large-lot residential subdivision at milepost 187 that includes five residences and several outbuildings beyond the study area.

Figure 9. Gila River Indian Community Districts



Title VI and Environmental Justice

This section provides an overview of the minority, low-income, and other underrepresented populations present in the I-10 study area—discussed in accordance with the requirements of Title VI and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

Regulatory Setting

ADOT must comply with Title VI, which prohibits discrimination based on race, color, and national origin. Specifically, 42 United States Code 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Executive Order 12898, signed on February 11, 1994, on environmental justice requires “the fair treatment and meaningful involvement of all people, particularly minority and low-income populations, in the environmental decision-making process.”

Although the nondiscrimination principles of Title VI and the provisions for minority and low-income populations in Executive Order 12898 intersect, they are two separate mandates, with each having unique requirements. The term “minority,” which is a protected category under environmental justice, overlaps with “race, color, and national origin (including individuals with limited English proficiency),” which the Title VI statute protects. Environmental justice principles, however, also apply to low-income populations, which are not covered under Title VI.

The FHWA Title VI Program does, however, include Title VI and other federal nondiscrimination statutes and authorities under its “umbrella,” including Executive Order 12898. It requires equitable consideration for people of all races, cultures, and incomes, including the requirement that the rights of minority, limited English proficiency (LEP), female head of household, elderly, disabled, and low-income populations are protected under Title VI, environmental justice, and related statutes.

In accordance with FHWA Order 6640.23A, a disproportionately high and adverse effect on a minority or low-income population means the adverse effect is predominantly borne by such population or is appreciably more severe or greater in magnitude on the minority or low-income populations than the adverse effect suffered by the non-minority or non-low-income population. Fair distribution of the beneficial and adverse effects of the proposed project is the desired outcome.

For this report, the Title VI and environmental justice analysis considered underrepresented populations in the census tracts adjacent to or overlapping the study area. The demographic groups considered are described below:

- **Minority populations** include people who identify themselves as follows:
 - Black (a person having origins in any of the black racial groups of Africa)

- Hispanic or Latino (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race)
- Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent)
- American Indian and Alaskan Native (a person having origins in any of the original people of North America, South America, including Central America, and who maintains cultural identification through tribal affiliation or community recognition)
- Native Hawaiian or Other Pacific Islander (people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands)
- **Low-income populations** are persons living in households with an income at or below the U.S. Department of Health and Human Services poverty guidelines. The poverty thresholds are revised annually to allow for changes in the cost of living. Low-income populations may have greater difficulty locating replacement housing in the area. They may rely on public services and facilities, such as public transit and public recreational amenities, to a greater extent than the general population.
- **LEP persons** are those for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English.
- **Elderly populations** consist of people who are age 65 and older. While elderly citizens often drive, high-speed and high-traffic routes may present a problem for some. In addition, the elderly may have a need for transit services, or may opt to use transit if it is offered.
- **Disabled populations** are civilian, non-institutionalized persons age 5 and over with disabilities (such as sensory, physical, mental, self-care, going outside of home, and employment disabilities).
- **Female head of household populations** consist of households headed by a female, with no husband present, and with her own children under the age of 18. These households tend to have lower incomes than households headed by married couples or a single man, and oftentimes have a greater need for affordable housing units.

Existing Conditions

To adequately understand the dynamics of underrepresented populations in the I-10 study area, census data were obtained at the census tract level, where available. Most of the data were obtained from U.S. Census data gathered by MAG, along with other sources when MAG data were not available for a given attribute. Table 6 shows the percentages of minority and low-income populations required by the environmental justice regulations, along with other populations discussed in the FHWA Title VI Program within each census tract in the I-10 study area, as compared with Maricopa County and Pinal County. Figures 10, 11, 12, 13, and 14 show the locations of minority, low-income, elderly (over 65), disabled, and female head of household populations, respectively. Note that no people live in the census tracts covering

Chandler and the northern part of the Community to just south of Riggs Road near milepost 169. This area is shown as “not applicable” in Table 6 and in the legends of Figures 10 through 14, respectively. Note also that the applicable census tracts evaluated are included on each figure.

Table 6. Percentages of minority, low-income, and other underrepresented populations

Underrepresented population	Census tract 1167.12 ^a Phoenix	Maricopa County	Census tracts 9412 and 9413 Community ^b	Census tract 13.04 Casa Grande ^c	Pinal County
Hispanic or Latino	20	31	10	31	30
Black or African American	11	6	0	5	5
American Indian or Alaskan Native	0	3	93	1	7
Asian	10	5	1	3	2
Native Hawaiian or Other Pacific Islander	0	0.3	1	0	0
More than one race	4	3	8	4	3
Low-income households ^d	4	13	48	10	16
Elderly – over 65	6	12	8	12	19
Disabled – under age 65	3	8	7	8	11
Female head of household	17	19	25	20	11
Limited English proficiency	10	19	7	12	21

Notes: Community = Gila River Indian Community, N/A = not applicable

^a U.S. Census Reporter, Census Tract 1167.12, Phoenix, Maricopa, AZ, census data: American Community Survey 2017 5-year Survey

^b U.S. Census Bureau, My Tribal Area, <https://www.census.gov/tribal/?st=04&aianihh=1310>

^c U.S. Census Reporter, Casa Grande, Pinal, AZ, census data: American Community Survey 2017 5-year Survey

^d Definition of low-income is a population whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines for a four-person household in 2019, which was \$25,750.

MARICOPA COUNTY

There are no substantial differences between census tract 1167.12 in Phoenix when compared with Maricopa County as a whole, except for having a higher median household income than the county as a whole. Census tracts 9804 in Chandler and 9411 in the northern section of the Community in Maricopa County do not have any residential areas or housing units.

PINAL COUNTY

Census tracts 9412 east of I-10 and 9413 to the west include the part of the Community in Pinal County traversed by I-10. Additionally, census block groups 1 through 4 were evaluated in census tract 9412. Census tract 9413 did not include any block groups.

Figure 10. Minority populations

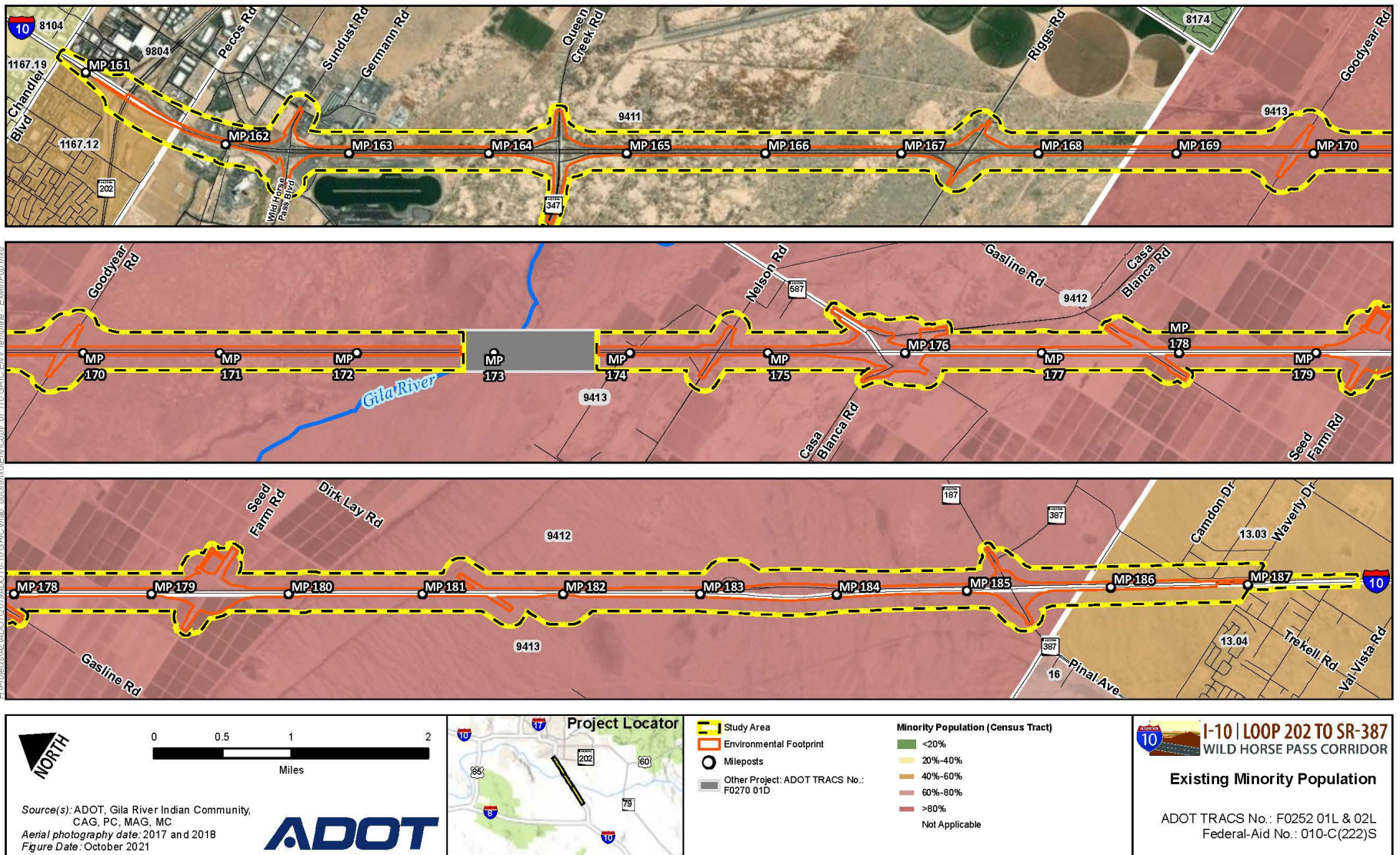


Figure 11. Populations below poverty level

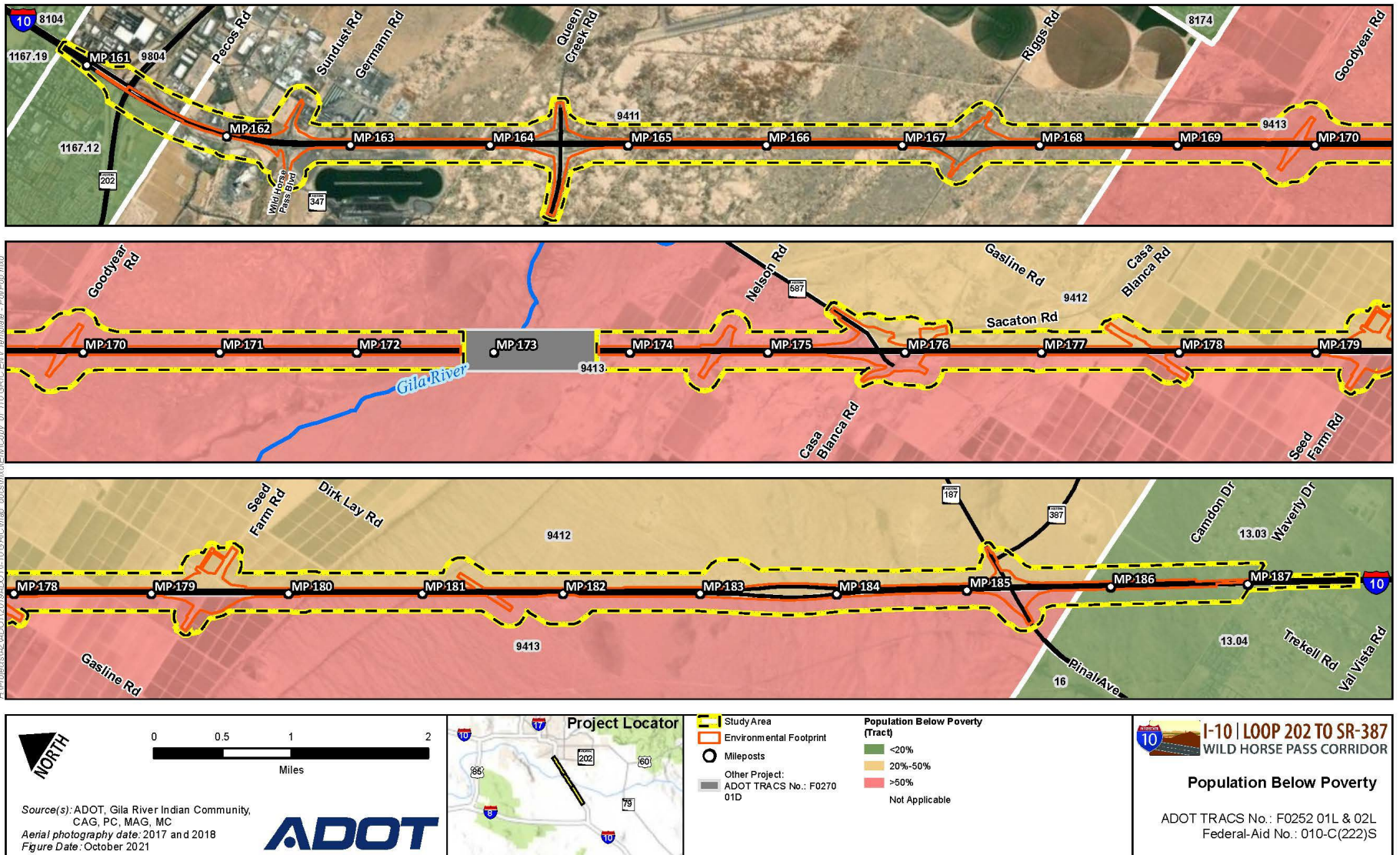


Figure 12. Elderly populations (65 and over)

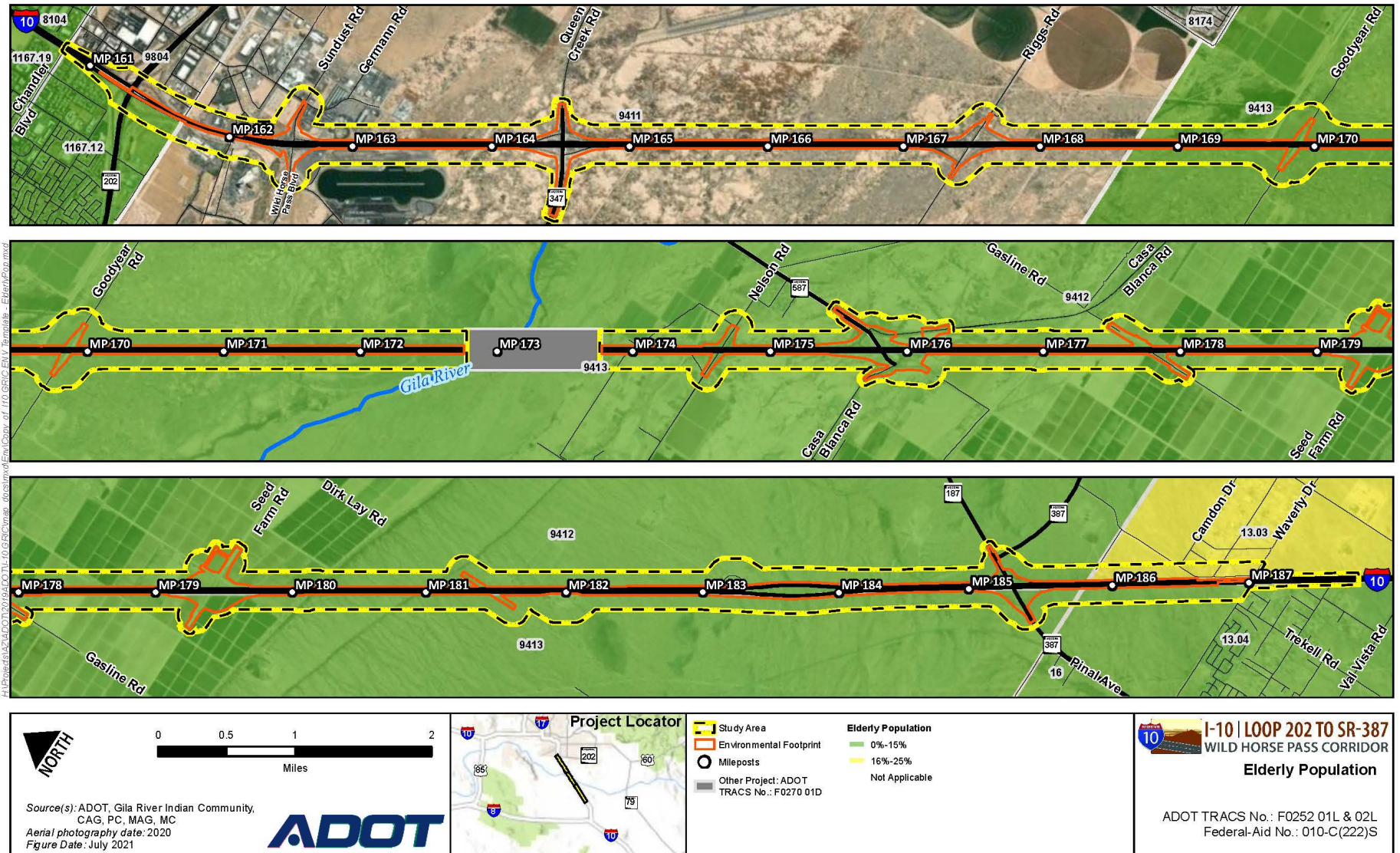


Figure 13. Disabled populations

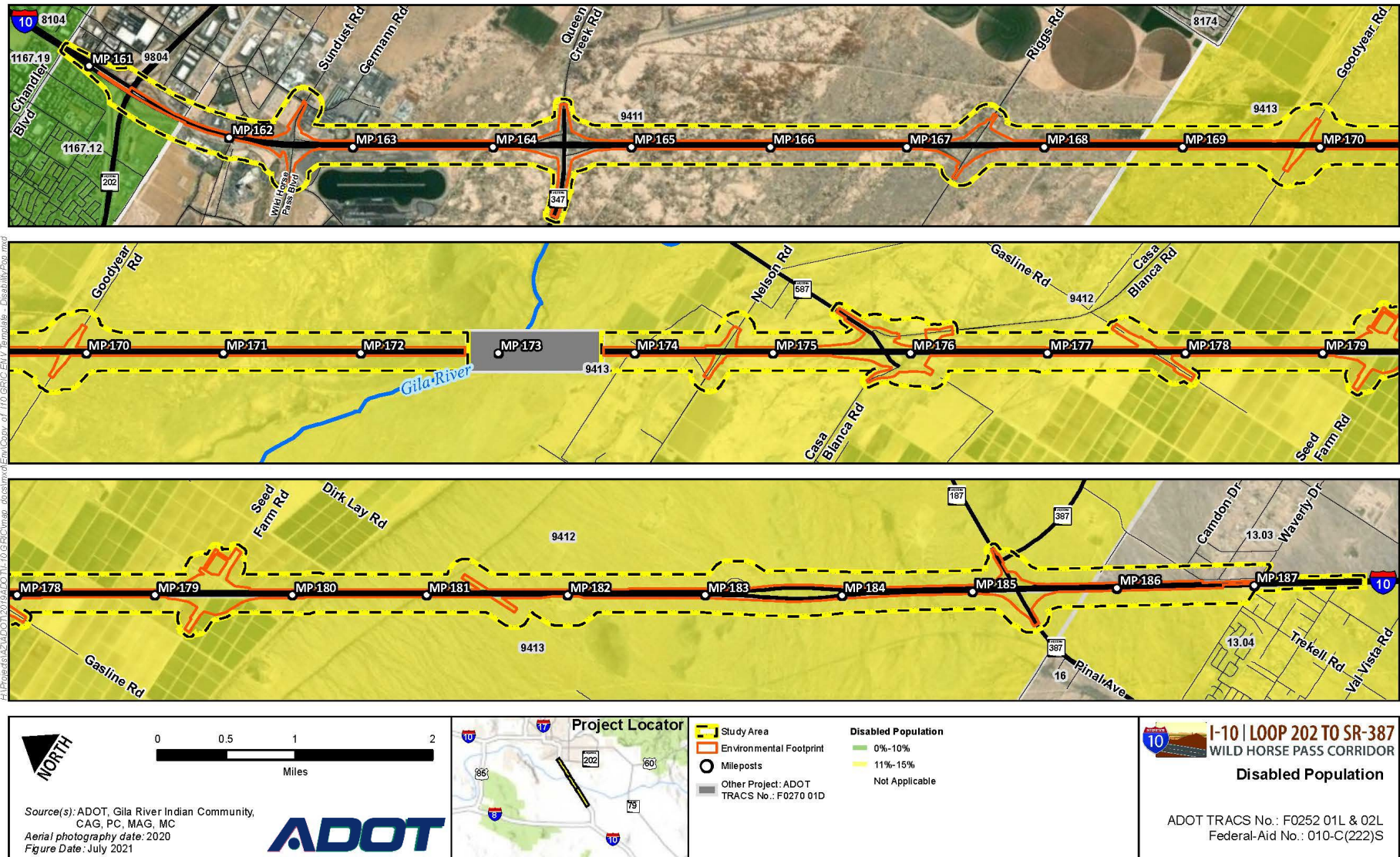
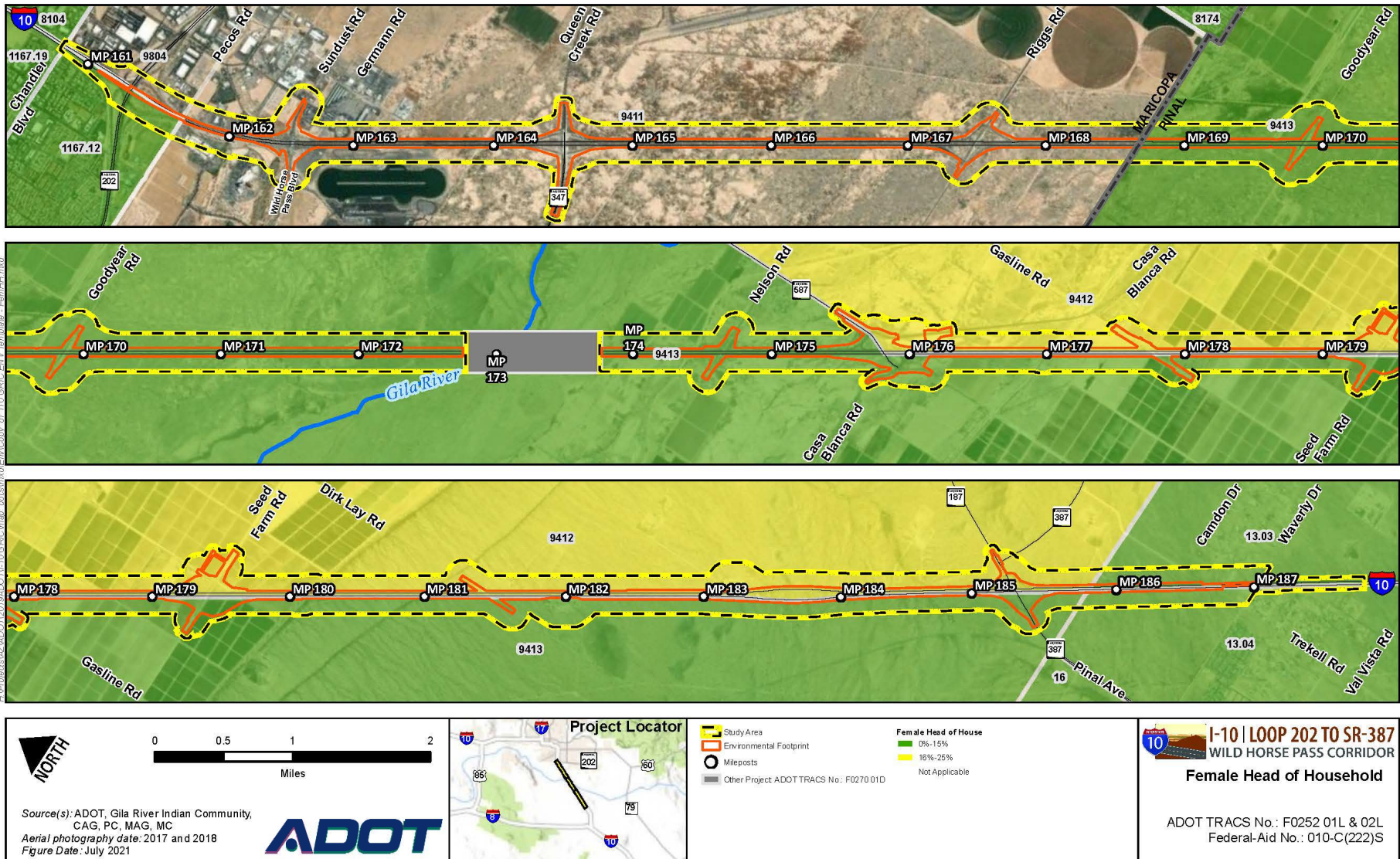


Figure 14. Female head of household population



These census tracts have a large American Indian population (82 percent)—considered a minority based on environmental justice guidelines, along with a large percentage of low-income Community families (48 percent) that live below the poverty level. This is a higher level than the national share of Native Americans considered to be living below the poverty line (26 percent) (Economic Policy Institute 2017).

Census tract 13.04, which includes the northeastern section of Casa Grande traversed by I-10, does not differ substantially from Pinal County as a whole.

As the environmental evaluation process continues for the I-10 study, additional analysis to identify and reach out to populations, to include traditionally underserved populations, would be conducted as part of the I-10 *Public Involvement Plan* and outreach efforts. This effort would be undertaken to ensure they are an integral part of the I-10 planning and public outreach process. The participation of the affected minority, low-income, and other populations considered underrepresented would continue throughout the design and construction phases of the proposed I-10 project in accordance with the I-10 *Public Involvement Plan*, primarily through the efforts of representatives from ADOT Communications and from the ADOT Civil Rights Office to ensure the needs and concerns of these populations are addressed during each stage of the project.

With regard to LEP populations, the *Interstate 10 Public Involvement Plan* indicated that 4 percent of the population in the study area speaks English less than very well (ADOT 2020). Languages spoken (other than English) include Spanish—10 percent—and the O’odham spoken language in the Community. The *Public Involvement Plan* did not indicate the percentage of the Community population that speaks O’odham.

3.2 Economic Conditions

3.2.1 Existing Conditions

Table 7 provides data on the major employers by industry type in the I-10 study area that are in, adjacent to, or very near the study area in Phoenix, Chandler, the northern part of the Community in Maricopa County, and the part of the Community in Pinal County. The data were obtained from the MAG Employer Database—employers with 5 or more employees in 2019—and aggregated for the I-10 study to show the types of employers that make up the local economy in and near the study area.

As shown on Figure 15, all of the businesses are between the SR 202L TI and the Wild Horse Pass Boulevard/Queen Creek Road TI primarily in Chandler and the Community, with the exception of two small businesses at the Riggs Road TI. There are no businesses between milepost 168 just south of Riggs Road in the Community to the southern terminus of the study area at milepost 187 in Casa Grande.

Table 7. Local employers (by industry), 2019

Industry type	Employers	Employees
Phoenix		
Government, social, advocacy services	1	51
Health care	1	75
Hospitality, recreation, tourism	1	12
Total	3	187
Chandler		
Transportation and warehousing	6	440
Manufacturing	7	219
Retail and wholesale trade	2	22
Construction	3	76
Government, social, advocacy services	1	15
Consumer services	6	96
Business services	8	257
Total	33	1,124
Gila River Indian Community – Maricopa County		
Transportation and warehousing	5	130
Manufacturing	4	875
Information technology	2	2,650
Retail and wholesale trade	6 ^a	624
Finance/Insurance	1	10
Government, social, advocacy services	3	85
Consumer services	2	36
Business services	1	25
Education	1	75
Hospitality, recreation, tourism	6	1,780
Total	26	6,214

Table 7. Local employers (by industry), 2019

Industry type	Employers	Employees
<i>Gila River Indian Community – Pinal County</i>		
Retail and wholesale trade	3	26
Government, social, advocacy services	2	143
Business services	1	5
Education	1	13
Total	7	127
<i>Casa Grande</i>	0	0

Source: Maricopa Association of Governments, Employer Database, employers with 5 or more employees, 2019

^a 560 employees work in the numerous retail stores at the Phoenix Premium Outlet Mall in the part of the Gila River Indian Community that is in Maricopa County.

From the data in Table 7, information technology employs the highest percentage of workers in this area (43 percent), followed by hospitality, recreation, and tourism (13 percent). Verizon Wireless (1,550 employees) and Avnet (1,100 employees) employ all the information technology workers; they are located approximately ½ mile east of the I-10 and SR 202L system TI and just south of SR 202L at 56th Street (Figure 15). The Wild Horse Pass Hotel and Casino Complex employs 1,500 of the 1,780 hospitality, recreation, and tourism employees on the western side of I-10 in this area. Employers with businesses located within the study area, unless otherwise noted, include the following, listed from north to south (Figure 15):

- Maverick Equipment, LLC (retail) – 12 employees east of I-10 in Chandler
- Drew Brothers Custom Enterprises, Inc. (consumer services) – 12 employees east of I-10 in Chandler
- Freightliner Sterling Western Star of Arizona (transportation and distribution) – 32 employees located east of I-10 in the Maricopa County part of the Community
- Arizona Products Machinery – 43 employees located east of I-10 in the Maricopa County part of the Community
- RDO Equipment Company, Inc. (transportation and distribution) – 35 employees located east of I-10 in the Maricopa County part of the Community
- Phoenix Premium Outlet Mall – 560 employees employed by many individual commercial establishments that lease or rent space in the mall. The mall is located west of I-10 in the Maricopa County part of the Community. One of the mall’s nine buildings is located wholly within the study area and three are partially in it.

- Wild Horse Pass Hotel and Casino Complex (hospitality, recreation, and tourism) – 1,500 employees on the west side of I-10 in the Maricopa County part of the Community. The eastern part of the complex is in the study area and includes an access road. The rest of this area is undeveloped.
- Best Western Motel (hospitality, recreation, and tourism) – 25 employees on the eastern side of I-10 in the Maricopa County part of the Community. The motel building and a portion of the parking lot is in the study area.
- Local Motors, Inc. (transportation manufacturing) – number of employees unknown; this business was not included in the MAG Employer Directory. It is located on the east side of I-10 in the Maricopa County part of the Community. The facility is partially located in the study area.
- MotorCoach Resort (hospitality, recreation, and tourism) – number of employees unknown; this business was not included in the MAG Employer Directory. The facility is an RV park is located on the eastern side of I-10 in the Maricopa County part of the Community. Most of the facility is in the study area.
- Bob Bondurant School of High Performance Driving (education) and Wild Horse Pass Motorsports Park (recreation and tourism) – 75 employees on the western side of I-10 in the Maricopa County part of the Community. The school includes various types of courses on which to practice and perform high-performance driving maneuvers, and the park conducts competitive races. One of the easternmost courses is in the study area adjacent to I-10.
- Gila River Indian Community Property and Supply (government, social, advocacy services) – 10 employees located on the eastern side of I-10 in the Maricopa County part of the Community. A small section of the facility's unpaved supply yard is in the study area.
- Akimel Smoke Shop and Shell Gas Station (retail) – 8 and 5 employees, respectively, located on the eastern side of I-10 at the I-10 and Riggs Road service TI in the Maricopa County part of the Community. The smoke shop is in the study area, but the gas pumps are not.

Other employers with large numbers of employees near the I-10 study area include:

- Basha's, Inc. (grocery distribution) – 380 employees east of I-10 in Chandler
- Arconic, Inc. (manufacturing) – 300 employees east of I-10 in the Maricopa County part of the Community
- Pacific Scientific Energetic Materials Company (aerospace manufacturing) – 270 employees east of I-10 in the Maricopa County part of the Community
- Pimalco, Inc. (aerospace manufacturing) – 263 employees east of I-10 in the Maricopa County part of the Community

The Community has focused on increasing and diversifying its industrial, agricultural, retail, and recreational economic base and continues to expand its gaming enterprises. The Community currently operates three industrial parks that are home to several local and national companies. The Community operates its own telecommunications company, electric utility, and healthcare clinic, and three industrial parks.

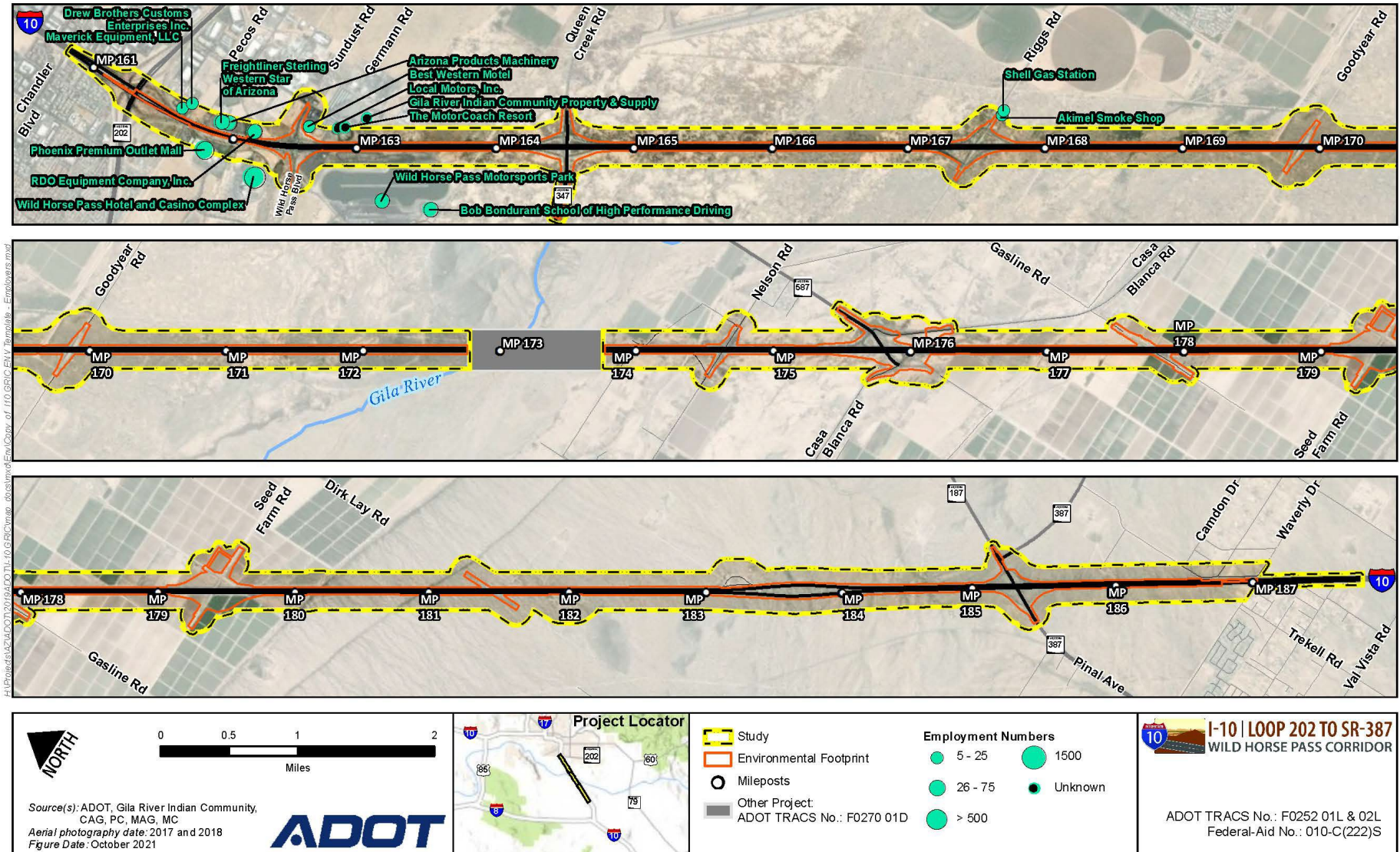
In addition to emphasizing industry, business, and recreational opportunities, the Community continues to support agriculture to grow its economy. Community farms that total some 15,000 acres support a variety of crops such as corn, cotton, wheat, millet, alfalfa, barley, melons, pistachios, olives, citrus, and vegetables. Independent farming operations cultivate an additional 22,000 acres of similar crops within the Community.

Wild Horse Pass Expansion Plan

The Wild Horse Pass Development Authority (WHPDA) prepared the Wild Horse Pass Master Plan, which was approved on November 12, 2019, for the Wild Horse Pass complex in the northern part of the Community and adjacent to the west side of I-10 in this area. The WHPDA plan for development currently includes apartment, hotel, office, retail, restaurant, casino, convention center, recreational, waterpark, and medical land uses, as well as outdoor festival venues and seated entertainment and event venues. The area is centrally located within the growth areas of southern Maricopa County and northern Pinal County; the planned development is expected to be implemented in phases between now and 2060.

A detailed traffic analysis was conducted as a component of the Plan. The traffic analysis projected that the proposed development, without event venues, would generate 103,274 projected daily PM peak hour traffic trips in 2040—an increase of 73 percent from the projected 2030 daily PM peak hour traffic trips. A total of 50,600 parking spaces has been projected as a demand requirement in 2040—a projected increase of 65 percent from projected 2030 parking spaces.

Figure 15. Employers



3.3 Environmental Consequences

3.3.1 Recommended Build Alternative

Social Conditions

The Recommended Build Alternative would not directly affect residential areas or neighborhoods in an adverse manner because none are in the study area, with the exception of the single residence near milepost 174, which would not be subject to long-term adverse impacts. This residence would not be affected by the Recommended Build Alternative and its existing access would be maintained via Nelson Road. The senior living facility west of I-10, the religious facility near the northern terminus at milepost 161, and Pecos Park just north of milepost 162 would not be affected because no construction would occur on I-10 in this part of the study area—only the addition of new signs and stripes.

The Recommended Build Alternative would not involve any residential acquisitions or displacement, changes in neighborhood character or community cohesion, long-term changes in travel patterns or accessibility, fragmentation of neighborhoods or creation of barriers between them—including to the movement of people, goods, or services in the area, or impacts on parks, schools, churches, emergency services, recreation facilities, or other community facilities.

The I-10 improvement project is anticipated to benefit local neighborhoods and community facilities. Beneficial impacts would include improved access locally and regionally with the completion of the overall I-10 capacity expansion project between Phoenix and Tucson, reduced travel times by alleviating congestion, enhanced mobility and local connectivity, improved emergency service response times and incident management capability on I-10.

Residents in the Community would also benefit from the proposed improvements to the TIs and crossroads as follows:

- The Wild Horse Pass Boulevard TI and SR 347/Queen Creek Road TI would be upgraded to diverging diamond TIs, and the Casa Blanca Road TI would be upgraded to a diamond TI, which would improve traffic operations, circulation, and safety in the Community.
- The existing Seed Farm Road crossroad would be reconstructed as a new spread diamond TI that would provide improved and more direct I-10 access to and from Sacaton, Sacaton Flats, Blackwater, and Olberg to the east.
- The Riggs Road and SR 387/Pinal Avenue TIs and the crossroads at Goodyear Road, Nelson Road, and Gasline Road would be improved by bridge rehabilitation (Riggs Road and SR 387/Pinal Avenue), bridge widening (Goodyear and Nelson Roads), or bridge replacement (Gasline Road). Additionally, the improvements at each location—with the exception of Gasline Road—would include bridge

approach improvements, shoulder widening, new sidewalks, and pavement rehabilitation. These improvements would lead to safer conditions for both motorists and pedestrians in the Community.

Residents near the study area, businesses, and the traveling public would experience short-term impacts that could be adverse during the short-term construction period. Adverse impacts during construction would include traffic delays, increased travel times, access limitations (primarily at the TIs and crossroads that would be improved), construction equipment noise and vibration, and localized reduced air quality from dust and exhaust—but such impacts would be temporary and would end upon completion of construction.

A traffic control plan would be developed by ADOT in coordination with the Cities of Phoenix, Chandler, and Casa Grande; the Community; and potentially affected property owners. The plan would conform to local, state, and federal policies to minimize traffic impacts and maintain access to residences, businesses, community facilities and services, recreational areas, and local streets. ADOT intends to maintain access to businesses and residences affected during the short-term construction period as part of the traffic control plan.

With the implementation of ADOT-specified mitigation measures, standard specifications, and best management practices, construction impacts are not anticipated to be adverse in the long term.

Environmental Justice

The Native American population—considered as a minority population—in census tracts 9412 and 9413 in the Community in Pinal County is substantially higher (48 percent) than in Pinal County (7 percent) and has a much higher percentage (50 percent) of low-income populations than the county.

The Recommended Build Alternative would not require any residential displacements in the Community or result in disproportionately high and adverse impacts on the Native American population or on low-income Native American families as compared with other populations that could be affected by the proposed I-10 project because they—like other minority and non-minority populations—are not located in or near the I-10 study area. Most Native American families and individuals reside in the Community's residential areas that include Sacaton, Bapchule, Casa Blanca, Santan, or Blackwater—well away from the study area, with the exception of the single residence near milepost 174 that would not be adversely affected.

Looking out more broadly from the study area, the primary residential areas in the Community near I-10 include Bapchule, approximately 1 mile west of I-10 just north of Nelson Road; Casa Blanca, 2.5 miles west of I-10 via Casa Blanca Road; and Sacaton—the Community's government center—2 miles east of I-10 via Seed Farm Road. The populations in these communities would experience short-term adverse construction impacts. Within the Community, the short-term effects of the I-10 main line widening and TI and crossroad improvements during construction could potentially be disproportionately borne by minority and low-income residents that make up the majority of the population. Such impacts would affect Community members who travel on the I-10 main line, TIs, and intersecting roads and crossroads that

would be part of the I-10 widening and improvement program. These short-term impacts, however, would also affect other members of the public traveling on I-10 during construction in the same manner as Community residents—especially those using I-10 and local roads in the study area on a frequent basis, such as commuting to and from work. Short-term construction impacts would not be considered disproportionately high and adverse for Community motorists.

The Native American population in the Community would also experience the same benefits of improved circulation, reduced travel times, and lower travel delays with the completed I-10 project. Additionally, the I-10 project ADOT is proposing—and the Community is in agreement with—would include improvements to local roads that intersect with I-10 as TIs or crossroads in the Community. Such improvements would increase safety, accessibility, and circulation by widening shoulders and bridges; add sidewalks, bicycle lanes, and new guardrails; and improve the approaches to bridges over I-10.

Other Populations

The rights of women, the elderly, and the disabled are protected under the Title VI nondiscrimination statute. Title VI and environmental justice fall under the umbrella of FHWA's nondiscrimination compliance regulations, identified previously.

The situation for other underrepresented populations, as discussed in the *Title VI and Environmental Justice* section on existing conditions, is the same as for minority and low-income populations and non-minority populations. None are located near or in the I-10 study area. Additionally, the evaluation of affected elderly, disabled, and female head of household populations would continue throughout the design, right-of-way acquisition, and construction phases of the I-10 project in accordance with the I-10 *Public Involvement Plan*, as applicable.

Economic Conditions

There are 13 businesses of varying sizes located either partially or wholly in the study area. All the businesses are in Chandler or the part of the Community in Maricopa County, as identified in the Section 3.2.1, *Existing Conditions*.

The Recommended Build Alternative would not directly affect these businesses or the local or regional economy. Construction to widen I-10 would occur inside the existing median on the I-10 main line throughout the study area. There are no businesses located where the TI and crossroad improvements would be constructed, and no businesses would be adversely affected. One billboard would have to be moved and relocated from the southeast quadrant of Seed Farm Road for the proposed new spread diamond TI.

Overall, the Recommended Build Alternative would not involve any business property acquisition or displacement and would not result in long-term adverse impacts on existing accessibility or traffic circulation for businesses in or near the I-10 study area or adversely affect the local or regional economy.

Widening and improving I-10 in the study area would result in long-term beneficial impacts to local, regional, and national businesses and industry by improving access and circulation, improving business delivery travel time, reducing travel time and related revenue loss, and improving management capability during accidents or weather-related incidents on I-10.

Local businesses in or near the I-10 study area would experience short-term construction impacts in a manner similar to local residential areas and community service providers, as discussed previously in the impact discussion for *Social Conditions*. The construction impacts could also affect travel time reliability for freight and other business traffic, attributable to construction-related travel delays. Such adverse impacts would occur on a short-term basis during the construction period.

With the implementation of ADOT-specified mitigation measures, standard specifications, and best management practices, construction impacts are not anticipated to be adverse in the long term.

Wild Horse Pass Expansion Plan

As part of a build-out roadway and interchange analysis for 2040, the TIs at I-10 and Wild Horse Pass Boulevard and SR 347/Queen Creek Road were identified as important points of ingress and egress to the complex. They were identified in the traffic analysis as two points of access that would not operate at an acceptable level of service in 2040 without widening I-10 and making substantial improvements to these TIs.

The proposed I-10 expansion and improvement project would be critical for the planned expansion of Wild Horse Pass by WHPDA to succeed in the long term, based on the projected increase in traffic to the entertainment complex by 2040 and on through its 2060 planning horizon. The planned expansion would be substantially jeopardized without construction of the proposed I-10 project.

3.3.2 No-Build Alternative

The No-Build Alternative would not result in the I-10 capacity expansion and other improvements in the study area. I-10 would not be able to provide the traffic operations, LOS, travel time efficiency, and needed incident management capabilities to meet the future travel demand, which could hinder long-term future economic development. Population and employment growth and new economic development is projected to continue at a rapid pace between Phoenix and Tucson on a regional basis.

Travel times would not improve and future economic development would not benefit from a more efficient, well-functioning transportation facility; the demand for new business development likely would continue in the long-term, but potentially at a slower pace. Adverse impacts are anticipated for populations, community services, recreational facilities, businesses, employment, and housing areas that use I-10 in the study area on a local, regional, and national basis.

Additionally, response times by emergency services and law enforcement personnel would continue to experience delays as traffic delays and congestion increase substantially. The No-Build Alternative would

not add capacity on I-10 and would not improve access at the TIs during weather and accidents that close I-10 in the study area for long periods of time. This would also adversely affect local roads in the Community that are used as alternative routes around the incident area.

Roadway capacity and land use plans and regulations are factors that affect development near and in the I-10 study area. Land use plans and regulations can determine the location and type of development that can occur; however, available roadway capacity can determine how much and where development can occur as well. It is expected that development would slow in those locations where future traffic volumes on I-10 would approach or substantially exceed the maximum capacity of local roadways, which would likely occur on I-10 with the No-Build Alternative, including the planned expansion of the WHPDA.

The No-Build Alternative would not meet the purpose and need for this proposed project and does not conform to the transportation, land use, and related plans and policies established by ADOT, MAG, Sun Corridor Metropolitan Planning Organization, Phoenix, Chandler, Casa Grande, the Community, or the traveling public, regarding future development capability based on an efficiently performing highway transportation system.

3.4 Mitigation Measures

Arizona Department of Transportation Design Responsibilities

- The Arizona Department of Transportation design team would continue to review community access impacts, mobility, and impacts on community services, community cohesion, aesthetics, and community values in all areas affected by the project to include the traditionally underserved communities that were identified within the study area.

Contractor Responsibilities

- The contractor would use the most current Arizona Department of Transportation best management practices to reduce short-term adverse construction impacts related to air quality (from dust and exhaust); noise and vibration; surface and groundwater quality (from runoff); the transport, use, storage, and disposal of hazardous materials and waste; and related pollution control measures and practices during construction.
- The contractor would ensure the construction project would be managed in such a manner as to minimize temporary impacts on residents, businesses, churches, schools, community centers, and the traveling public, such as noise, vibration, dust, traffic restrictions, and potential road closures during construction.
- Access to adjacent businesses and residences would be maintained during construction.

- With the exception of roads where access could be limited during construction and those that would experience temporary, short-term closures, the contractor would maintain access to all businesses and residences throughout construction.

4 References

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Appendix D. Cultural Resources Information

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Cultural Resources Tables

Table D-1. Archaeological and historic sites

#	Site number/ Name/ Other site numbers ^a	Type ^b	Time period	In environ- mental footprint?	NRHP status (Criterion); notes ^{c,d}	Adverse impact?
Archaeological sites						
1	AZ U:9:2 (ARS)	O'Odham habitation	Historic	No	Not evaluated	No
2	AZ U:9:33 (ASM) Wood Site 110	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
3	AZ U:9:43 (ASM) Wood Site 306	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
4	AZ U:9:96 (ASU)	O'Odham habitation	Historic	Yes	Eligible (D)	Yes
5	AZ U:13:17 (ASM) Wood Site 41	Hohokam and O'Odham artifact scatter	Prehistoric, historic	No	Not evaluated	No
6	AZ U:13:29 (ASM) AZ U:13:42 (ASU) GR-782 ^e Wood Site 53	Hohokam and O'Odham villages	Prehistoric, historic	No	Not evaluated	No
7	AZ U:13:43 (ASM) Wood Site 67	Hohokam habitation; prehistoric and historic petroglyphs	Prehistoric, historic	Yes	Eligible (D)	Yes
8	AZ U:13:85 (ASM) Partly GR-854 ^f Wood Site 154	Hohokam and O'Odham artifact scatter	Prehistoric, historic	No	Not evaluated	No
9	AZ U:13:96 (ASM) Wood Site 165	Hohokam artifact scatter	Prehistoric	Yes	Not evaluated	Yes
10	AZ U:13:109 (ASM) Wood Site 236	O'Odham habitation	Historic	No	Not evaluated	No
11	AZ U:13:111 (ASM) Wood Site 238	Hohokam and O'Odham artifact scatter	Prehistoric, historic	No	Not evaluated	No
12	AZ U:13:252 (ASM)	Hohokam artifact scatter	Prehistoric	Yes	Eligible (D)	Yes
13	GR-360	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
14	GR-361	Hohokam artifact scatter	Prehistoric	No	Not eligible	No
15	GR-363	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
16	GR-364	Hohokam artifact scatter	Prehistoric	Yes	Not evaluated	Yes
17	GR-371	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
18	GR-383	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
19	GR-385 AZ U:13:193 (ASM) Wood Site 329	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
20	GR-386	O'Odham habitation	Historic	Yes	Eligible (D)	Yes
21	GR-387	Hohokam artifact scatter	Prehistoric	Yes	Not evaluated	Yes

Table D-1. Archaeological and historic sites

#	Site number/ Name/ Other site numbers ^a	Type ^b	Time period	In environ- mental footprint?	NRHP status (Criterion); notes ^{c,d}	Adverse impact?
22	GR-392 AZ U:9:44 (ASM) Wood Site 307	Hohokam artifact scatter; O'Odham habitation	Prehistoric, historic	Yes	Eligible (D)	Yes
23	GR-393	Hohokam artifact scatter	Prehistoric	Yes	Not evaluated	Yes
24	GR-394	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
25	GR-429	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
26	GR-473 AZ U:13:249 (ASM)	Hohokam artifact scatter	Prehistoric	Yes	Eligible (D)	Yes
27	GR-507	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
28	GR-508	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
29	GR-509 AZ U:13:113 (ASM) Wood Site 240	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
30	GR-510	Archaic and Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
31	GR-511	Prehistoric artifact scatter	Prehistoric	No	Not evaluated	No
32	GR-513 AZ U:13:110 (ASM) Wood Site 237	Hohokam, O'Odham, and Archaic artifact scatter	Prehistoric, historic	Yes	Not evaluated	Yes
33	GR-514	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
34	GR-515 Wood Site 236	Hohokam and O'Odham artifact scatter; habitation	Prehistoric, historic	No	Eligible (D)	No
35	GR-516	Middle Archaic and Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
36	GR-587	Hohokam artifact scatter	Prehistoric	Yes	Not evaluated	Yes
37	GR-588	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
38	GR-592 AZ U:13:172 (ASM)	Hohokam artifact scatter; cremation burial	Prehistoric	No	Not evaluated	No
39	GR-598 AZ U:13:15 (ASM) AZ U:13:88 (ASM) AZ U:13:89 (ASM) AZ U:13:97 (ASM) AZ U:13:98 (ASM) TCP Nos. 2017, 2101, 2018 Wood Sites 39, 157	Hohokam and O'Odham artifact scatter; O'Odham habitation; canal; historic cemetery	Prehistoric, historic	Yes	Eligible (D)	Yes
40	GR-749	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
41	GR-755	Archaic artifact scatter	Prehistoric	No	Not evaluated	No
42	GR-763	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No

Table D-1. Archaeological and historic sites

#	Site number/ Name/ Other site numbers ^a	Type ^b	Time period	In environ- mental footprint?	NRHP status (Criterion); notes ^{c,d}	Adverse impact?
43	GR-786 AZ U:13:1 (ARS) AZ U:13:91 (ASM) AZ U:13:98 (ASM) Wood Sites 160, 161	Hohokam and O'Odham artifact scatter; canal	Prehistoric, historic	No	Eligible (D)	No
44	GR-787 Sweetwater Village Mound Site AZ U:13:103 (ASM) Wood Site 230	Hohokam village with platform mound	Prehistoric	No	Eligible (A, C, D)	No
45	GR-806	Hohokam and O'Odham artifact scatter	Prehistoric, historic	No	Eligible (A, D)	No
46	GR-832	Hohokam and O'Odham artifact scatter	Prehistoric, historic	Yes	Not evaluated	Yes
47	GR-886 AZ U:13:14 (ASM) AZ U:13:33 (ASM) AZ U:13:91 (ASM) AZ U:13:98 (ASM) AZ U:13:100 (ASM) Wood Sites 38, 57, 160, 167, 169	Hohokam and O'Odham artifact scatters; O'Odham cemetery; prehistoric canal	Prehistoric, historic	Yes	Eligible (D)	Yes
48	GR-887 AZ U:13:92 (ASM) AZ U:13:94 (ASM) Larson Site 10 Wood Site 161	Hohokam and O'Odham artifact scatter, canal	Prehistoric, historic	Yes	Eligible (D)	Yes
49	GR-929 AZ U:13:14 (ASU) AZ U:13:93 (ASM)	Hohokam, O'Odham, and Pee Posh villages; canal	Prehistoric, historic	No	Eligible (D)	No
50	GR-931 Sweetwater Village Hirchirilagairk Village Bapchule Village AZ U:13:10(ASM) AZ U:13:13(ASM) AZ U:13:15 (ASM) AZ U:13:16(ASM) AZ U:13:34 (ASM) AZ U:13:86 (ASM) AZ U:13:98 (ASM) AZ U:13:2 (ASU) Wood Sites 39, 40, 58, 158, 167	Hohokam and O'Odham villages; canals	Prehistoric, historic	Yes	Eligible (D)	Yes
51	GR-980 AZ U:13:95 (ASM) Wood Site 164	Hohokam and O'Odham artifact scatter; habitation	Prehistoric, historic	Yes	Eligible (D)	Yes

Table D-1. Archaeological and historic sites

#	Site number/ Name/ Other site numbers ^a	Type ^b	Time period	In environ- mental footprint?	NRHP status (Criterion); notes ^{c,d}	Adverse impact?
52	GR-1157 Snaketown Maricopa Road Site AZ U:13:221(ASM) AZ T:16:13(ASU) AZ U:13:46 (ASU) AZ U:13:1 (ASM) AZ I:13:5 (ACS) AZ U:13:6 (ACS) AZ U:13:7 (ACS) AZ U:13:8 (ACS) Wood Site 357	Hohokam village, ballcourt, and platform mound; canals; O’Odham habitations	Prehistoric, historic	No	Eligible (A, D)	No
53	GR-1170 AZ U:13:12 (ASM) Wood Site 36	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
54	GR-1171 AZ U:13:12 (ASM) Wood Site 36	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
55	GR-1175 AZ U:13:12(ASM) AZ U:13:118(ASM) Wood Sites 36, 145, 245	Hohokam village	Prehistoric	Yes	Eligible (D)	Yes
56	GR-1184 AZ U:13:9(ASM) AZ U:13:218(ASM) Gila Butte 5-1(GP) Wood Sites 33, 354	Hohokam village	Prehistoric	Yes	Eligible (D), excavated by Arizona State Museum in 1963	Yes
57	GR-1204 AZ U:13:12(ASM) AZ U:13:118(ASM) Wood Sites 36, 145	Hohokam village	Prehistoric	No	Not evaluated	No
58	GR-1205 AZ U:13:9(ASM) AZ U:13:11(ASM) AZ U:13:218 (ASM) AZ U:13:219(ASM) Wood Sites 33, 35, 154, 155, 354	Hohokam village	Prehistoric	Yes	Eligible (D)	Yes
59	GR-1206 AZ U:13:11(ASM) AZ U:13:218(ASM) AZ U:13:219(ASM) Wood Sites 33, 154, 155, 354, 355	Hohokam and O’Odham villages	Prehistoric, historic	Yes	Eligible (D)	Yes
60	GR-1458	O’Odham habitation	Historic	No	Not evaluated	No
61	GR-1518 AZ U:9:3 (ARS)	Hohokam artifact scatter	Prehistoric	No	Not eligible	No
62	GR-1634 AZ U:13:239 (ASM)	Hohokam and O’Odham artifact scatter	Prehistoric, historic	No	Not evaluated	No

Table D-1. Archaeological and historic sites

#	Site number/ Name/ Other site numbers ^a	Type ^b	Time period	In environ- mental footprint?	NRHP status (Criterion); notes ^{c,d}	Adverse impact?
63	GR-1643	Hohokam artifact scatter	Prehistoric	No	Not evaluated	No
Linear sites^g						
1	AZ AA:2:129 (ASM) Southside Canal	Canal	Historic	Yes	Eligible (A); as part of the SCIP	No
2	AZ U:9:235 (ASM) Maricopa & Phoenix Railroad	Railroad	Historic	Yes	Eligible (A)	No
3	AZ U:13:251 (ASM) Southside Stormwater Channel	Flood control structure	Historic	Yes	Eligible (A); as part of the SCIP	No
4	GR-914 Sacaton to Casa Grande Road AZ U:14:314(ASM)	Road	Historic	Yes	Eligible (D)	No
5	GR-1422 Casa Blanca Canal AZ U:13:250 (ASM)	Canal	Historic	Yes	Eligible (A, D)	No
6	GR-1469 Old Mountain Top Canal	O'Odham canal	Historic	No	Eligible (D)	No
7	GR-1528 Bapchule Canal System	O'Odham canal	Historic	Yes	Eligible (D)	Yes
8	GR-1581 Fowler or Broadacres Canal	Canal	Historic	Yes	Eligible (A, D)	No
9	GR-1593 AZ AA:12:875 (ASM) EPNG Pipeline	Pipeline	Historic	Yes	Eligible	No
10	GR-1612 Gila Drain, Tempe Drain	Canal	Historic	Yes	Eligible (A, D)	No
11	GR-1615 Historic Snaketown Canal	O'Odham canal	Historic	No	Eligible (D)	No
12	GR-1646 Well Ditch-Snaketown Canal	O'Odham canal	Historic	Yes	Not eligible	No
13	GR-1689 Old State Highway 93 SR 587 AZ U:13:248 (ASM)	Road	Historic	Yes	Eligible (D); as part of Historic State Highway System	No
14	State Route 187	Road	Historic	Yes	Eligible (D), as part of Historic State Highway System	No

Table D-1. Archaeological and historic sites

#	Site number/ Name/ Other site numbers ^a	Type ^b	Time period	In environ- mental footprint?	NRHP status (Criterion); notes ^{c,d}	Adverse impact?
Other						
1	GR-1458	O'Odham habitation	Historic	No	Not evaluated	No
2	Hohokam-Pima National Monument	Monument	Modern	Yes	Listed (C, D)	No

Notes: NRHP = National Register of Historic Places, SCIP = San Carlos Irrigation Project

^a ASM site numbers are subsumed under GR site numbers; GR sites may include portions of ASM sites.

^b Traditional cultural properties are not included in this table.

^c NRHP eligibility as archaeological sites

^d Archaeological sites that are unevaluated for NRHP eligibility are treated as eligible for listing under Criterion D for purposes of this environmental assessment.

^e GR-782 is outside the records check area.

^f GR-854 is outside the records check area.

^g Interstate 10 is exempt from Section 106 consideration. Site GR-1593, the El Paso Natural Gas Pipeline, while considered eligible for NRHP listing, is exempt from Section 106 consideration, except on tribal lands (Advisory Council on Historic Preservation 2002).

Although the exemption does not apply to tribal lands, the THPO agrees with this finding since pipelines constitute expansive features that exhibit considerable redundancy and uniformity in design (Brodbeck 2020b).

Table D-2. Traditional cultural properties

#	Community TCP ID	Name/Other site numbers	Affiliation	Type	In environmental footprint?	NRHP Status (Criteria)
1	—	Snaketown AZ U:13:1 (ASM) GR-898	Akimel O'Odham	Ceremonial mound, ballcourt	No	Eligible (A, C, D)
2	—	<i>S-Kooko'oigk</i> GR-898	Akimel O'Odham	Historic village	No	Eligible (A, D)
3	GR-2004	<i>S-Kooko'oigk Hiha'iñ</i> GR-1157	Akimel O'Odham	Cemetery	No	Eligible (A, D)
4	—	<i>Halychduum Nyiva #1</i> AZ U:13:221 (ASM) GR-1157	Halychduum Pee Posh	Historic village	No	Eligible (A, D)
5	—	<i>U'us Hiha'iñ</i> AZ U:13:118 (ASM) GR-1175	Akimel O'Odham	Cemetery	Yes	Eligible (A, D)
6	—	<i>Aji, Bibjulik, Vii Mkor Hvik</i> Gila Butte AZ U:13:9 (ASM) AZ U:13:11 (ASM) AZ U:13:17 (ASM) AZ U:13:218 (ASM) AZ U:13:219 (ASM) GR-1167, GR-1184, GR-1205, GR-1206	Akimel O'Odham Pee Posh	Topographic landmark	Yes	Eligible (A, D)
7	—	<i>U'us</i> AZ U:13:9 (ASM) AZ U:13:11 (ASM) AZ U:13:17 (ASM) AZ U:13:218 (ASM) AZ U:13:219 (ASM) GR-1184, GR-1205, GR-1206	Akimel O'Odham	Historic village	Yes	Eligible (A, D)
8	—	Reburial Site GR-806	Akimel O'Odham	Cemetery	No	Eligible (A, D)
9	—	Augustine Vavages Homesite GR-1458	Akimel O'Odham	Traditional homesite	No	Eligible (A, D)
10	GR-2068	<i>Bibjul Memelikuḍ</i> GR-744	Akimel O'Odham	Relay racetrack	No	Eligible (A, D)
11	—	<i>Bibjul</i> Bapchule Village GR-966	Akimel O'Odham	Historic village	No	Eligible (A, D)
12	GR-2016	St. Peter's Cemetery <i>Bibjul Hiha'iñ</i>	Akimel O'Odham	Cemetery	No	Eligible (A, D)
13	GR-2048	<i>Hodai Chepavik</i> AZ U:13:34 (ASM) GR-931	Akimel O'Odham	Shrine	No	Eligible (A, C, D)

Table D-2. Traditional cultural properties

#	Community TCP ID	Name/Other site numbers	Affiliation	Type	In environmental footprint?	NRHP Status (Criteria)
14	—	<i>S-'ovī Shuudag</i> (Sweetwater Village) <i>S-totonigk</i> (Historic Stotonic) AZ U:13:86 (ASM) GR-598, GR-931	Akimel O'Odham	Historic village	Yes	Eligible (A, D)
15	GR-2017	<i>S-'ovī Shuudag Hiha'iñ #1</i> GR-598	Akimel O'Odham	Cemetery	No	Eligible (A, B, D)
16	GR-2018	<i>Hejel Juk Hiha'iñ #1</i> AZ U:13:86 (ASM) GR-931	Akimel O'Odham	Cemetery	No	Eligible (A, D)
17	GR-2101	<i>S-'ovī Shuudag Hiha'iñ #2</i> GR-598 AZ U:13:88 (ASM)	Akimel O'Odham	Cemetery	No	Eligible (A, D)
18	—	<i>Hejel Juk</i> AZ U:13:14 (ASM) AZ U:13:33 (ASM) AZ U:13:91 (ASM) AZ U:13:98 (ASM) AZ U:13:100 (ASM) GR-598, GR-886, GR-931 Wood Sites 160, 167, 169	Akimel O'Odham	Historic village	Yes	Eligible (A, D)
19	GR-2053	<i>Koko'oi Kii</i> GR-2033, GR-782	Akimel O'Odham	Topographic landmark	No	Eligible (A, D)
20	GR-2019	<i>S-'ovī Shuudag Hiha'iñ #3</i> AZ U:13:33 (ASM)	Akimel O'Odham	Cemetery	No	Eligible (A, D)
21	GR-2020X	<i>Hejel Juk Hiha'iñ #2</i> AZ U:13:33 (ASM)	Akimel O'Odham	Cemetery	No	Eligible (A, D)
22	GR-2020	<i>Hejel Juk Hiha'iñ #3</i> AZ U:13:33 (ASM)	Akimel O'Odham	Cemetery	No	Eligible (A, D)
23	—	<i>Halychduum Nyiva #2</i> AZ U:13:92 (ASM) AZ U:13:94 (ASM) Larson #10 GR-929	Halychduum Pee Posh	Historic village	No	Eligible (A, D)
24	—	<i>Da'a Sivañ Va'aki</i> AZ U:13:95 (ASM) AZ U:13:99 (ASM) AZ U:13:101 (ASM) AZ U:13:103 (ASM) GR-787, GR-980	Akimel O'Odham	Platform mound, ballcourt	No	Eligible (A, C, D)

Table D-2. Traditional cultural properties

#	Community TCP ID	Name/Other site numbers	Affiliation	Type	In environmental footprint?	NRHP Status (Criteria)
25	GR-2028	Sweetwater Trading Post Cemetery	Akimel O'Odham, Halychduum Pee Posh	Cemetery	No	Eligible (A, D)
26	—	<i>Hohodi O'ohadag</i> AZ U:13:43 (ASM)	Akimel O'Odham	Petroglyphs	Yes	Eligible (A, D)
27	—	<i>Dahidakuḍ</i>	Akimel O'Odham	Shrine	No	Eligible (A, D)
28	—	<i>Hohodi O'ohadag</i>	Akimel O'Odham	Petroglyphs	No	Eligible (A, D)
29	—	Multi-Element Shrine	Akimel O'Odham	Shrine	No	Eligible (A, D)
30	—	<i>O'obab Ha Ko'idag</i>	Akimel O'Odham, Pee Posh-Halychduum	Topographic landmark	Yes	Eligible (A, D)
31	—	<i>Ñuvi Mehidag, Baaban Naank Sacaton</i> Mountains	Akimel O'Odham	Topographic landmark	No	Eligible (A, D)
32	—	Stone Circle	Akimel O'Odham	Shrine	No	Eligible (A, D)
33	—	<i>Ñenhokuḍ</i>	Akimel O'Odham	Shrine	No	Eligible (A, D)
34	—	<i>O'ob Chetto</i>	Akimel O'Odham	Topographic landmark	No	Eligible (A, D)
35	—	<i>O'ob Chetto</i>	Akimel O'Odham	Shrine	Yes	Eligible (A, D)

Notes: Community = Gila River Indian Community, NRHP = National Register of Historic Places, TCP = traditional cultural property

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Section 106 Consultation Letters

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October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Robert Miguel, Chairman
Ak-Chin Indian Community
42507 W. Peters and Nall Road
Maricopa, Arizona 85138

Dear Chairman Miguel:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The project qualifies for federal funds and, as such, constitutes a federal undertaking subject to review under Section 106 of the National Historic Preservation Act. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

The purpose of this study is to prepare a Design Concept Report and Environmental Assessment to evaluate potential capacity improvements along I-10 from approximately SR 202L (Santan) to SR 387. The proposed study also would define and evaluate improvement alternatives at the TIs. No new right-of-way or temporary construction easements are anticipated for this project. The area of potential effects (APE) is defined as the I-10 ADOT easement across Maricopa County, GRIC, and Pinal County between MP 161 and 187, with the exclusion of the Gila River Bridge. The APE may be expanded to include new easement as alternatives are developed. A figure is enclosed to assist you in your review.

I-10 falls under the Section 106 Exemption Regarding Effects to the Interstate Highway System (Advisory Council on Historic Preservation 2005), whereby this exemption effectively excludes the majority of the 46,700-mile Interstate System from consideration as a historic property under Section 106 of the National Historic Preservation Act. The recording and assessing of road features, including these bridges, of the interstate highway for National Register significance is exempted under this provision.

At this time, ADOT is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the APE. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your community opts to participate in cultural resource consultation at a later date, ADOT will make a good faith effort to address your concerns.

ADOT would evaluate all potential capacity improvement options and the following would occur during the Section 106 process:

- Conduct a detailed literature review and records search at the GRIC Cultural Resources Management Program
- Continue consultation with all interested consulting parties to identify, evaluate, and assess potential effects on historic properties
- Continue consultation with interested Tribes to identify, evaluate, and assess potential effects on traditional cultural properties
- Develop a Section 106 agreement document
- Continue Section 106 consultation with the all consulting parties throughout the study

As a cultural resources literature review and records search has not yet occurred for this project, ADOT currently is not making any determination of project effect.

Please review the information provided in this letter and the figure. As additional information regarding project scope and historic properties become available, they would be provided through continued Section 106 consultation. At this time, ADOT is inquiring whether you have any concerns regarding the project. If you have any questions or concerns, please contact ADOT Historic Preservation Specialist Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

Sincerely,

A handwritten signature in black ink that reads "Kris Powell". The signature is written in a cursive style with a large, prominent "K" and "P".

Kris Powell, MA, RPA
Cultural Resources Program Manager

ecc:

Ms. Elaine F. Peters, Him-Dak Museum Director, EPeters@ak-chin.nsn.us (w/enclosure)



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Dr. Michael O'Hara, Cultural Resources Section Manager
Arizona State Land Department
1616 West Adams Street
Phoenix, Arizona 85007

Dear Dr. O'Hara:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The project qualifies for federal funds and, as such, constitutes a federal undertaking subject to review under Section 106 of the National Historic Preservation Act. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

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Sincerely,

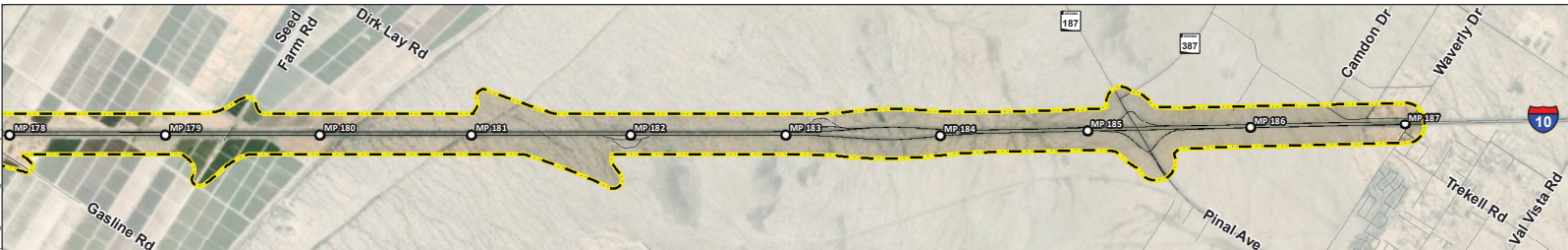
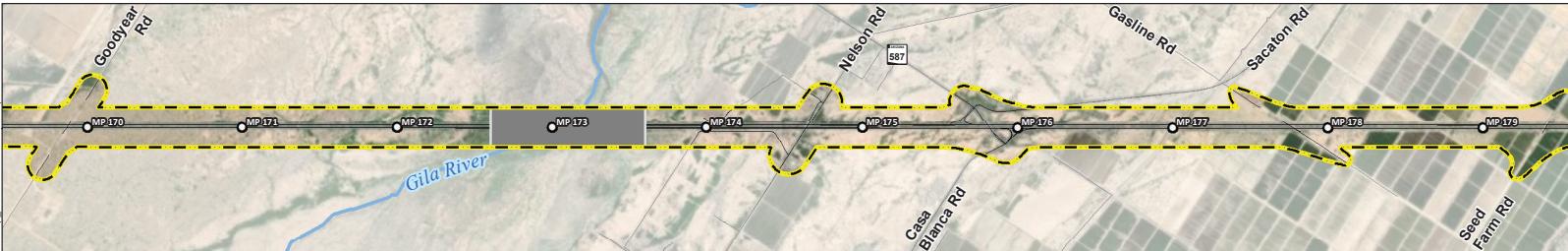
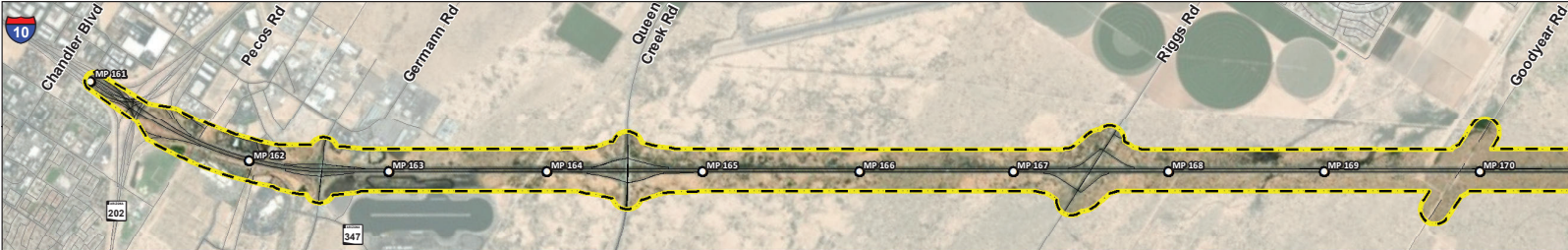
A handwritten signature in black ink that reads "Kris Powell". The signature is written in a cursive, flowing style.

Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure

ecc:

Ms. Crystal Carrancho, Archaeological Projects Specialist, ccarrancho@azland.gov
(w/enclosure)



NORTH

0 0.5 1 2
Miles

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



Project Locator

APE

Mileposts

Exclusion Zone

ADOT TRACS No. F027001D

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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Ms. Cecilia Baker-Martinez, Superintendent
Bureau of Indian Affairs-Pima Agency
P.O. Box 8
Sacaton, Arizona 85147

Dear Ms. Baker-Martinez:

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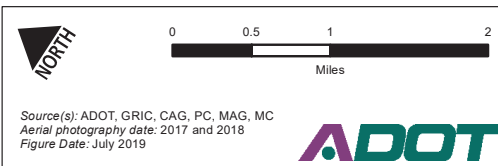
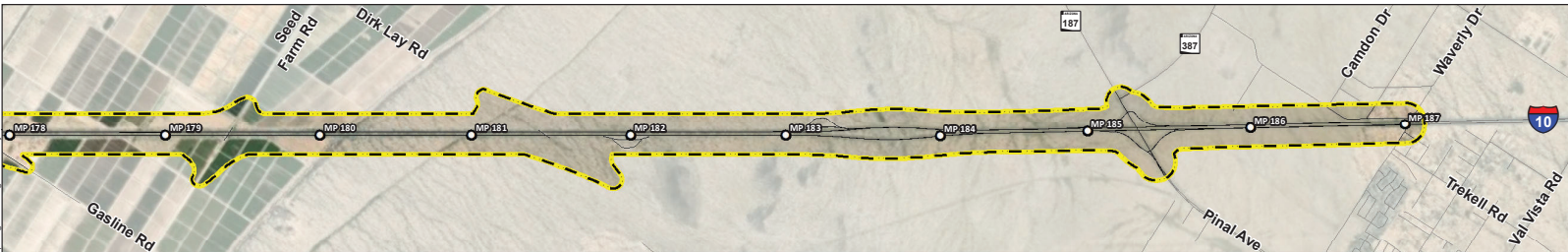
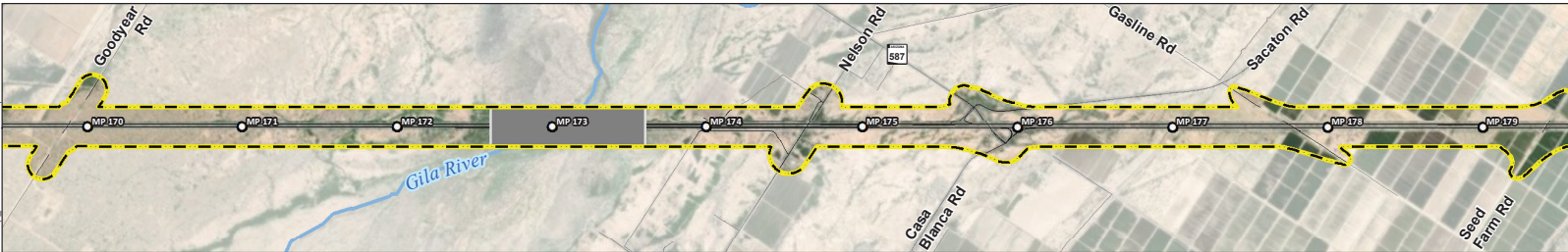
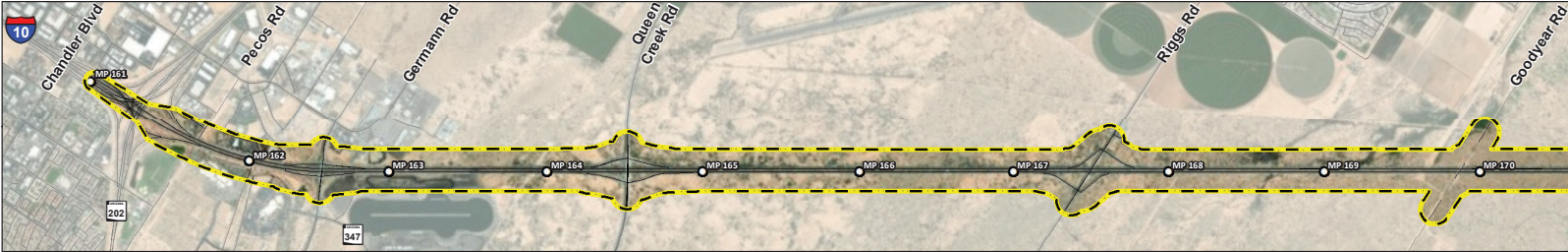
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Sincerely,

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Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure



Legend

- APE
- Exclusion Zone
- Mileposts
- ADOT TRACS No. F027001D

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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Garry Cantley, Western Regional Archaeologist
Bureau of Indian Affairs
2600 North Central Avenue, Suite 400, MS-620EQS
Phoenix, Arizona 85004-3008

Dear Mr. Cantley:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

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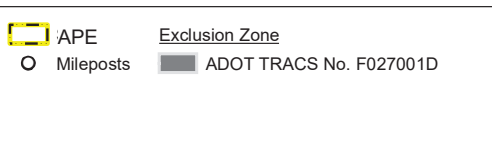
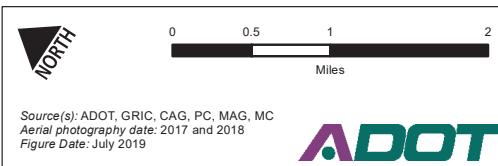
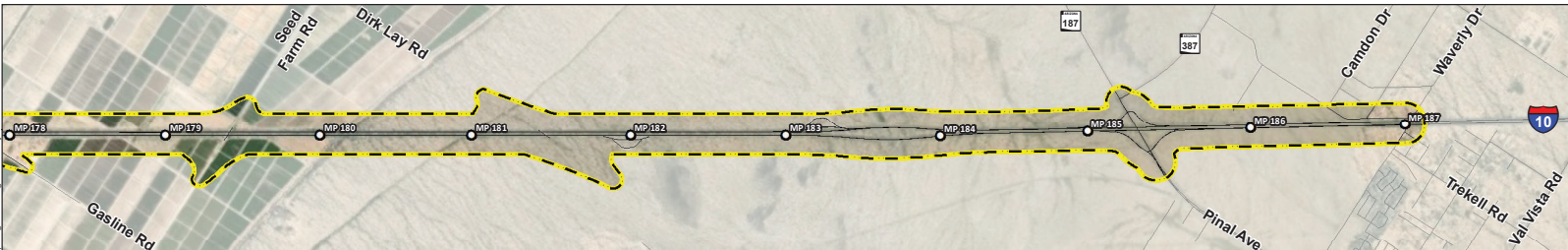
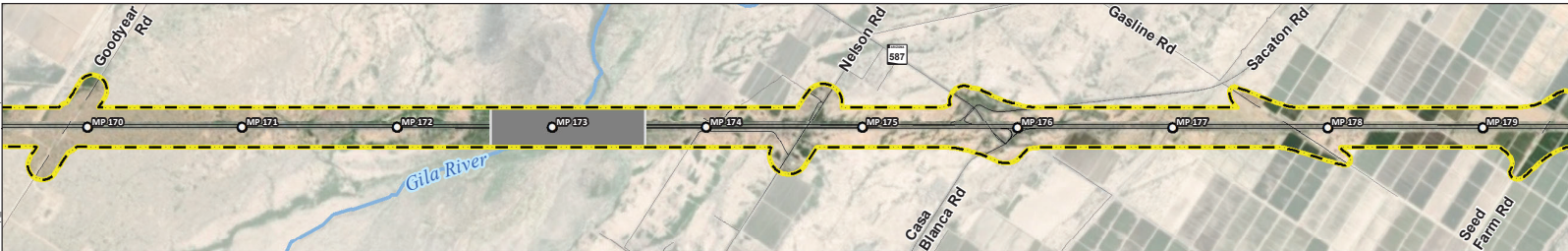
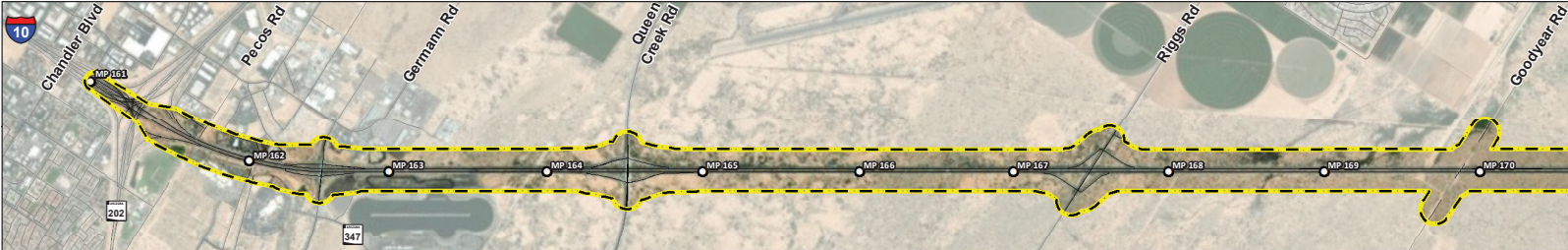
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Sincerely,



Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure



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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Ms. Laura Blakeman, Planner
City of Casa Grande
510 Florence Boulevard
Casa Grande, Arizona 85122

Dear Ms. Blakeman:

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I-10 falls under the Section 106 Exemption Regarding Effects to the Interstate Highway System (Advisory Council on Historic Preservation 2005), whereby this exemption effectively excludes the majority of the 46,700-mile Interstate System from consideration as a historic property under Section 106 of the National Historic Preservation Act. The recording and assessing of road features, including these bridges, of the interstate highway for National Register significance is exempted under this provision.

At this time, ADOT is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the APE. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your community opts to participate in cultural resource consultation at a later date, ADOT will make a good faith effort to address your concerns.

ADOT would evaluate all potential capacity improvement options and the following would occur during the Section 106 process:

- Conduct a detailed literature review and records search at the GRIC Cultural Resources Management Program
- Continue consultation with all interested consulting parties to identify, evaluate, and assess potential effects on historic properties
- Continue consultation with interested Tribes to identify, evaluate, and assess potential effects on traditional cultural properties
- Develop a Section 106 agreement document
- Continue Section 106 consultation with the all consulting parties throughout the study

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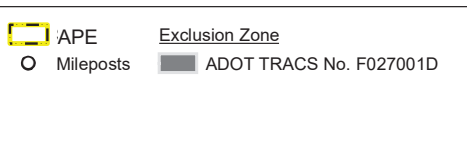
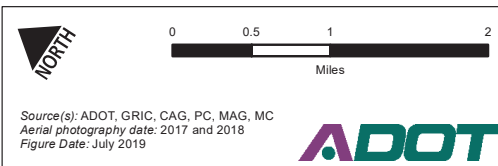
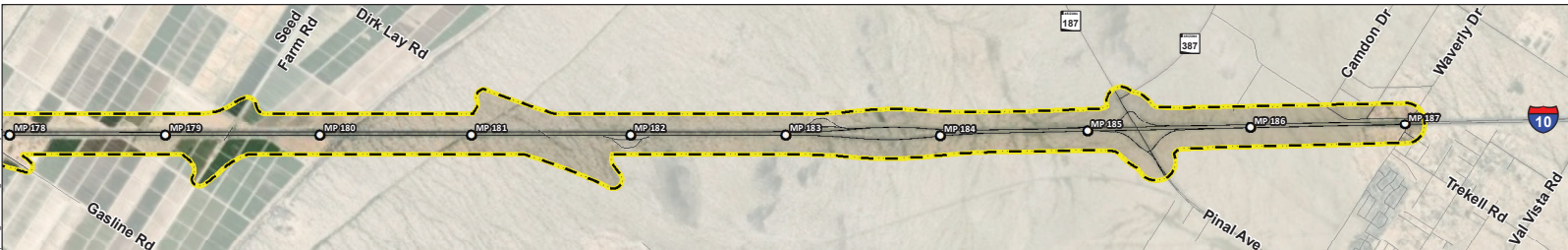
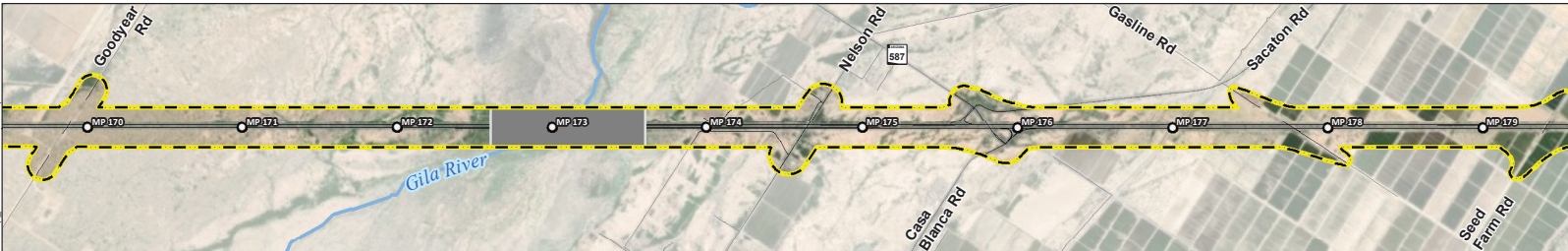
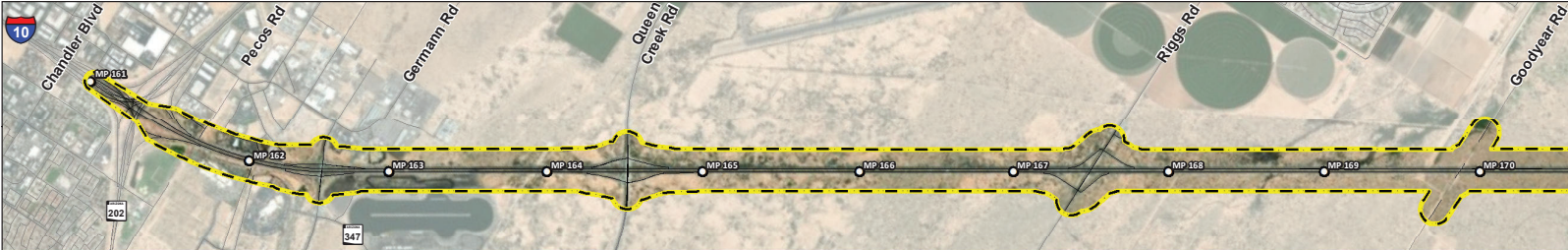
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Sincerely,

A handwritten signature in black ink that reads "Kris Powell". The signature is written in a cursive style with a large, prominent "K" and "P".

Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure



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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Paul Young, Principal Engineer, Chandler Capital Projects Division, Public Works Dept.
City of Chandler
Mail Stop 407 / P.O. Box 4008
Chandler, Arizona 85244-4008

Dear Mr. Young:

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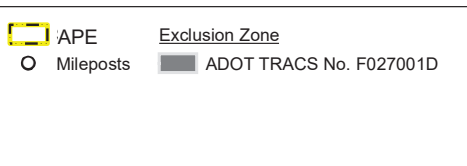
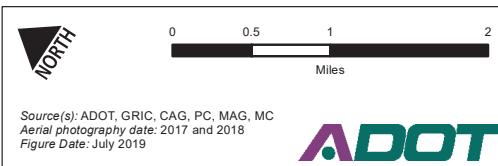
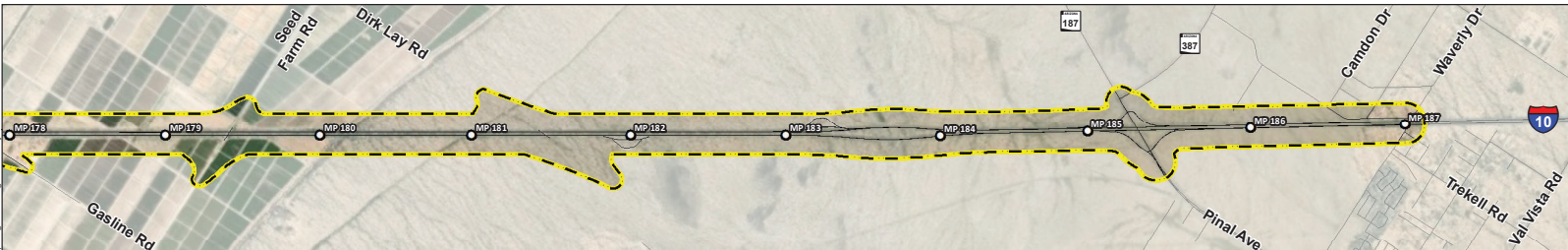
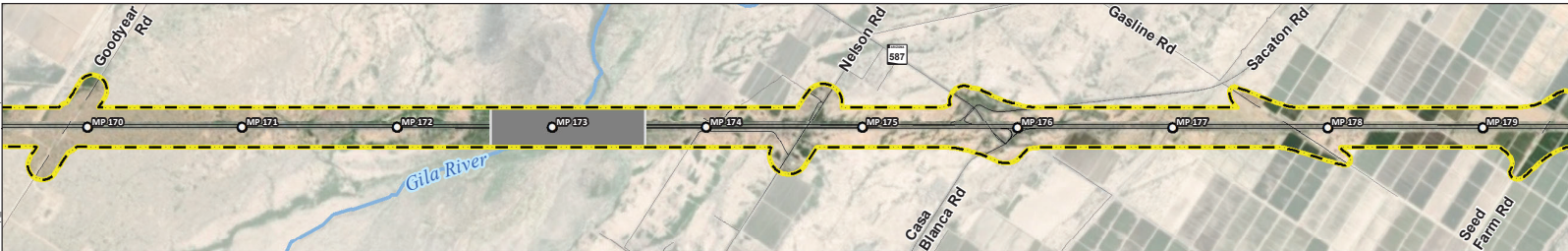
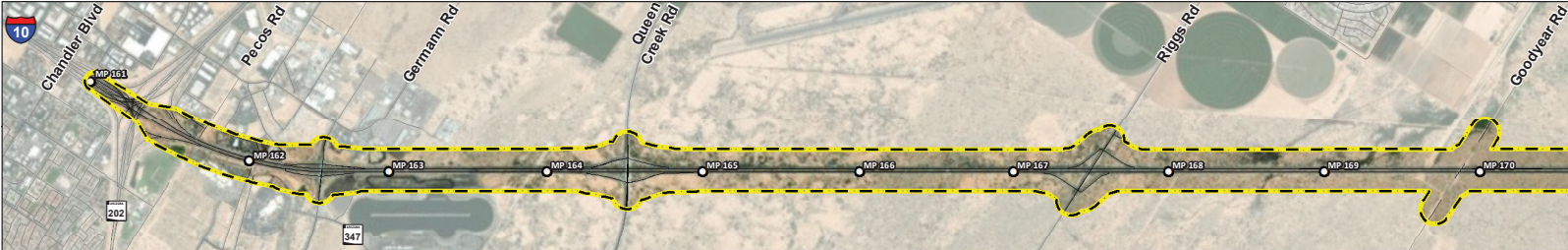
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Sincerely,

Kris Powell

Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure



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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Ms. Michelle Dodds, Historic Preservation Officer
City of Phoenix Historic Preservation Office
200 West Washington Street, 3rd Floor
Phoenix, Arizona 85003

Dear Ms. Dodds:

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Sincerely,

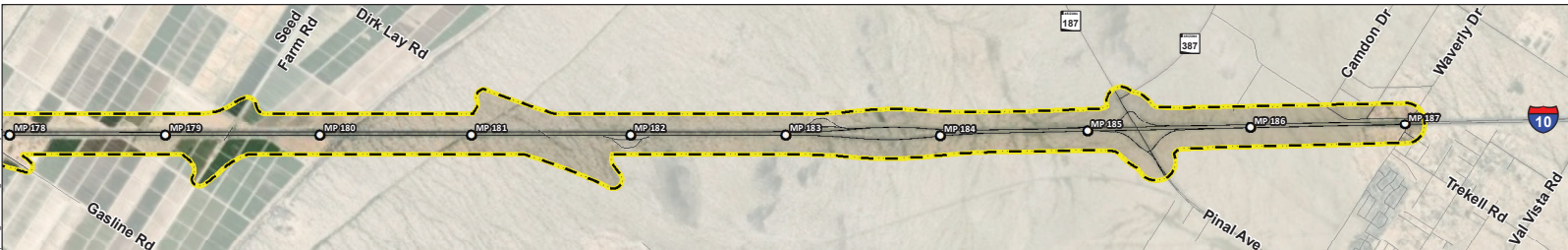
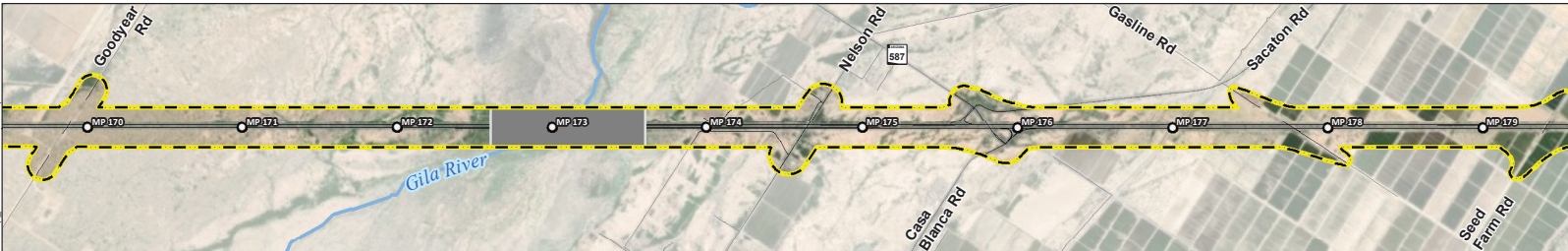
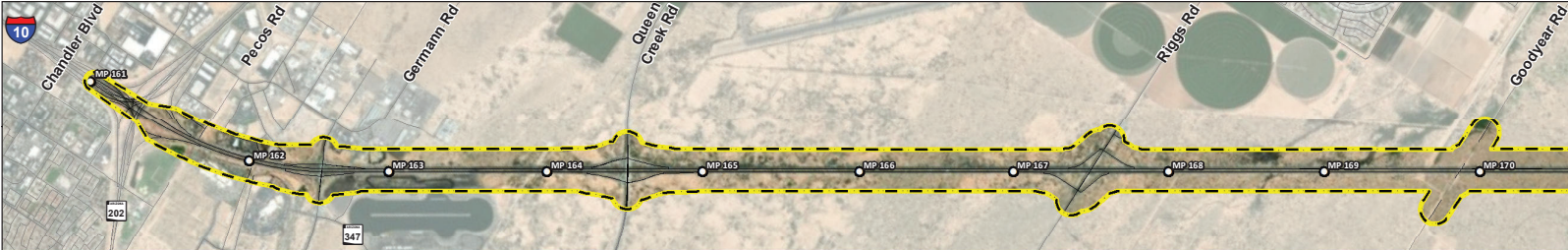
A handwritten signature in black ink that reads "Kris Powell". The signature is written in a cursive, flowing style.

Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure

ecc:

Ms. Jodey Elsner, Historian/Planner, jodey.elsner@phoenix.gov (w/enclosure)



NORTH

0 0.5 1 2
Miles

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



Project Locator

APE

Mileposts

Exclusion Zone

ADOT TRACS No. F027001D

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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Ms. Laurene Montero, City of Phoenix Archaeologist
City of Phoenix Archaeology Section
4619 East Washington Street
Phoenix, Arizona 85034

Dear Ms. Montero:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

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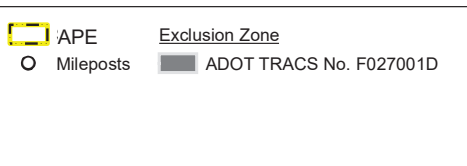
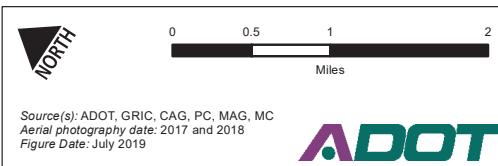
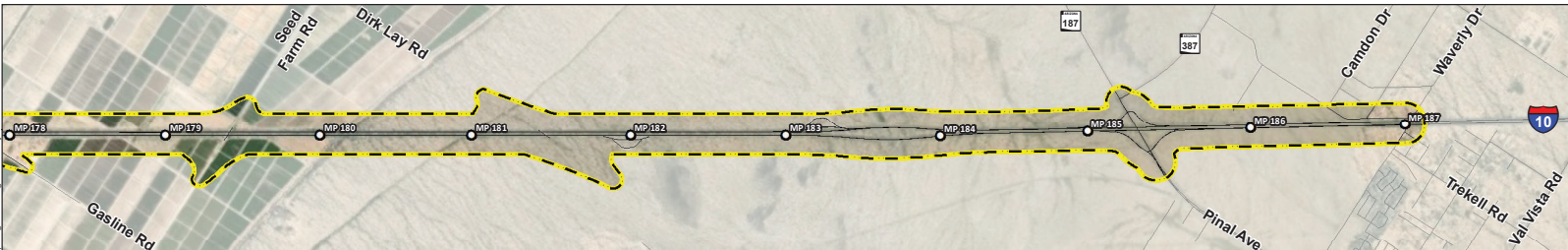
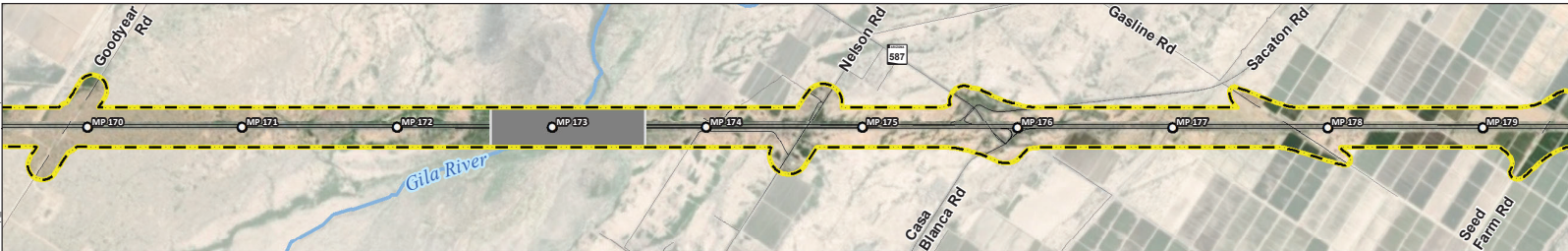
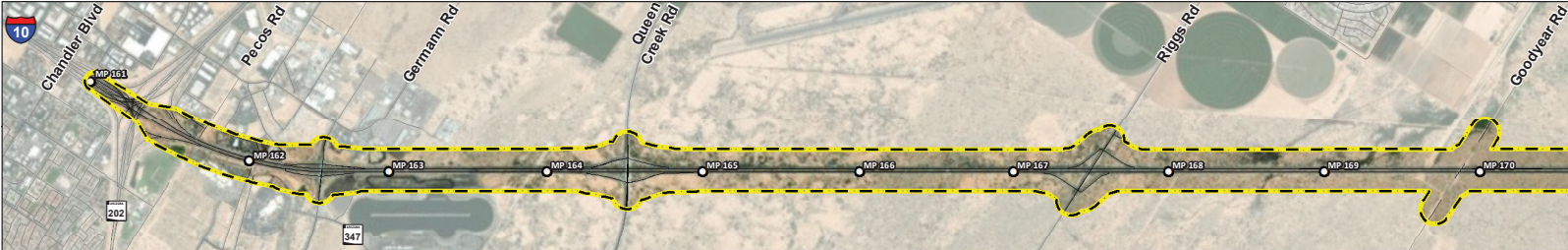
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Enclosure

ecc:

Ms. Rebecca Hill, Archaeologist, rebecca.hill@phoenix.gov (w/enclosure)



Interstate 10: SR 202L to SR 387
 Design Concept Report &
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ADOT TRACS NO: F0252 01L & 02L
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October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

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ADOT would evaluate all potential capacity improvement options and the following would occur during the Section 106 process:

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- Continue consultation with all interested consulting parties to identify, evaluate, and assess potential effects on historic properties
- Continue consultation with interested Tribes to identify, evaluate, and assess potential effects on traditional cultural properties
- Develop a Section 106 agreement document
- Continue Section 106 consultation with the all consulting parties throughout the study

As a cultural resources literature review and records search has not yet occurred for this project, ADOT currently is not making any determination of project effect.

Please review the information provided in this letter and the figure. As additional information regarding project scope and historic properties become available, they would be provided through continued Section 106 consultation. At this time, ADOT is inquiring whether you have any concerns regarding the project. If you have any questions or concerns, please contact ADOT Historic Preservation Specialist Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

Sincerely,



Kris Powell, MA, RPA
Cultural Resources Program Manager

ecc:

Mr. Barnaby Lewis, Tribal Historic Preservation Officer, Barnaby.lewis@gric.nsn.us (w/enclosure)

Dr. Kyle Woodson, Director, Cultural Resource Management Program, kyle.woodson@gric.nsn.us
(w/enclosure)



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Stewart Koyiyumptewa, Tribal Historic Preservation Officer
Hopi Tribe
P.O. Box 123
Kykotsmovi, Arizona 86039

Dear Mr. Koyiyumptewa:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

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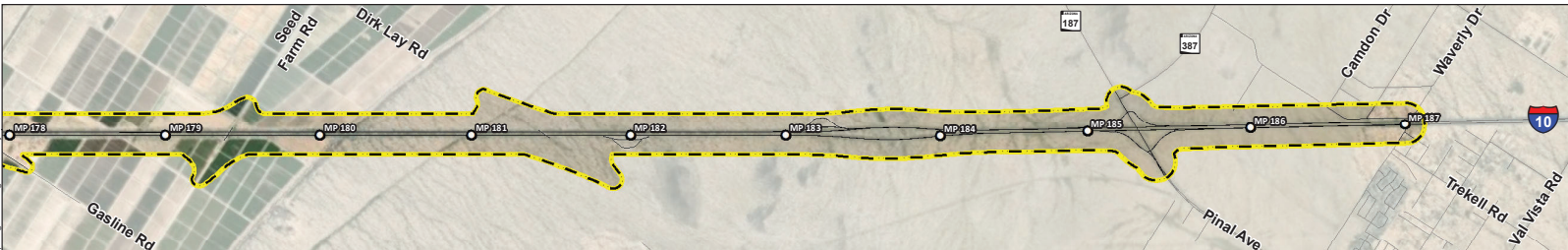
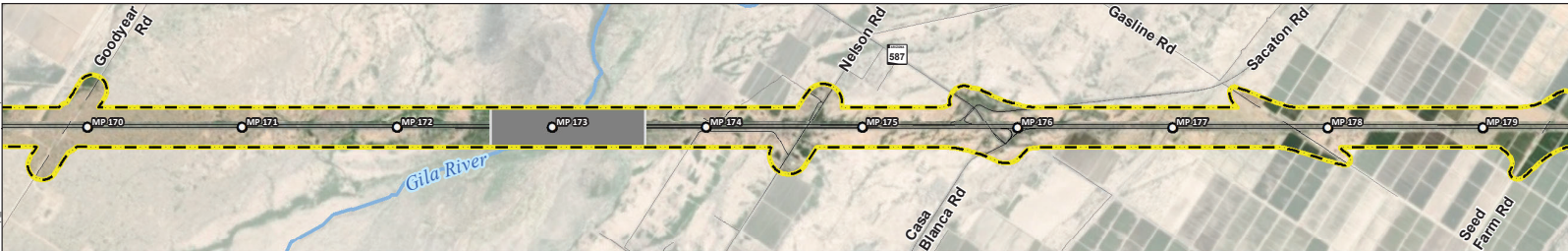
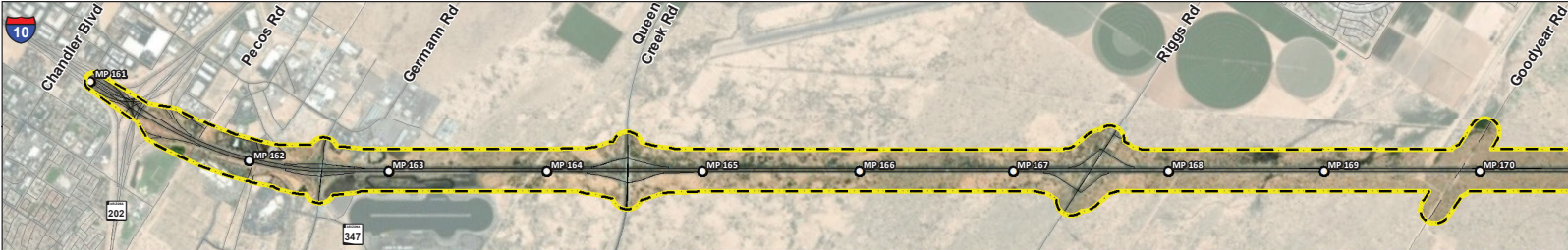
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Sincerely,



Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure



NORTH

0 0.5 1 2
Miles

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



Legend

- APE
- Mileposts
- Exclusion Zone
- ADOT TRACS No. F027001D

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

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

October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Ms. Sara Ferland, Cultural Resource Specialist
Maricopa County Department of Transportation
2901 West Durango Street
Phoenix, Arizona 85009

Dear Ms. Ferland:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

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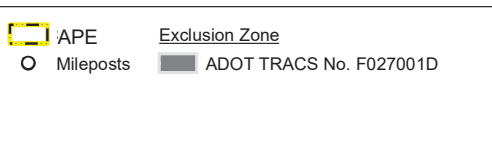
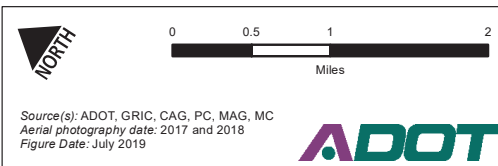
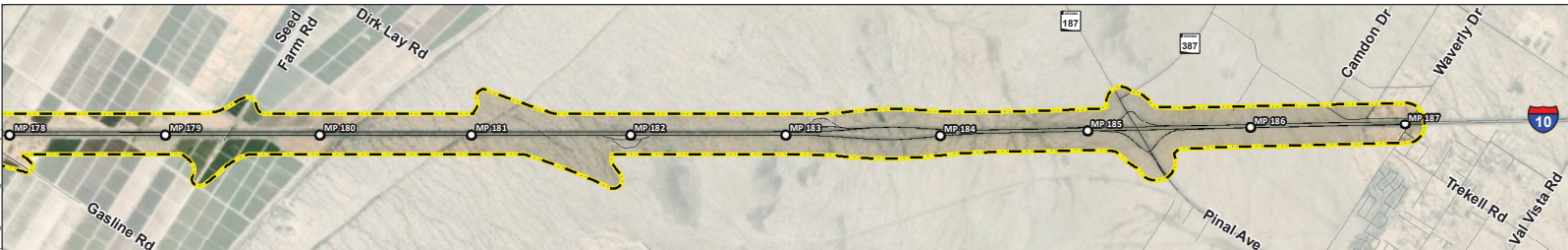
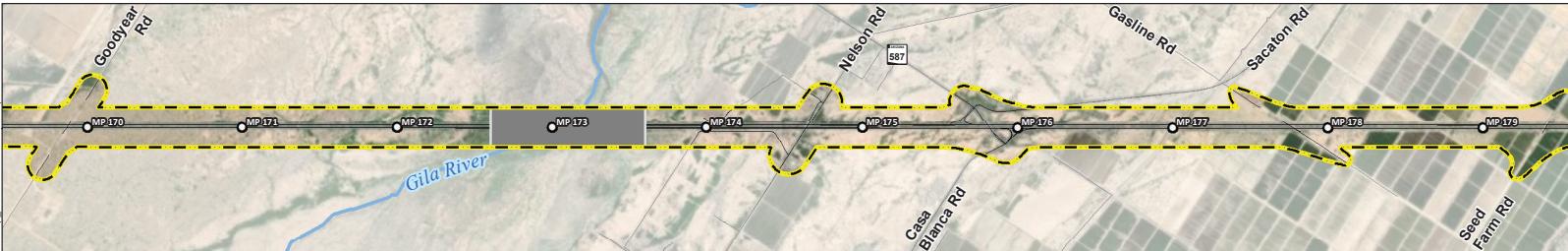
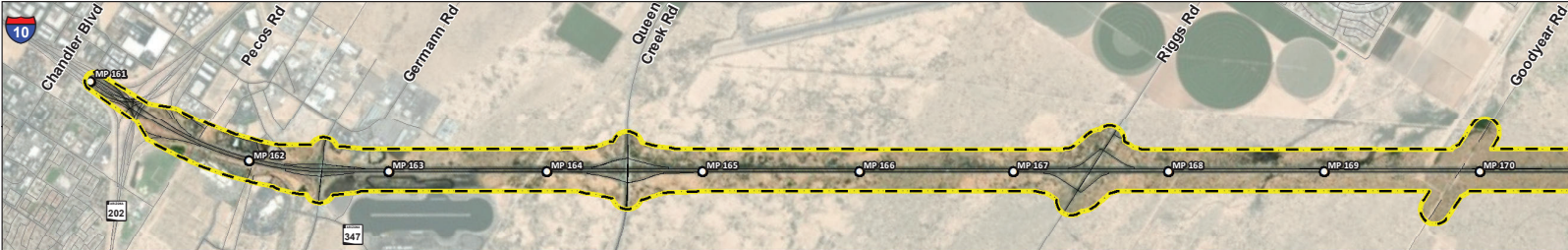
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Sincerely,

Kris Powell

Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure



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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Christopher Wanamaker, Section Chief
Pinal County Flood Control District
P.O. Box 727
Florence, Arizona 85132

Dear Mr. Wanamaker:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

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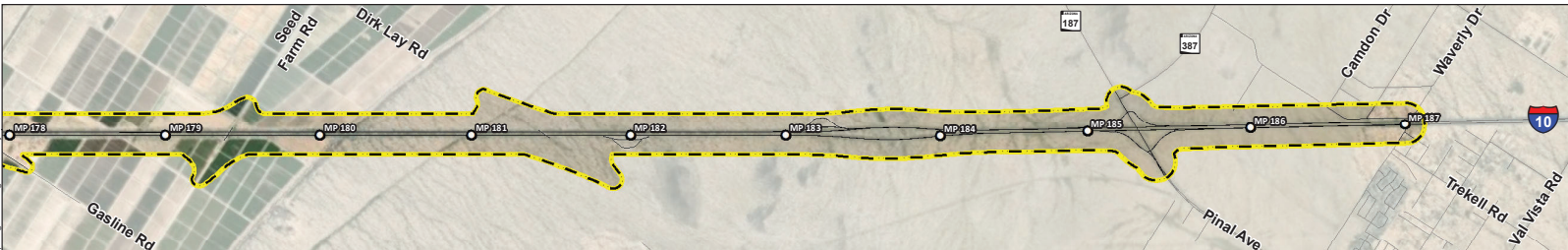
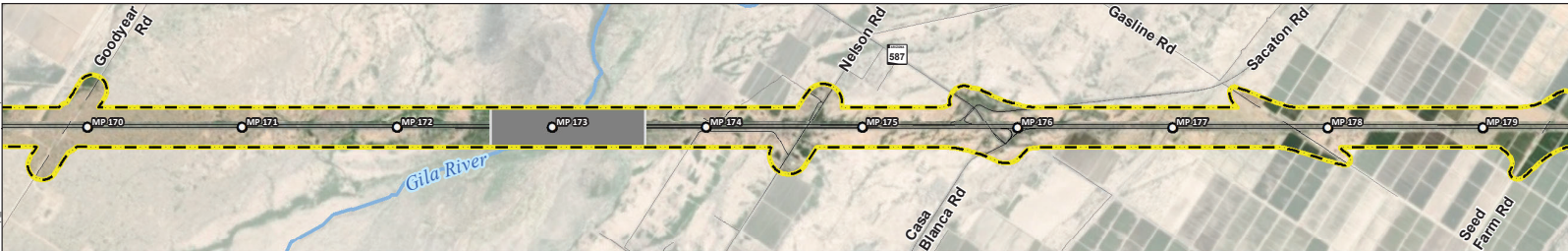
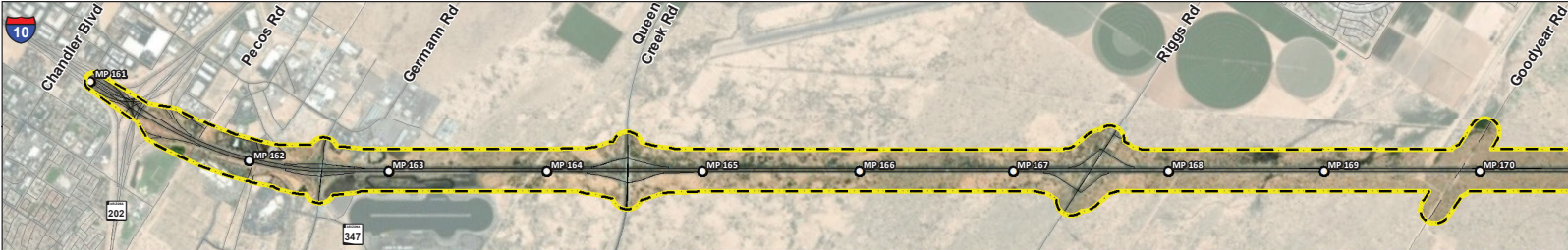
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Sincerely,

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Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure



NORTH

0 0.5 1 2
Miles

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



Legend

- APE
- Mileposts
- Exclusion Zone
- ADOT TRACS No. F027001D

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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Scott Bender, Pinal County Engineer
Pinal County Public Works
P.O. Box 727
Florence, Arizona 85132

Dear Mr. Bender:

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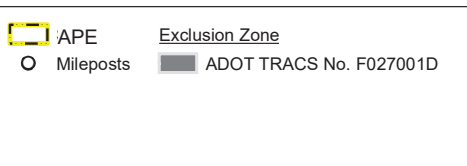
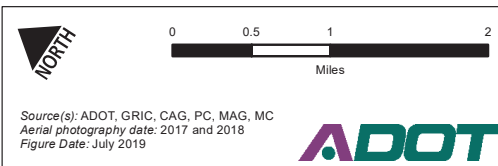
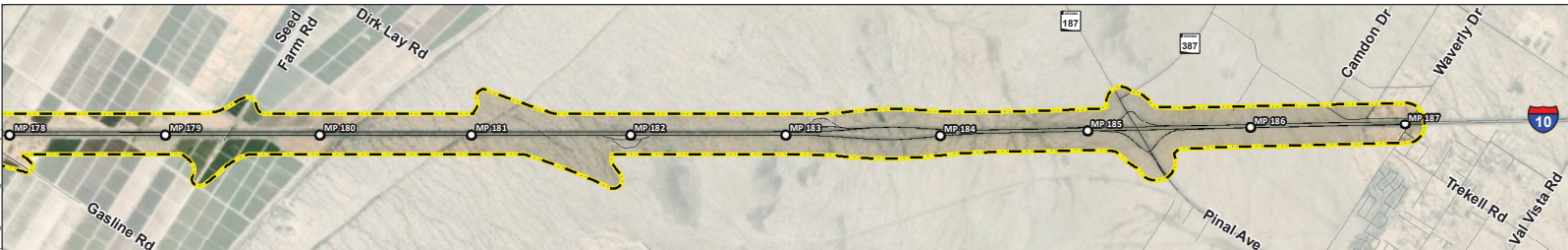
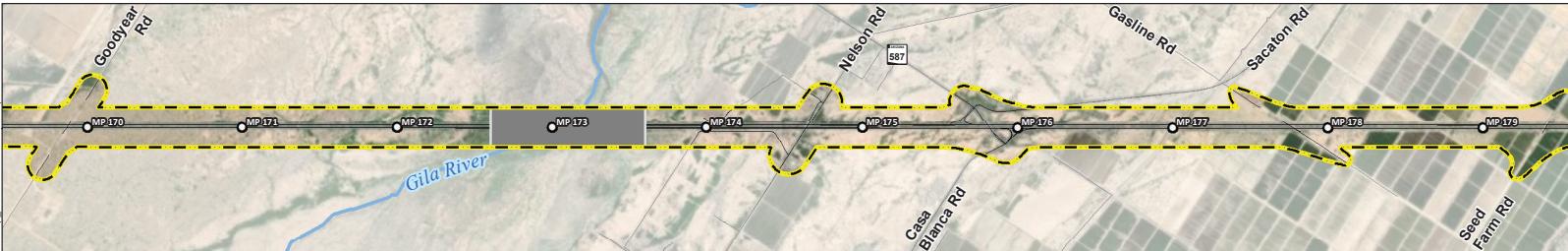
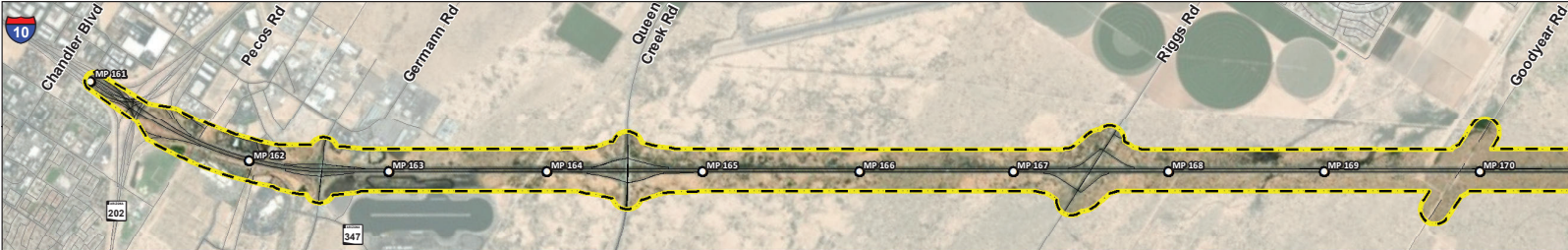
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Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure



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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Robert Valencia, Chairman
Pascua Yaqui Tribe
7474 South Camino de Oeste
Tucson, Arizona 85746

Dear Chairman Valencia:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The project qualifies for federal funds and, as such, constitutes a federal undertaking subject to review under Section 106 of the National Historic Preservation Act. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

The purpose of this study is to prepare a Design Concept Report and Environmental Assessment to evaluate potential capacity improvements along I-10 from approximately SR 202L (Santan) to SR 387. The proposed study also would define and evaluate improvement alternatives at the TIs. No new right-of-way or temporary construction easements are anticipated for this project. The area of potential effects (APE) is defined as the I-10 ADOT easement across Maricopa County, GRIC, and

Pinal County between MP 161 and 187, with the exclusion of the Gila River Bridge. The APE may be expanded to include new easement as alternatives are developed. A figure is enclosed to assist you in your review.

I-10 falls under the Section 106 Exemption Regarding Effects to the Interstate Highway System (Advisory Council on Historic Preservation 2005), whereby this exemption effectively excludes the majority of the 46,700-mile Interstate System from consideration as a historic property under Section 106 of the National Historic Preservation Act. The recording and assessing of road features, including these bridges, of the interstate highway for National Register significance is exempted under this provision.

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- Continue consultation with all interested consulting parties to identify, evaluate, and assess potential effects on historic properties
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- Develop a Section 106 agreement document
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Please review the information provided in this letter and the figure. As additional information regarding project scope and historic properties become available, they would be provided through continued Section 106 consultation. At this time, ADOT is inquiring whether you have any concerns regarding the project. If you have any questions or concerns, please contact ADOT Historic Preservation Specialist Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

Sincerely,



Kris Powell, MA, RPA

Cultural Resources Program Manager

ecc:

Dr. Karl A. Hoerig, Tribal Historic Preservation Officer, Karl.Hoerig@pascuayaqui-nsn.gov
(w/enclosure)

Mr. David Perez, Executive Assistant to Chairperson, david.perez@pascuayaqui-nsn.gov
(w/enclosure)



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Ferris Begay, Project Manager
San Carlos Irrigation Project
13805 North Arizona Boulevard
Coolidge, Arizona 85128

Dear Mr. Begay:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

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- Continue consultation with all interested consulting parties to identify, evaluate, and assess potential effects on historic properties
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Sincerely,

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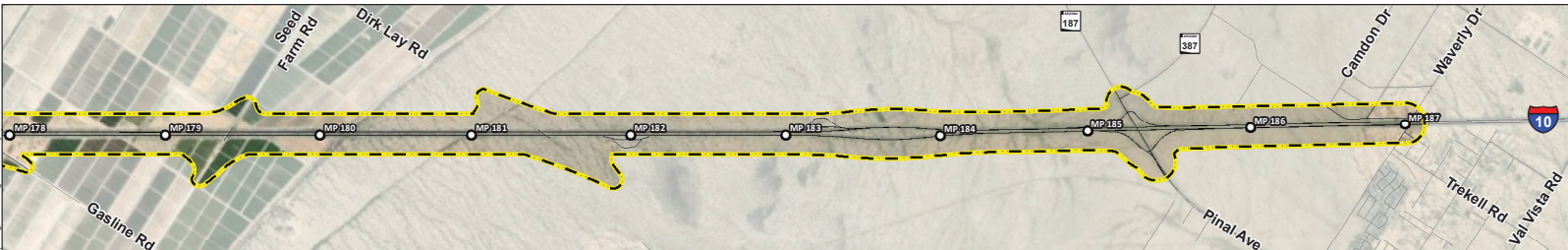
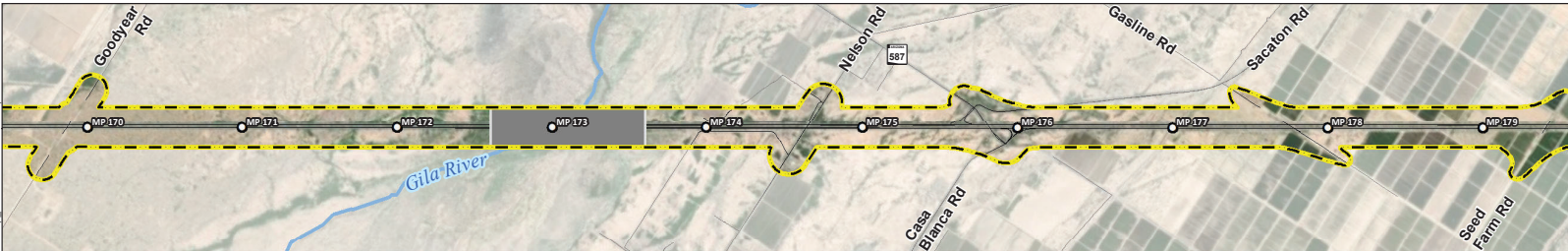
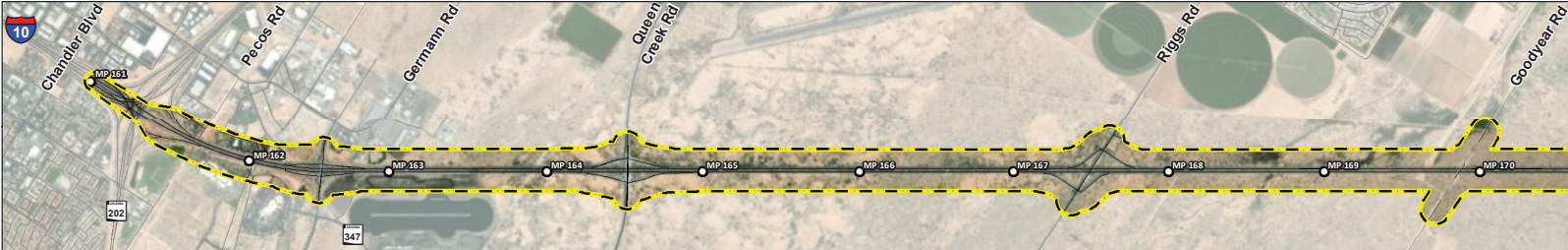
Kris Powell, MA, RPA

Cultural Resources Program Manager

Enclosure

ecc:

Mr. Beau J. Goldstein, Acting Environmental Coordinator, BIA SCIP, beau.goldstein@bia.gov
(w/enclosure)



NORTH

0 0.5 1 2
Miles

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



Legend

- APE
- Mileposts
- Exclusion Zone
- ADOT TRACS No. F027001D

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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Dr. David Jacobs, Compliance Specialist
State Historic Preservation Office
1100 West Washington Street
Phoenix, Arizona 85007

Dear Dr. Jacobs:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

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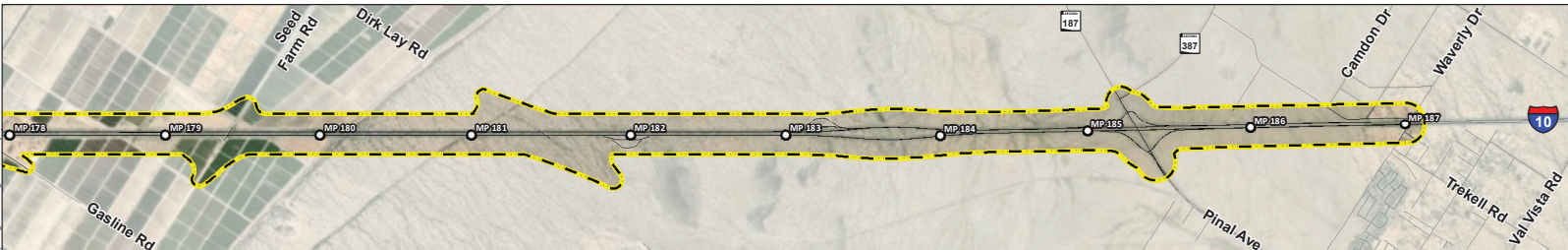
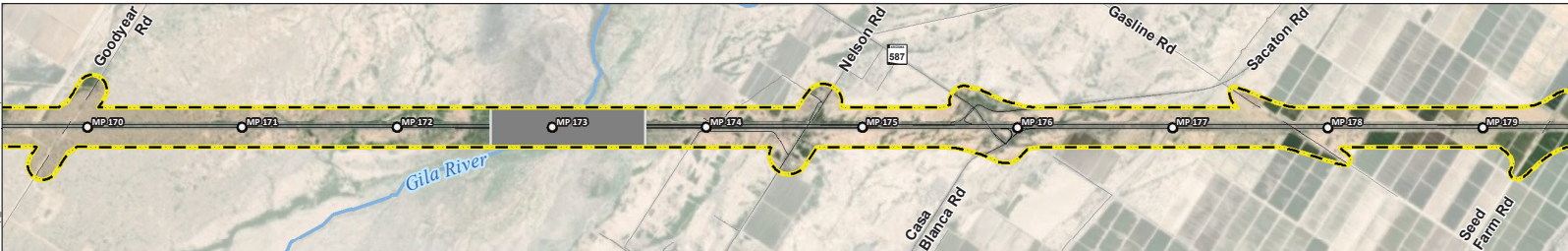
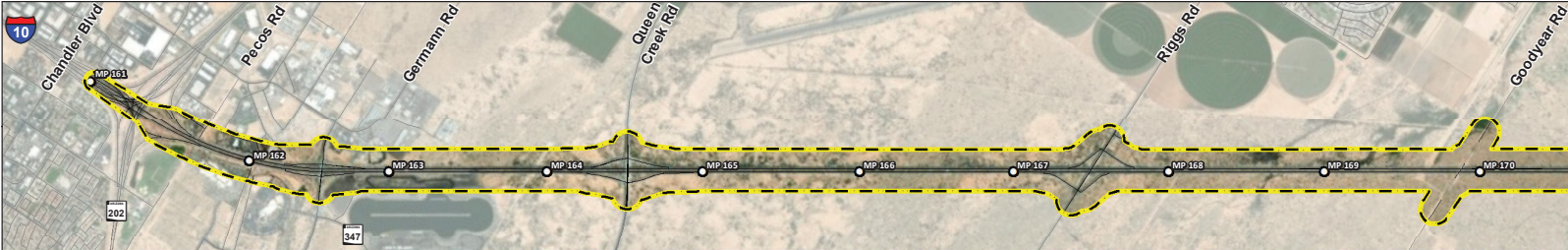
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Kris Powell, MA, RPA
Cultural Resources Program Manager

Enclosure



NORTH

0 0.5 1 2
Miles

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



Project Locator

APE

Mileposts

Exclusion Zone

ADOT TRACS No. F027001D

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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Martin Harvier, President
Salt River Pima-Maricopa Indian Community
Route 1, Box 216, 10005 East Osborn Road
Scottsdale, Arizona 85256

Dear President Harvier:

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Sincerely,



Kris Powell, MA, RPA

Cultural Resources Program Manager

ecc:

Mr. Shane Anton, Tribal Historic Preservation Officer, Shane.Anton@srpmic-nsn.gov
(w/enclosure)

Ms. Angela Garcia-Lewis, Cultural Preservation Compliance Supervisor, angela.garcia-lewis@srpmic-nsn.gov (w/enclosure)

Ms. Martha Martinez, NAGPRA Coordinator, Martha.martinez@srpmic-nsn.gov (w/enclosure)



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Ms. Jeri DeCola, Chairwoman
Tonto Apache Tribe
Tonto Apache Reservation #30
Payson, Arizona 85541

Dear Chairwoman DeCola:

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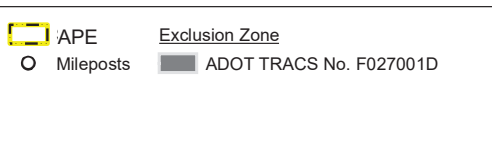
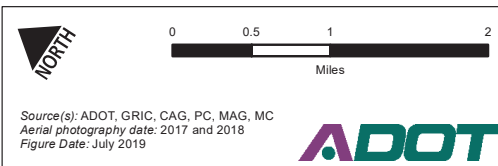
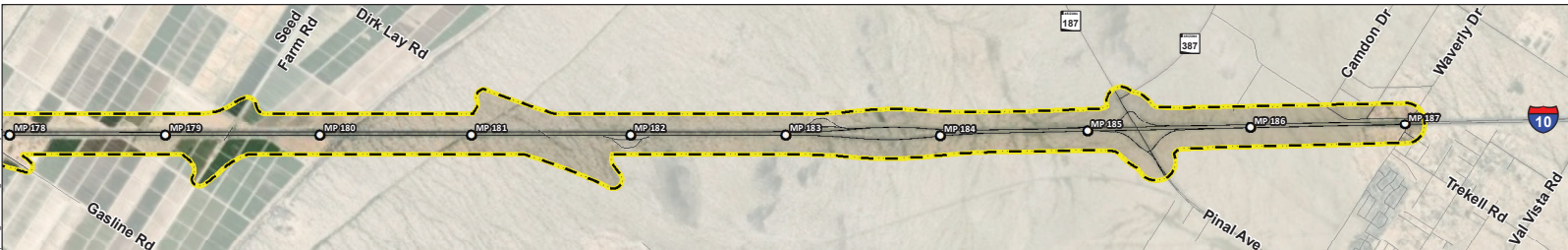
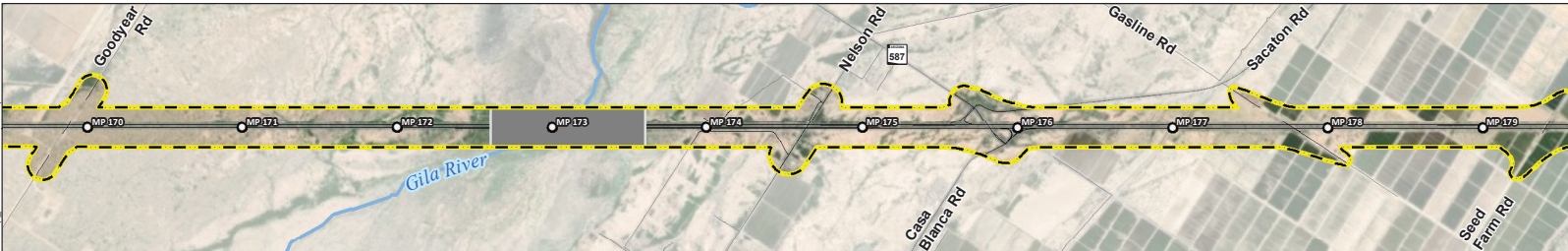
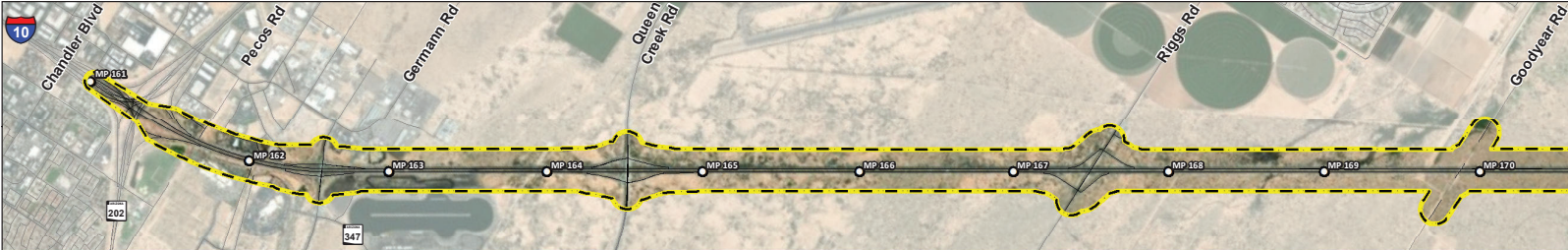
Kris Powell, MA, RPA

Cultural Resources Program Manager

Enclosure

ecc:

Mr. Wally Davis, Jr., Cultural and NAGPRA Representative, wdavis@tontoapache.org
(w/enclosure)



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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Peter Steere, Tribal Historic Preservation Officer
Mr. Jefford Francisco, Cultural Resource Specialist
Cultural Affairs Office
Tohono O'odham Nation
P. O. Box 837
Sells, Arizona 85634

Dear Messrs. Steere and Francisco:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The project qualifies for federal funds and, as such, constitutes a federal undertaking subject to review under Section 106 of the National Historic Preservation Act. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

The purpose of this study is to prepare a Design Concept Report and Environmental Assessment to evaluate potential capacity improvements along I-10 from approximately SR 202L (Santan) to SR 387. The proposed study also would define and evaluate improvement alternatives at the TIs. No new right-of-way or temporary construction easements are anticipated for this project. The area of potential effects (APE) is defined as the I-10 ADOT easement across Maricopa County, GRIC, and Pinal County between MP 161 and 187, with the exclusion of the Gila River Bridge. The APE may be expanded to include new easement as alternatives are developed. A figure is enclosed to assist you in your review.

I-10 falls under the Section 106 Exemption Regarding Effects to the Interstate Highway System (Advisory Council on Historic Preservation 2005), whereby this exemption effectively excludes the majority of the 46,700-mile Interstate System from consideration as a historic property under Section 106 of the National Historic Preservation Act. The recording and assessing of road features, including these bridges, of the interstate highway for National Register significance is exempted under this provision.

At this time, ADOT is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the APE. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your community opts to participate in cultural resource consultation at a later date, ADOT will make a good faith effort to address your concerns.

ADOT would evaluate all potential capacity improvement options and the following would occur during the Section 106 process:

- Conduct a detailed literature review and records search at the GRIC Cultural Resources Management Program
- Continue consultation with all interested consulting parties to identify, evaluate, and assess potential effects on historic properties
- Continue consultation with interested Tribes to identify, evaluate, and assess potential effects on traditional cultural properties
- Develop a Section 106 agreement document
- Continue Section 106 consultation with the all consulting parties throughout the study

As a cultural resources literature review and records search has not yet occurred for this project, ADOT currently is not making any determination of project effect.

Please review the information provided in this letter and the figure. As additional information regarding project scope and historic properties become available, they would be provided through continued Section 106 consultation. At this time, ADOT is inquiring whether you have any concerns regarding the project. If you have any questions or concerns, please contact ADOT Historic Preservation Specialist Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

Sincerely,

A handwritten signature in black ink that reads "Kris Powell". The signature is written in a cursive style with a large, stylized "K" and "P".

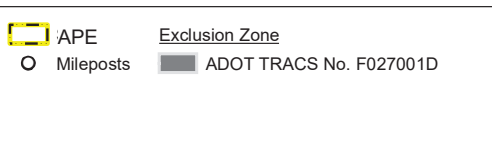
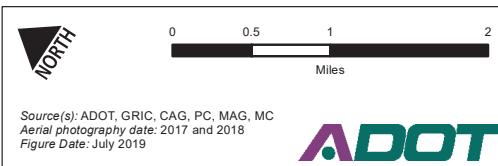
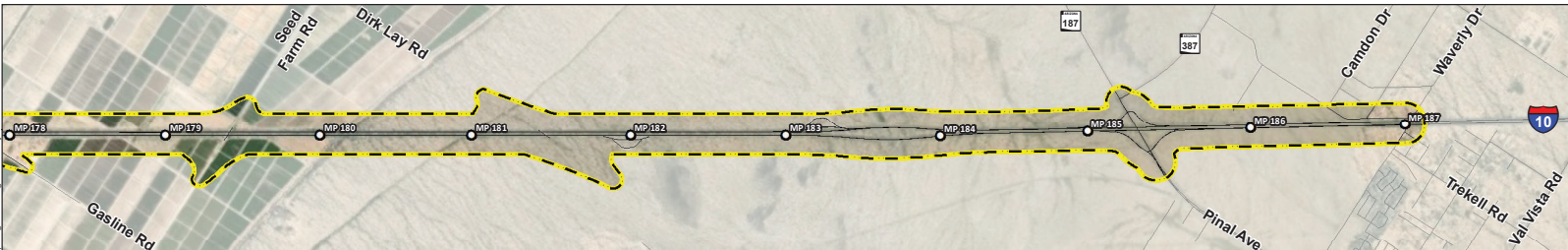
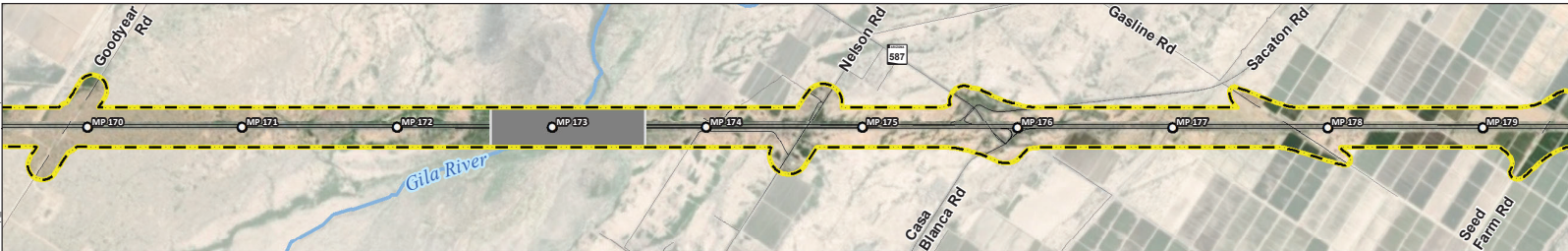
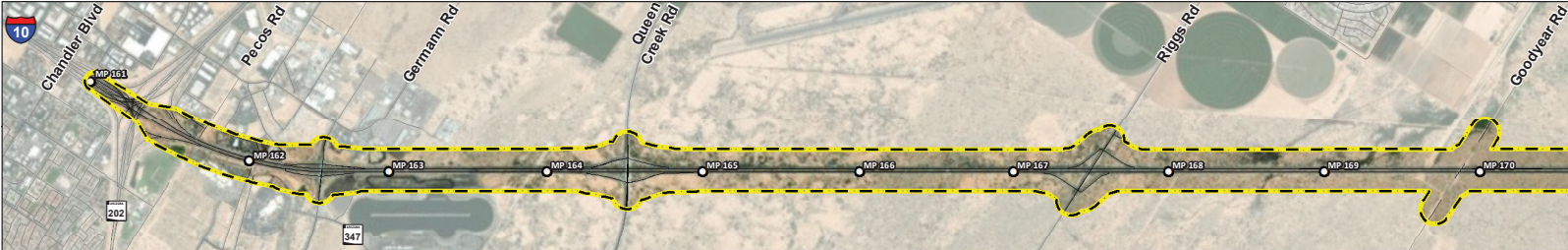
Kris Powell, MA, RPA

Cultural Resources Program Manager

Enclosure

ecc:

Ms. Wavalene Saunders, Legislative Staff, wavalene.saunders@tonation-nsn.gov (w/enclosure)



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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Sean Berry, Acting Environmental Manager and Regional Preservation Official /
Archaeologist
Western Area Power Administration
P.O. Box 6457
Phoenix, Arizona 85005

Dear Mr. Berry:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The project qualifies for federal funds and, as such, constitutes a federal undertaking subject to review under Section 106 of the National Historic Preservation Act. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

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I-10 falls under the Section 106 Exemption Regarding Effects to the Interstate Highway System (Advisory Council on Historic Preservation 2005), whereby this exemption effectively excludes the majority of the 46,700-mile Interstate System from consideration as a historic property under Section 106 of the National Historic Preservation Act. The recording and assessing of road features, including these bridges, of the interstate highway for National Register significance is exempted under this provision.

At this time, ADOT is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the APE. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your community opts to participate in cultural resource consultation at a later date, ADOT will make a good faith effort to address your concerns.

ADOT would evaluate all potential capacity improvement options and the following would occur during the Section 106 process:

- Conduct a detailed literature review and records search at the GRIC Cultural Resources Management Program
- Continue consultation with all interested consulting parties to identify, evaluate, and assess potential effects on historic properties
- Continue consultation with interested Tribes to identify, evaluate, and assess potential effects on traditional cultural properties
- Develop a Section 106 agreement document
- Continue Section 106 consultation with the all consulting parties throughout the study

As a cultural resources literature review and records search has not yet occurred for this project, ADOT currently is not making any determination of project effect.

Please review the information provided in this letter and the figure. As additional information regarding project scope and historic properties become available, they would be provided through continued Section 106 consultation. At this time, ADOT is inquiring whether you have any concerns regarding the project. If you have any questions or concerns, please contact ADOT Historic Preservation Specialist Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

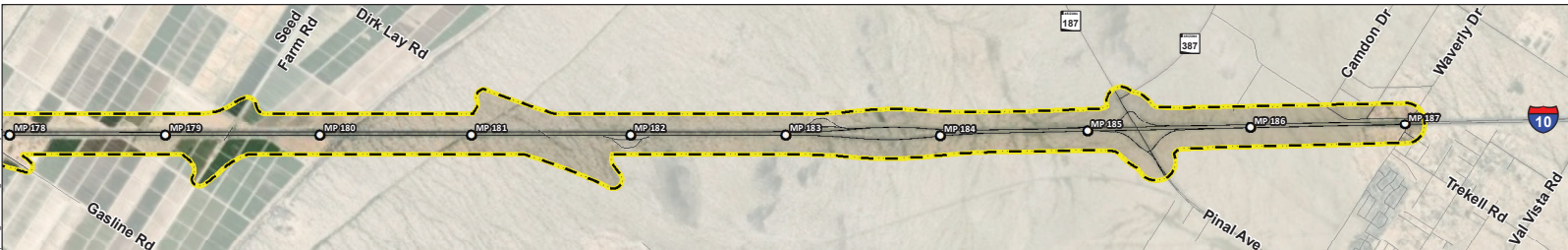
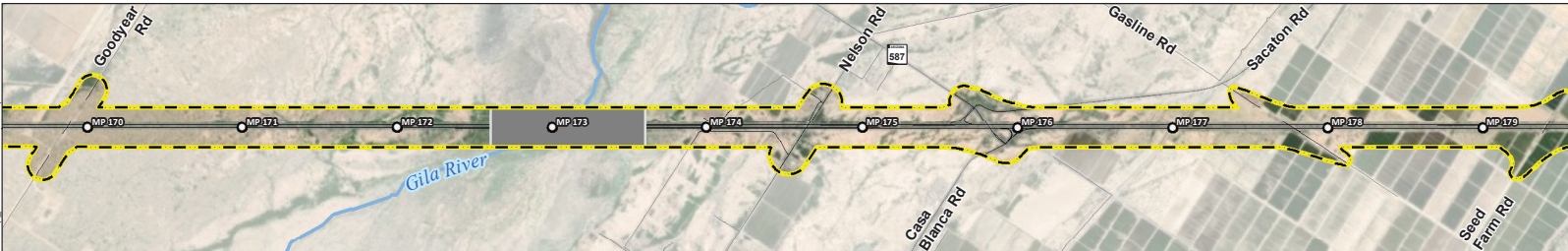
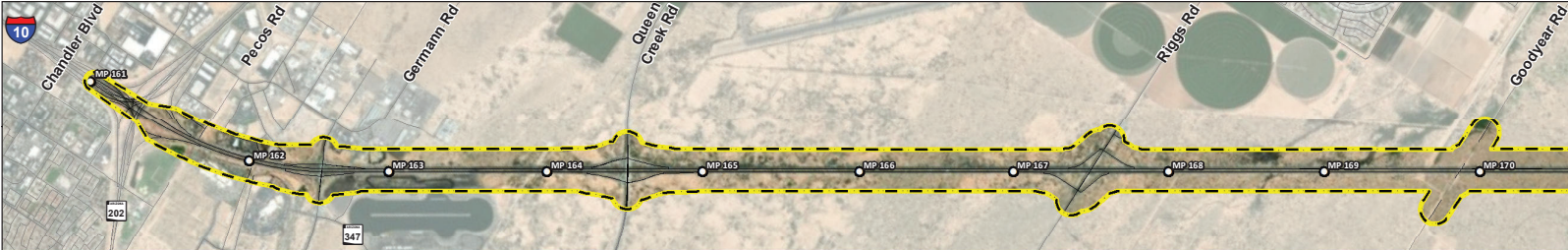
Sincerely,

Kris Powell

Kris Powell, MA, RPA

Cultural Resources Program Manager

Enclosure



NORTH

0 0.5 1 2
Miles

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



Legend

- APE
- Mileposts
- Exclusion Zone
- ADOT TRACS No. F027001D

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

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



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Ms. Gwendena Lee-Gatewood, Chairwoman
White Mountain Apache Tribe
P.O. Box 700
Whiteriver, Arizona 85941

Dear Chairwoman Lee-Gatewood:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The project qualifies for federal funds and, as such, constitutes a federal undertaking subject to review under Section 106 of the National Historic Preservation Act. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

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Sincerely,



Kris Powell, MA, RPA

Cultural Resources Program Manager

ecc:

Mr. Mark Altaha, Tribal Historic Preservation Officer, markaltaha@wmat.us (w/enclosure)



October 24, 2019

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Early Section 106 Consultation

Mr. Chris Coder, Tribal Archaeologist
Yavapai-Apache Nation
2400 West Datsi Street
Camp Verde, Arizona 86322

Dear Mr. Coder:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments, is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal Counties, Arizona. The Gila River Bridge between approximately mileposts (MP) 172.6 and 173.6 is excluded from this project, and is proposed to be addressed as a separate project. The project area is located in Section 32 of Township 1 South (T1S), Range 4 East (R4E); Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, 36 of T2S, R4E; Sections 1, 12 of T3S, R4E; Sections 7, 17, 18, 19, 20, 28, 29, 33 of T3S, R5E; Sections 3, 4, 10, 11, 14, 23, 24, 25 of T4S, R5E; Sections 30, 31 of T4S, R6E; Sections 5, 6, 8, 9, 15, 16 of T5S, R6E of the Gila and Salt River Meridian and Base Line as depicted on the Guadalupe, Gila Butte NW, Gila Butte, Gila Butte SE, Casa Grande East 7.5-minute U.S. Geological Survey topographic quadrangles. This project would occur on ADOT easement across the Gila River Indian Community within Districts 3, 4, and 5, ADOT easement across State Trust land administered by the Arizona State Land Department (ASLD), and ADOT-owned right-of-way. Consulting parties for this project are ADOT, the Ak-Chin Indian Community, ASLD, the Bureau of Indian Affairs, the City of Casa Grande, the City of Chandler, the City of Phoenix, GRIC (the project lead for the Four Southern Tribes) the Hopi Tribe, the Maricopa County Department of Transportation, the Pascua Yaqui Tribe, Pinal County, the Salt River Pima-Maricopa Indian Community, the San Carlos Irrigation Project, the State Historic Preservation Office, the Tohono O'odham Nation, the Tonto Apache Tribe, the Western Area Power Administration, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

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At this time, ADOT is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the APE. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your community opts to participate in cultural resource consultation at a later date, ADOT will make a good faith effort to address your concerns.

ADOT would evaluate all potential capacity improvement options and the following would occur during the Section 106 process:

- Conduct a detailed literature review and records search at the GRIC Cultural Resources Management Program
- Continue consultation with all interested consulting parties to identify, evaluate, and assess potential effects on historic properties
- Continue consultation with interested Tribes to identify, evaluate, and assess potential effects on traditional cultural properties
- Develop a Section 106 agreement document
- Continue Section 106 consultation with the all consulting parties throughout the study

As a cultural resources literature review and records search has not yet occurred for this project, ADOT currently is not making any determination of project effect.

Please review the information provided in this letter and the figure. As additional information regarding project scope and historic properties become available, they would be provided through continued Section 106 consultation. At this time, ADOT is inquiring whether you have any concerns regarding the project. If you have any questions or concerns, please contact ADOT Historic Preservation Specialist Linda Davis at 602-712-8636 or at ldavis2@azdot.gov.

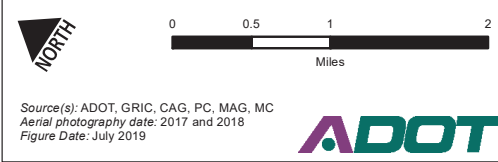
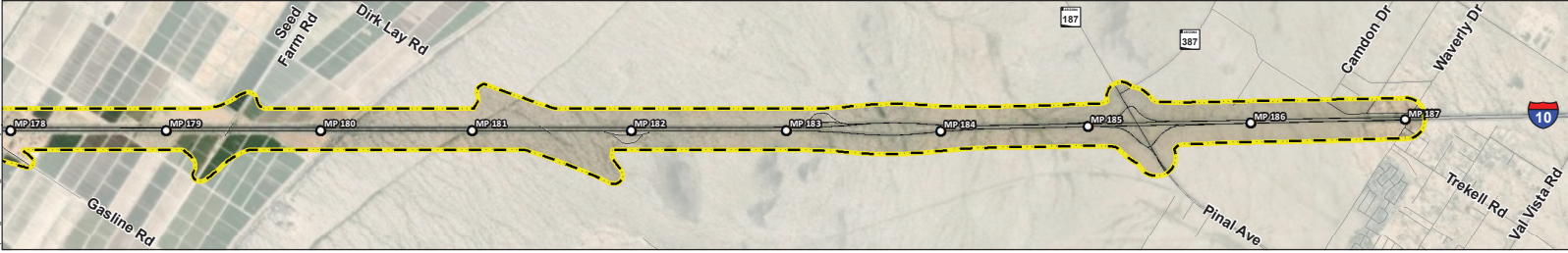
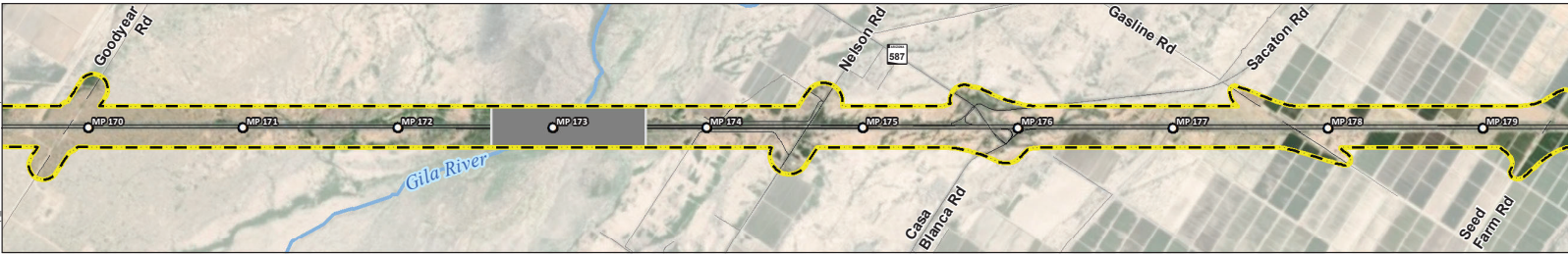
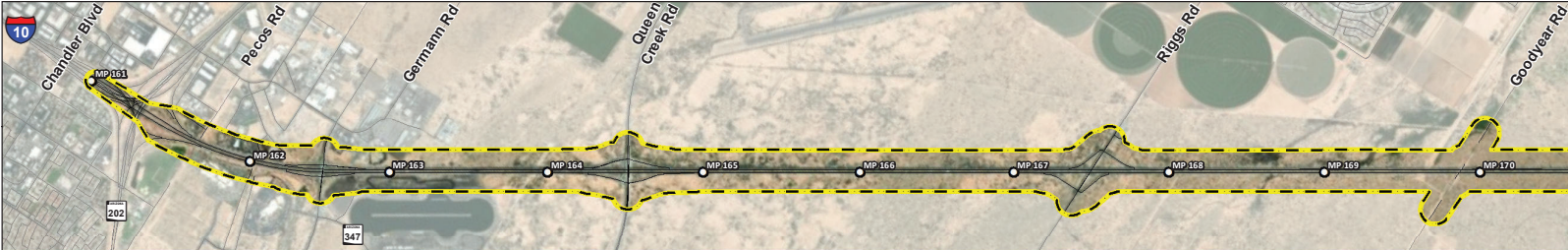
Sincerely,



Kris Powell, MA, RPA

Cultural Resources Program Manager

Enclosure



- APE
- Exclusion Zone
- Mileposts
- ADOT TRACS No. F027001D

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

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

July 22, 2020

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 ConsultationMr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from State Route (SR) 202L (Santan) traffic interchange (TI) to east of the TI at SR 387, in Maricopa and Pinal counties, Arizona. The Gila River Bridge between approximately milepost (MP) 172.60 and MP 173.60 is excluded from this project, and is being addressed as a separate project. Previous Section 106 consultation for the undertaking (October 24, 2019) provided the project location, land jurisdictions, and a list of consulting parties.

The project qualifies for federal funds and, as such, constitutes a federal undertaking subject to review under Section 106 of the National Historic Preservation Act. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

The purpose of this study is to prepare a Design Concept Report and Environmental Assessment to evaluate potential capacity improvements along I-10 from approximately SR 202L (Santan) to SR 387. The proposed study also would define and evaluate improvement alternatives at the TIs. The area of potential effects (APE) is tentatively defined as the I-10 ADOT easement across Maricopa County, Gila River Indian Community (GRIC), and Pinal County lands between MP 161.00 and MP 187.00, with the exclusion of the Gila River Bridge. The APE may be expanded to include new easement as alternatives are developed.

ADOT provided the GRIC Tribal Historic Preservation Office (THPO) and Cultural Resource Management Program (CRMP) Class I overview reports for the portions of the project on and off the Community and a Traditional Cultural Property (TCP) overview report for the entire project area. ADOT has received THPO's and CRMP's comments on the reports and is currently

addressing them and revising the reports. On June 11, 2020, ADOT, THPO/CRMP, and the MAG held an online meeting to discuss cultural resource issues for the project. Two items discussed were the use of the existing archaeological survey data for the Environmental Assessment and the use of administrative boundaries for the Section 4(f) evaluation.

The I-10 easement within the APE was surveyed for cultural resources by Archaeological Resources Services in 1998 and the CRMP in 2001 (Barz 1998¹; Darling and Touchin 2001²), and other projects have intersected portions of the corridor. These primary surveys are about 20 years old and therefore were evaluated in the Class I report for adequacy following SHPO Guidance Point #5, (SHPO 2004³), and the data were deemed adequate for use in the EA evaluation.

The second topic discussed at the June 11th meeting was the need for administrative boundaries for the evaluation of TCPs as Section 4(f) resources. The TCP overview report did not define TCP boundaries; however, it was noted that many TCPs identified are previously recorded archaeological sites. TCP boundaries, therefore, are treated as identical to current site boundaries (as they appear in Community CRMP archives or in the most current Class I/III reports). This strategy is consistent with the current position of the GRIC THPO that archaeological sites, which also may be TCPs, should not be subdivided into smaller areas that may or may not contribute to the overall eligibility of the TCP. For TCPs that are not within previously defined archaeological sites, ADOT recommended use of distinguishing natural terrain and topography as a means of defining the areas for the Section 4(f) evaluation. Such administrative boundaries for the Section 4(f) evaluation would be developed in consultation with the THPO.

At this time, ADOT is inquiring whether you concur that use of the existing archaeological survey data of the I-10 easement is adequate for the EA evaluation and that the approach for developing administrative boundaries for the Section 4(f) evaluation of TCPs is acceptable. If you agree with these recommendations, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact ADOT Historic Preservation Team Specialist Maggie Bowler at (602) 712-4232 or at mbowler@azdot.gov.

¹ Barz, David D. 1998. *A Cultural Resources Survey of Approximately 40 Miles of Interstate 10 Right-of-Way between Picacho and the Casa Blanca Road Interchange, Northwestern Pinal County, Arizona*. Project Report No. 98:09. Archaeological Research Services, Inc., Tempe, Arizona.

² Darling, J. A., and J. Touchin. 2001. *A Class I Overview and Class III Cultural Resources Inventory of the Interstate 10 Corridor between the Maricopa Road and Interstate 8 Interchanges, Pinal and Maricopa counties, Arizona*. CRMP Technical Report No. 2000-33. Cultural Resource Management Program, Gila River Indian Community, Sacaton, Arizona.

³ Arizona State Historic Preservation Office. 2004. *SHPO Position on Relying on Old Archaeological Survey Data*. SHPO Guidance Point No. 5, dated April 20, 2004.

Sincerely,



Kris Powell, MA, RPA
Cultural Resources Program Manager

Signature for GRIC THPO Concurrence
010-C(222)S

Date

ecc:

Mr. Barnaby Lewis, Tribal Historic Preservation Officer, Barnaby.lewis2@gric.nsn.us
Dr. Kyle Woodson, Director, Cultural Resource Management Program,
kyle.woodson@gric.nsn.us



GILA RIVER INDIAN COMMUNITY

POST OFFICE BOX 2193, SACATON, AZ 85147

TRIBAL HISTORIC PRESERVATION OFFICE

(520) 562-7162

Fax: (520) 562-5083

July 23, 2020

Kris Powell
Cultural Resource Program Manager
Environmental Planning Group
Arizona Department of Transportation
1611 W. Jackson Street, MD EM02
Phoenix, Arizona 85007-3213

RE: 010-C(222)S, TRACS No. 10 MA 161 F0252 01D, Interstate 10 (I-10): State Route 202 Loop (SR 202L) [Santan] to State Route 387 (SR 387), Gila River Indian Community, Maricopa and Pinal Counties, Arizona, Continuing Section 106 Consultation

Dear Manager Powell,

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation document dated July 22, 2020. The Arizona Department of Transportation (ADOT) with the Maricopa Association of Governments (MAG) is proposing a study to identify and evaluate alternatives for widening the I-10 from the SR 2020L to SR 387, Maricopa and Pinal Counties, Arizona. The Gila River Bridge portion of this undertaking is being evaluated as a separate project. The ADOT is preparing a Design Concept Report and Environmental Assessment (EA) for this undertaking.

The project area has been archaeologically surveyed. Since these surveys are 20 or more years old, report adequacy has been a matter of discussion. The GRIC-THPO has agreed that the reports are adequate for the preparation of an EA. Additional archaeological survey is still recommended to verify archaeological site boundaries and to evaluate site condition for those historic properties located within the right-of-way (ROW). Archaeological consultant HDR and the ADOT agreed that future archaeological surveys would occur and specifics would be discussed when that time comes.

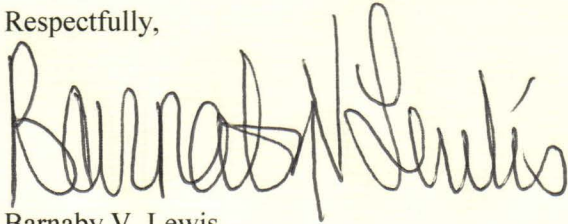
Additionally, the use of administrative boundaries for the evaluation of Traditional Cultural Properties (TCPs) as Section 4(f) resources has been subject to discussion and consultation. The TCP evaluation report did not define TCP boundaries. Many of the TCPs are previously documented archaeological sites and the ADOT has proposed that these site boundaries be used as TCP boundaries as well. For TCPs that are not within previously documented archaeological sites, the ADOT is proposing to use distinguishing natural terrain and topography to define areas for Section 4(f) evaluations. The Section 4(f) evaluation boundaries would be developed in consultation with the GRIC-THPO. The GRIC-THPO has agreed that this is an acceptable procedure to establish TCP administrative boundaries.

The GRIC-THPO concurs with the use of existing archaeological survey data for the preparation of the EA and with the approach for developing administrative boundaries for Section 4(f)

evaluation of TCPs. The GRIC-THPO will continue to participate in the consultation process for this undertaking. The proposed project area is within the ancestral lands of the Four Southern Tribes (Gila River Indian Community; Salt River Pima Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O'Odham Nation).

Thank you for consulting with the GRIC-THPO on this project. If you have any questions please do not hesitate to contact me or Archaeological Compliance Specialist Larry Benallie, Jr. at 520-562-7162.

Respectfully,

A handwritten signature in black ink, appearing to read "Barnaby V. Lewis". The signature is fluid and cursive, with the first name being the most prominent.

Barnaby V. Lewis
Tribal Historic Preservation Officer
Gila River Indian Community

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMr. Robert Miguel, Chairman
Ak-Chin Indian Community
42507 W. Peters and Nall Road
Maricopa, Arizona 85138

Dear Chairman Miguel:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

The project area is located in Section 32 of Township 1 South, Range 4 East, Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, and 36 of Township 2 South, Range 4 East, Sections 1 and 12 of Township 3 South, Range 4 East, Sections 7, 17, 18, 19, 20, 28, 29, and 33 of Township 3 South, Range 5 East, Sections 3, 4, 10, 11, 14, 23, 24, and 25 of Township 4 South, Range 5 East, Sections 30 and 31 of Township 4 South, Range 6 East, and Sections 5, 6, 8, 9, 15, and 16 of Township 5 South, Range 6 East, all relative to the Gila and Salt River Baseline and Meridian, as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the *Guadalupe* (AZ), *Gila Butte* (AZ), *Gila Butte NW* (AZ), *Gila Butte SE* (AZ), and *Casa Grande East* (AZ) quadrangles. This project would occur on ADOT-owned right-of-way (ROW), ADOT easement across portions of Gila River Indian Community (GRIC) Districts 3, 4, and 5, on lands owned by Pinal County, and upon private property. Additional ROW and easements, including temporary construction easements, may be required.

Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Bureau of Indian Affairs (Western Regional Office and Pima Agency), City of Casa Grande, City of Chandler, City of Phoenix, GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Salt River Pima-Maricopa Indian Community, San Carlos Irrigation Project, State Historic Preservation Office, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache Nation. Given changes in project design and jurisdiction, and with their understanding and consent, the Arizona

State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

Because this project employs federal funding, it constitutes a federal undertaking subject to review under Section 106 (54 USC § 306108) of the National Historic Preservation Act (54 USC 300301, *et seq.*) and its implementing regulations (36 CFR Part 800). 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 § 327 and a memorandum of understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

The purpose of this study is to prepare a Design Concept Report and Environmental Assessment to evaluate potential capacity improvements along I-10 between SR 202L and SR 387. The proposed study would evaluate improvement alternatives along the highway itself, as well as at its terminal TIs. The area of potential effects (APE) is tentatively defined as the existing I-10 corridor (ROW and easements) between MP 161.0 and MP 187.1, including adjacent TIs and excluding the Gila River Bridge (MP 172.6—MP 173.6). The APE may be expanded to include new easements as alternatives are developed.

Previous consultation described the undertaking, defined an APE, identified consulting parties, and circulated draft reports. A determination of project effect has yet to be made. At this time, ADOT is providing revised inventory reports for review and comment.

Three background research reports have been prepared in conjunction with this undertaking:

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The sensitivity and proprietary nature of information varies among reports, such that the TCP inventory is shared with a select subset of consulting parties. The reports appropriate to your agency are enclosed here for your review and comment.

Please review the enclosed report(s) and the information provided in this letter. If you agree with the adequacy of the report(s) and the efforts reflected, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact me at (602) 712-8633 or at by email at WRussell3@azdot.gov.

Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for Ak-Chin Indian Community Concurrence
010-C(222)S

Date

ecc:

Ms. Elaine F. Peters, Him-Dak Museum Director, Ak-Chin Him-Dak Museum
EPeters@ak-chin.nsn.us (w/enclosures)

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsDr. Patrick D. Lyons, Director
Arizona State Museum
P.O. Box 210026 University of Arizona
Tucson, Arizona 85721-0026

Dear Dr. Lyons:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Arizona State Museum, Bureau of Indian Affairs (BIA) (Western Regional Office and Pima Agency), City of Casa Grande, City of Chandler, City of Phoenix, GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Salt River Pima-Maricopa Indian Community, San Carlos Irrigation Project, State Historic Preservation Office, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache Nation. Given changes in project design and jurisdiction, and with their

understanding and consent, the Arizona State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

Because this project employs federal funding, it constitutes a federal undertaking subject to review under Section 106 (54 USC § 306108) of the National Historic Preservation Act (54 USC 300301, *et seq.*) and its implementing regulations (36 CFR Part 800). 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 § 327 and a memorandum of understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

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The sensitivity and proprietary nature of information varies among reports, such that the TCP inventory is shared with a select subset of consulting parties. The reports appropriate to your agency are enclosed here for your review and comment.

Please review the enclosed report(s) and the information provided in this letter. If you agree with the adequacy of the report(s) and the efforts reflected, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact me at (602) 712-8633 or at by email at WRussell3@azdot.gov.

Sincerely,

Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for ASM Concurrence
010-C(222)S

Date

Enclosures

ecc:

Ms. Shannon Plummer, Interim Arizona Antiquities Act Administrator / Archaeological Permits
Office Manager, Arizona State Museum, Twilling@arizona.edu

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Ms. Kellie Youngbear, Deputy Superintendent
BIA Pima Agency
Bureau of Indian Affairs
P.O. Box 8
Sacaton, Arizona 85147

Dear Ms. Youngbear:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Bureau of Indian Affairs (BIA) (Western Regional Office and Pima Agency), City of Casa Grande, City of Chandler, City of Phoenix, GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Salt River Pima-Maricopa Indian Community, San Carlos Irrigation Project, State Historic Preservation Office, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache

Nation. Given changes in project design and jurisdiction, and with their understanding and consent, the Arizona State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for BIA Pima Agency Concurrence
010-C(222)S

Date

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Mr. Garry Cantley, Western Regional Archaeologist
Bureau of Indian Affairs
2600 North Central Avenue, Suite 400, MS-620EQS
Phoenix, Arizona 85004-3008

Dear Mr. Cantley:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for BIA Western Regional Office Concurrence Date
010-C(222)S

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Mr. Paul Young, Principal Engineer
Chandler Capital Projects Division
Public Works Department.
City of Chandler
Mail Stop 407 / P.O. Box 4008
Chandler, Arizona 85244-4008

Dear Mr. Young:

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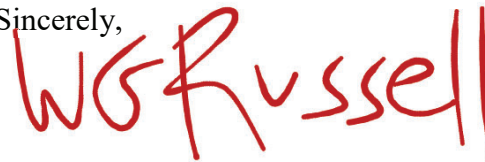
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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for City of Chandler Concurrence
010-C(222)S

Date

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Mr. Paul R. Tice, Planning and Development Director
City of Casa Grande
510 Florence Boulevard
Casa Grande, Arizona 85122

Dear Mr. Tice:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

The project area is located in Section 32 of Township 1 South, Range 4 East, Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, and 36 of Township 2 South, Range 4 East, Sections 1 and 12 of Township 3 South, Range 4 East, Sections 7, 17, 18, 19, 20, 28, 29, and 33 of Township 3 South, Range 5 East, Sections 3, 4, 10, 11, 14, 23, 24, and 25 of Township 4 South, Range 5 East, Sections 30 and 31 of Township 4 South, Range 6 East, and Sections 5, 6, 8, 9, 15, and 16 of Township 5 South, Range 6 East, all relative to the Gila and Salt River Baseline and Meridian, as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the *Guadalupe* (AZ), *Gila Butte* (AZ), *Gila Butte NW* (AZ), *Gila Butte SE* (AZ), and *Casa Grande East* (AZ) quadrangles. This project would occur on ADOT-owned right-of-way (ROW), ADOT easement across portions of Gila River Indian Community (GRIC) Districts 3, 4, and 5, on lands owned by Pinal County, and upon private property. Additional ROW and easements, including temporary construction easements, may be required.

Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Bureau of Indian Affairs (Western Regional Office and Pima Agency), City of Casa Grande, City of Chandler, City of Phoenix, GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Salt River Pima-Maricopa Indian Community, San Carlos Irrigation Project, State Historic Preservation Office, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache Nation. Given changes in project design and jurisdiction, and with their understanding and consent, the Arizona

State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for City of Casa Grande Concurrence
010-C(222)S

Date

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Ms. Laurene Montero, City of Phoenix Archaeologist
City of Phoenix Archaeology Section
4619 East Washington Street
Phoenix, Arizona 85034

Dear Ms. Montero:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Bureau of Indian Affairs (Western Regional Office and Pima Agency), City of Casa Grande, City of Chandler, City of Phoenix, GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Salt River Pima-Maricopa Indian Community, San Carlos Irrigation Project, State Historic Preservation Office, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache Nation. Given changes in project design and jurisdiction, and with their understanding and consent, the Arizona

State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for City of Phoenix Concurrence
010-C(222)S

Date

Enclosures

ecc: Ms. Rebecca Hill, Archaeologist, City of Phoenix Archaeology Section
rebecca.hill@phoenix.gov (w/enclosures)

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Sincerely,

Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for GRIC Concurrence
010-C(222)S

Date

Enclosures

ecc:

Mr. Barnaby Lewis, Tribal Historic Preservation Officer, Barnaby.lewis2@gric.nsn.us
(w/enclosures)

Dr. Kyle Woodson, Director, Cultural Resource Management Program,
kyle.woodson@gric.nsn.us (w/enclosures)

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Mr. Stewart Koyiyumptewa, Tribal Historic Preservation Officer
Hopi Tribe
P.O. Box 123
Kykotsmovi, Arizona 86039

Dear Mr. Koyiyumptewa:

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for Hopi Tribe Concurrence
010-C(222)S

Date

ecc: Mr. Jakob Maase, HCPO Staff Archaeologist II, jmaasel@k-state.edu

(w/enclosures)

Mr. Terry Morgart, Legal Researcher, Hopi Cultural Preservation Office, tmorgart@hopi.nsn.us

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Ms. Audra Koester Thomas
Transportation Planning Program Manager
Maricopa Association of Governments
302 N 1st Ave #300
Phoenix, AZ 85003

Dear Ms. Thomas:

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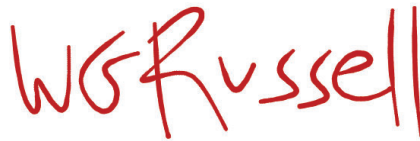
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Please review the enclosed report(s) and the information provided in this letter. If you agree with the adequacy of the report(s) and the efforts reflected, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact me at (602) 712-8633 or at by email at WRussell3@azdot.gov.

Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for MAG Concurrence
010-C(222)S

Date

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Ms. Sara Ferland, Cultural Resource Specialist
Maricopa County Department of Transportation
2901 West Durango Street
Phoenix, Arizona 85009

Dear Ms. Ferland:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

The project area is located in Section 32 of Township 1 South, Range 4 East, Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, and 36 of Township 2 South, Range 4 East, Sections 1 and 12 of Township 3 South, Range 4 East, Sections 7, 17, 18, 19, 20, 28, 29, and 33 of Township 3 South, Range 5 East, Sections 3, 4, 10, 11, 14, 23, 24, and 25 of Township 4 South, Range 5 East, Sections 30 and 31 of Township 4 South, Range 6 East, and Sections 5, 6, 8, 9, 15, and 16 of Township 5 South, Range 6 East, all relative to the Gila and Salt River Baseline and Meridian, as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the *Guadalupe* (AZ), *Gila Butte* (AZ), *Gila Butte NW* (AZ), *Gila Butte SE* (AZ), and *Casa Grande East* (AZ) quadrangles. This project would occur on ADOT-owned right-of-way (ROW), ADOT easement across portions of Gila River Indian Community (GRIC) Districts 3, 4, and 5, on lands owned by Pinal County, and upon private property. Additional ROW and easements, including temporary construction easements, may be required.

Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Bureau of Indian Affairs (Western Regional Office and Pima Agency), City of Casa Grande, City of Chandler, City of Phoenix, GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation (MCDOT), Pascua Yaqui Tribe, Pinal County, Salt River Pima-Maricopa Indian Community, San Carlos Irrigation Project, State Historic Preservation Office, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache Nation. Given changes in project design and jurisdiction, and with their understanding and

consent, the Arizona State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for MCDOT Concurrence
010-C(222)S

Date

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Ms. Kate Hammond, Acting Regional Director
National Park Service, Intermountain Region
P.O. Box 25287
Denver, Colorado 80225

Dear Ms. Hammond:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for NPS Concurrence
010-C(222)S

Date

Enclosures

ecc:

Mr. Ray O'Neil, Acting Superintendent, Casa Grande Ruins National Monument,
Ray_O'Neil@nps.gov

Ms. Alycia Hayes, Archaeologist, Casa Grande Ruins National Monument,
Alycia_Hayes@nps.gov

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMr. Scott Bender, Pinal County Engineer
Pinal County Public Works
P.O. Box 727
Florence, Arizona 85132

Dear Mr. Bender:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for Pinal County Concurrence
010-C(222)S

Date

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMr. Peter Yucupicio, Chairman
Pascua Yaqui Tribe
7474 South Camino de Oeste
Tucson, Arizona 85746

Dear Chairman Yucupicio:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for Pascua Yaqui Tribe Concurrence
010-C(222)S

Date

ecc: Dr. Karl A. Hoerig, Tribal Historic Preservation Officer, Karl.Hoerig@pascuayaqui-nsn.gov
(w/enclosures)

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMr. Ferris Begay, Project Manager
San Carlos Irrigation Project
13805 North Arizona Boulevard
Coolidge, Arizona 85128

Dear Mr. Begay:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for SCIP Concurrence
010-C(222)S

Date

Enclosures

ecc: Mr. Beau J. Goldstein, Acting Environmental Coordinator, beau.goldstein@bia.gov
(w/enclosures)

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMs. Kathryn Leonard, State Historic Preservation Officer
State Historic Preservation Office
1100 West Washington Street

Dear Ms. Leonard:

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The project area is located in Section 32 of Township 1 South, Range 4 East, Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, and 36 of Township 2 South, Range 4 East, Sections 1 and 12 of Township 3 South, Range 4 East, Sections 7, 17, 18, 19, 20, 28, 29, and 33 of Township 3 South, Range 5 East, Sections 3, 4, 10, 11, 14, 23, 24, and 25 of Township 4 South, Range 5 East, Sections 30 and 31 of Township 4 South, Range 6 East, and Sections 5, 6, 8, 9, 15, and 16 of Township 5 South, Range 6 East, all relative to the Gila and Salt River Baseline and Meridian, as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the *Guadalupe (AZ)*, *Gila Butte (AZ)*, *Gila Butte NW (AZ)*, *Gila Butte SE (AZ)*, and *Casa Grande East (AZ)* quadrangles. This project would occur on ADOT-owned right-of-way (ROW), ADOT easement across portions of Gila River Indian Community (GRIC) Districts 3, 4, and 5, on lands owned by Pinal County, and upon private property. Additional ROW and easements, including temporary construction easements, may be required.

Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Bureau of Indian Affairs (Western Regional Office and Pima Agency), City of Casa Grande, City of Chandler, City of Phoenix, GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Salt River Pima-Maricopa Indian Community, San Carlos Irrigation Project, State Historic Preservation Office (SHPO), Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache Nation. Given changes in project design and jurisdiction, and with their understanding and consent, the Arizona State Land Department and Western Area Power Administration are no

longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

Because this project employs federal funding, it constitutes a federal undertaking subject to review under Section 106 (54 USC § 306108) of the National Historic Preservation Act (54 USC 300301, *et seq.*) and its implementing regulations (36 CFR Part 800). 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 § 327 and a memorandum of understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

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Previous consultation described the undertaking, defined an APE, identified consulting parties, and circulated draft reports. A determination of project effect has yet to be made. At this time, ADOT is providing revised inventory reports for review and comment.

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The sensitivity and proprietary nature of information varies among reports, such that the TCP inventory is shared with a select subset of consulting parties. The reports appropriate to your agency are enclosed here for your review and comment.

Please review the enclosed report(s) and the information provided in this letter. If you agree with the adequacy of the report(s) and the efforts reflected, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact me at (602) 712-8633 or at by email at WRussell3@azdot.gov.

Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for SHPO Concurrence
010-C(222)S

Date

Enclosures

ecc: Dr. David Jacobs, Compliance Specialist, djacobs@azstateparks.gov, (w/enclosures)

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Mr. Shane Anton, Tribal Historic Preservation Officer
Salt River Pima-Maricopa Indian Community
10005 East Osborn Road
Scottsdale, Arizona 85256

Dear Mr. Anton:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Bureau of Indian Affairs (Western Regional Office and Pima Agency), City of Casa Grande, City of Chandler, City of Phoenix, GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Salt River Pima-Maricopa Indian Community (SRPMIC), San Carlos Irrigation Project, State Historic Preservation Office, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache Nation. Given changes in project design and jurisdiction, and with their understanding and

consent, the Arizona State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

Because this project employs federal funding, it constitutes a federal undertaking subject to review under Section 106 (54 USC § 306108) of the National Historic Preservation Act (54 USC 300301, *et seq.*) and its implementing regulations (36 CFR Part 800). 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 § 327 and a memorandum of understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

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The sensitivity and proprietary nature of information varies among reports, such that the TCP inventory is shared with a select subset of consulting parties. The reports appropriate to your agency are enclosed here for your review and comment.

Please review the enclosed report and information provided in this letter. If you find the report adequate and agree with FHWA's eligibility recommendations and finding of project effect, please indicate your concurrence with a reply letter. If you have any questions or concerns, please feel free to contact me at (602) 712-8633 or at by email at WRussell3@azdot.gov.

Sincerely,

A handwritten signature in red ink that reads "WGRussell". The letters are written in a cursive, slightly slanted style.

Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Enclosures

ecc: Ms. Angela Garcia-Lewis, Cultural Preservation Compliance Supervisor,
angela.garcia-lewis@srpmic-nsn.gov (w/enclosures)

Ms. Martha Martinez, NAGPRA Coordinator, Martha.martinez@srpmic-nsn.gov (w/enclosures)

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMr. Calvin Johnson, Chairman
Tonto Apache Tribe
Tonto Apache Reservation #30
Payson, Arizona 85541

Dear Chairman Johnson:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

Because this project employs federal funding, it constitutes a federal undertaking subject to review under Section 106 (54 USC § 306108) of the National Historic Preservation Act (54 USC 300301, *et seq.*) and its implementing regulations (36 CFR Part 800). 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 § 327 and a memorandum of understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for Tonto Apache Tribe Concurrence
010-C(222)S

Date

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Mr. Peter Steere, Tribal Historic Preservation Officer
Mr. Jefford Francisco, Cultural Resource Specialist
Tohono O'odham Nation
Cultural Affairs Office, P. O. Box 837
Sells, Arizona 85634

Dear Messrs. Steere and Francisco:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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changes in project design and jurisdiction, and with their understanding and consent, the Arizona State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for Tohono O'odham Nation Concurrence
010-C(222)S

Date

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMs. Gwendena Lee-Gatewood, Chairwoman
White Mountain Apache Tribe
P.O. Box 700
Whiteriver, Arizona 85941

Dear Chairwoman Lee-Gatewood:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for White Mountain Apache Tribe Concurrence Date
010-C(222)S

cc: Mr. Mark Altaha, Tribal Historic Preservation Officer, markaltaha@wmat.us

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMr. Chris Coder, Tribal Archaeologist
Yavapai-Apache Nation
2400 West Datsi Street
Camp Verde, Arizona 86322

Dear Mr. Coder:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

Because this project employs federal funding, it constitutes a federal undertaking subject to review under Section 106 (54 USC § 306108) of the National Historic Preservation Act (54 USC 300301, *et seq.*) and its implementing regulations (36 CFR Part 800). 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 § 327 and a memorandum of understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

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The sensitivity and proprietary nature of information varies among reports, such that the TCP inventory is shared with a select subset of consulting parties. The reports appropriate to your agency are enclosed here for your review and comment.

Please review the enclosed report(s) and the information provided in this letter. If you agree with the adequacy of the report(s) and the efforts reflected, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact me at (602) 712-8633 or at by email at WRussell3@azdot.gov.

Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Signature for Yavapai-Apache Nation Concurrence
010-C(222)S

Date

Enclosures

MEMORANDUM

TO: Steve Olmstead, Environmental Planning

FROM: Will Russell, Cultural Resources Program

DATE: March 11, 2021

RE: Section 106 Consultation Period Closeout Memo
 Project Number: 010-C(222)S
 TRACS Number: 10 MA 161 F0252 01D
 Project Name: Interstate 10: SR 202L (Santan) to SR 387
 Section 106 consultation re two Class I reports and one TCP report (2/2/21—3/11/21)

On February 2, 2021, I distributed letters to the parties listed below, pursuant to Section 106 (54 USC § 306108) of the National Historic Preservation Act (54 USC 300301, *et seq.*) and its implementing regulations (36 CFR Part 800). These letters accompanied two Class I reports entitled *Cultural Resources Class I Inventory, I-10, SR 202L to SR 387, Segments North and South of the Gila River Indian Community, Mileposts 161.0 to 161.8 and Mileposts 185.8 to 187.1, Maricopa and Pinal Counties, Arizona* (Brodbeck 2020a) and *Cultural Resources Class I Inventory, I-10, SR 202L to SR 387, Gila River Indian Community Segment, Mileposts 161.8 to 185.8, Maricopa and Pinal Counties, Arizona* (Brodbeck 2020b) and, as appropriate, a traditional cultural properties report entitled *Traditional Cultural Property Overview, I-10, SR 202L to SR 387, Gila River Indian Community Segment, Mileposts 161.8 to 185.8, Maricopa and Pinal Counties, Arizona* (Darling 2020). Consulting parties were asked to review these reports and consider their adequacy. The following table identifies the recipients and details their responses. The consultation period ended on today’s date, March 11, 2021.

Party	Recipient	Response
Ak-Chin Indian Community	Miguel	No response
Arizona State Museum	Lyons	Concurred (3/8/2021)
Bureau of Indian Affairs (BIA), Western Region	Cantley	No response
BIA, Pima Agency	Youngbear	Concurred (2/17/2021)
City of Chandler	Young	Concurred (2/5/2021)
City of Casa Grande	Blakeman	Concurred (2/3/2021)
City of Phoenix, Archaeology	Montero	Concurred (2/23/2021)
Gila River Indian Community (GRIC)	Lewis	No response
Hopi Tribe	Koyiyumtewa	No response
Maricopa Association of Governments	Koester Thomas	Declined § 106 participation (2/3/2021)
Maricopa County Dept. of Transportation	Ferland	No response
National Park Service	Hammond	Declined to comment (3/10/2021)
Pascua Yaqui Tribe	Yucupicio	No response
BIA, San Carlos Irrigation Project	Begay	Concurred (2/17/2021)
Pinal County	Bender	No response

Party	Recipient	Response
Salt River Pima-Maricopa Indian Community	Harvier	No response
State Historic Preservation Office	Leonard	Concurred (2/16/2021)
Tohono O'odham Nation	Steere, Francisco	Concurred (2/5/2021)
Tonto Apache Tribe	Davis	No response
White Mountain Apache Tribe	Lee-Gatewood	No response
Yavapai-Apache Nation	Coder	Deferred to GRIC (2/5/2021)

This memorandum serves as notice that the Arizona Department of Transportation (ADOT), acting as lead federal agency pursuant to 23 USC § 327 and a memorandum of understanding executed April 16, 2019 by the Federal Highway Administration and ADOT, has complied with the aforementioned environmental statutes. My determination of report adequacy stands. If consulting parties come forward at a later date with regard to this matter, ADOT will make a good faith effort to address their comments or concerns, but determinations made during this round of consultation will not be revised. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Will G. Russell, PhD, RPA

Major Projects Manager, Cultural Resources Program

MEMORANDUM

TO: Steve Olmstead, Environmental Planning

FROM: Will Russell, Cultural Resources Program

DATE: March 15, 2021

RE: Section 106 Consultation Period Closeout Memo (revised)
 Project Number: 010-C(222)S
 TRACS Number: 10 MA 161 F0252 01D
 Project Name: Interstate 10: SR 202L (Santan) to SR 387
 Section 106 consultation re two Class I reports and one TCP report (2/2/21—3/11/21)

On February 2, 2021, I distributed letters to the parties listed below, pursuant to Section 106 (54 USC § 306108) of the National Historic Preservation Act (54 USC 300301, *et seq.*) and its implementing regulations (36 CFR Part 800). These letters accompanied two Class I reports entitled *Cultural Resources Class I Inventory, I-10, SR 202L to SR 387, Segments North and South of the Gila River Indian Community, Mileposts 161.0 to 161.8 and Mileposts 185.8 to 187.1, Maricopa and Pinal Counties, Arizona* (Brodbeck 2020a) and *Cultural Resources Class I Inventory, I-10, SR 202L to SR 387, Gila River Indian Community Segment, Mileposts 161.8 to 185.8, Maricopa and Pinal Counties, Arizona* (Brodbeck 2020b) and, as appropriate, a traditional cultural properties report entitled *Traditional Cultural Property Overview, I-10, SR 202L to SR 387, Gila River Indian Community Segment, Mileposts 161.8 to 185.8, Maricopa and Pinal Counties, Arizona* (Darling 2020). Consulting parties were asked to review these reports and consider their adequacy. The following table identifies the recipients and details their responses. The consultation period ended on March 11, 2021. The Gila River Indian Reservation responded after an initial memorandum was filed.

Party	Recipient	Response
Ak-Chin Indian Community	Miguel	No response
Arizona State Museum	Lyons	Concurred (3/8/2021)
Bureau of Indian Affairs (BIA), Western Region	Cantley	No response
BIA, Pima Agency	Youngbear	Concurred (2/17/2021)
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Hopi Tribe	Koyiyumptewa	No response
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Salt River Pima-Maricopa Indian Community	Harvier	No response
State Historic Preservation Office	Leonard	Concurred (2/16/2021)
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This memorandum serves as notice that the Arizona Department of Transportation (ADOT), acting as lead federal agency pursuant to 23 USC § 327 and a memorandum of understanding executed April 16, 2019 by the Federal Highway Administration and ADOT, has complied with the aforementioned environmental statutes. My determination of report adequacy stands. If consulting parties come forward at a later date with regard to this matter, ADOT will make a good faith effort to address their comments or concerns, but determinations made during this round of consultation will not be revised. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Will G. Russell, PhD, RPA

Major Projects Manager, Cultural Resources Program



THE UNIVERSITY OF ARIZONA

ARIZONA STATE MUSEUM

Arizona State Museum

PO Box 210026

Tucson AZ 85721-0026

(520) 621-6281

www.statemuseum.arizona.edu

8 March 2021

Will Russell

Arizona Department of Transportation

1611 W. Jackson St.

Phoenix, AZ 85007

RE: I-10, SR 202L to SR 387
TRACS No. 10 MA 161 F0252 01D

Dear Will,

Arizona State Museum (ASM) has reviewed *Cultural Resources Class I Inventory I-10, SR 202L to SR 387, Segments North and South of the Gila River Indian Community, Mileposts 161.0 to 161.8 and Mileposts 185.8 to 187.1, Pinal and Maricopa Counties,, Arizona*, by M. Brodbeck of HDR, dated 23 December 2020 and *Cultural Resources Class I Inventory I-10, SR 202L to SR 387, Gila River Indian Community Segment, Mileposts 161.8 to 185.8, Pinal and Maricopa Counties, Arizona*, by M. Brodbeck of HDR, dated 23 December 2020

ASM has no comments on either document.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Shannon Plummer'.

Shannon Plummer, M.A., R.P.A. (formerly Shannon Twilling)

Arizona State Museum

Arizona Antiquities Act Administrator

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Ms. Kellie Youngbear, Deputy Superintendent
BIA Pima Agency
Bureau of Indian Affairs
P.O. Box 8
Sacaton, Arizona 85147

Dear Ms. Youngbear:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

The project area is located in Section 32 of Township 1 South, Range 4 East, Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, and 36 of Township 2 South, Range 4 East, Sections 1 and 12 of Township 3 South, Range 4 East, Sections 7, 17, 18, 19, 20, 28, 29, and 33 of Township 3 South, Range 5 East, Sections 3, 4, 10, 11, 14, 23, 24, and 25 of Township 4 South, Range 5 East, Sections 30 and 31 of Township 4 South, Range 6 East, and Sections 5, 6, 8, 9, 15, and 16 of Township 5 South, Range 6 East, all relative to the Gila and Salt River Baseline and Meridian, as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the *Guadalupe* (AZ), *Gila Butte* (AZ), *Gila Butte NW* (AZ), *Gila Butte SE* (AZ), and *Casa Grande East* (AZ) quadrangles. This project would occur on ADOT-owned right-of-way (ROW), ADOT easement across portions of Gila River Indian Community (GRIC) Districts 3, 4, and 5, on lands owned by Pinal County, and upon private property. Additional ROW and easements, including temporary construction easements, may be required.

Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Bureau of Indian Affairs (BIA) (Western Regional Office and Pima Agency), City of Casa Grande, City of Chandler, City of Phoenix, GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Salt River Pima-Maricopa Indian Community, San Carlos Irrigation Project, State Historic Preservation Office, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache

Nation. Given changes in project design and jurisdiction, and with their understanding and consent, the Arizona State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

Because this project employs federal funding, it constitutes a federal undertaking subject to review under Section 106 (54 USC § 306108) of the National Historic Preservation Act (54 USC 300301, *et seq.*) and its implementing regulations (36 CFR Part 800). 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 § 327 and a memorandum of understanding dated April 16, 2019 and executed by the Federal Highway Administration and ADOT.

The purpose of this study is to prepare a Design Concept Report and Environmental Assessment to evaluate potential capacity improvements along I-10 between SR 202L and SR 387. The proposed study would evaluate improvement alternatives along the highway itself, as well as at its terminal TIs. The area of potential effects (APE) is tentatively defined as the existing I-10 corridor (ROW and easements) between MP 161.0 and MP 187.1, including adjacent TIs and excluding the Gila River Bridge (MP 172.6—MP 173.6). The APE may be expanded to include new easements as alternatives are developed.

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Please review the enclosed report(s) and the information provided in this letter. If you agree with the adequacy of the report(s) and the efforts reflected, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact me at (602) 712-8633 or at by email at WRussell3@azdot.gov.

Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

Cecilia A. Baker

Signature for BIA Pima Agency Concurrence
010-C(222)S

February 17, 2021

Date

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Mr. Paul R. Tice, Planning and Development Director
City of Casa Grande
510 Florence Boulevard
Casa Grande, Arizona 85122

Dear Mr. Tice:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources



Signature for City of Casa Grande Concurrence
010-C(222)S

2/3/2021

Date

Enclosures



Environmental Planning

Our True North: *Safely Home*

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Mr. Paul Young, Principal Engineer
Chandler Capital Projects Division
Public Works Department.
City of Chandler
Mail Stop 407 / P.O. Box 4008
Chandler, Arizona 85244-4008

Dear Mr. Young:

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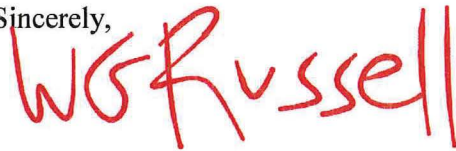
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Please review the enclosed report(s) and the information provided in this letter. If you agree with the adequacy of the report(s) and the efforts reflected, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact me at (602) 712-8633 or at email at WRussell3@azdot.gov.

Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources



Signature for City of Chandler Concurrence
010-C(222)S

2/3/2021

Date

Enclosures

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

The project area is located in Section 32 of Township 1 South, Range 4 East, Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, and 36 of Township 2 South, Range 4 East, Sections 1 and 12 of Township 3 South, Range 4 East, Sections 7, 17, 18, 19, 20, 28, 29, and 33 of Township 3 South, Range 5 East, Sections 3, 4, 10, 11, 14, 23, 24, and 25 of Township 4 South, Range 5 East, Sections 30 and 31 of Township 4 South, Range 6 East, and Sections 5, 6, 8, 9, 15, and 16 of Township 5 South, Range 6 East, all relative to the Gila and Salt River Baseline and Meridian, as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the *Guadalupe (AZ)*, *Gila Butte (AZ)*, *Gila Butte NW (AZ)*, *Gila Butte SE (AZ)*, and *Casa Grande East (AZ)* quadrangles. This project would occur on ADOT-owned right-of-way (ROW), ADOT easement across portions of Gila River Indian Community (GRIC) Districts 3, 4, and 5, on lands owned by Pinal County, and upon private property. Additional ROW and easements, including temporary construction easements, may be required.

Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Bureau of Indian Affairs (Western Regional Office and Pima Agency), City of Casa Grande, City of Chandler, City of Phoenix, GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Salt River Pima-Maricopa Indian Community, San Carlos Irrigation Project, State Historic Preservation Office, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache Nation. Given changes in project design and jurisdiction, and with their understanding and consent, the Arizona

State Land Department and Western Area Power Administration are no longer included as consulting parties. Because the APE intersects with the Hohokam Pima National Monument, the National Park Service has been added as a consulting party. Given their role in project planning, MAG is being added as well.

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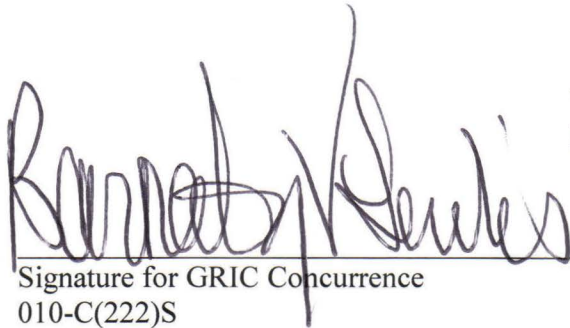
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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources



Signature for GRIC Concurrence
010-C(222)S

3/11/2021
Date

Enclosures

ecc:

Mr. Barnaby Lewis, Tribal Historic Preservation Officer, Barnaby.lewis2@gric.nsn.us
(w/enclosures)

Dr. Kyle Woodson, Director, Cultural Resource Management Program,
kyle.woodson@gric.nsn.us (w/enclosures)



Will Russell <wrussell3@azdot.gov>

010-C(222)S // F0252 (I-10 Widening): cont'd Section 106 consultation

Quinn Castro <QCastro@azmag.gov>

Wed, Feb 3, 2021 at 4:13 PM

To: Will Russell <wrussell3@azdot.gov>

Cc: Audra Koester Thomas <akthomas@azmag.gov>, Carlos Lopez <clopez@azdot.gov>, John Bullen <JBullen@azmag.gov>

Will:

Thank you for taking the time this afternoon to discuss this study and MAG's involvement. At this time I would like to confirm that MAG does not expect to be a consulting agency for Section 106 consultation. Our core work is transportation planning for the region.

That said, I appreciate being copied on transmittals for the transfer of information between agencies so I am able to knowledgably speak to any questions or concerns that come up between ADOT and the Gila River Indian Community. If you'd like to discuss further, please do not hesitate to reach out to me directly.

Thanks again,

Quinn Quihui Castro P.E.

MARICOPA ASSOCIATION OF GOVERNMENTS

520 465-0855

From: Audra Koester Thomas <akthomas@azmag.gov>**Sent:** Wednesday, February 3, 2021 11:17 AM**To:** Quinn Castro <QCastro@azmag.gov>**Cc:** John Bullen <JBullen@azmag.gov>**Subject:** FW: 010-C(222)S // F0252 (I-10 Widening): cont'd Section 106 consultation

Quinn:

Do you know or have access to who at MAG received this request—if memory serves, ADOT has a batch recipient list (that they've previously mailed such requests to).

Just wanting to think ahead on strategy, coordination, etc.

Audra

Audra Koester Thomas, Transportation Planning Program Manager

Maricopa Association of Governments

From: Will Russell <wrussell3@azdot.gov>

Sent: Wednesday, February 3, 2021 11:09 AM

To: Audra Koester Thomas <akthomas@azmag.gov>

Subject: 010-C(222)S // F0252 (I-10 Widening): cont'd Section 106 consultation

*****This message came from an external source. Use caution clicking links and opening attachments.*****

[Quoted text hidden]

 **F0252 c-106, Report Adequacy, MAG, 2-2-21.pdf**
646K



Will Russell <wrussell3@azdot.gov>

F0252 (I-10 Corridor Widening): Current Section 101 consultation

Hayes, Alycia C <Alycia_Hayes@nps.gov>
To: Will Russell <wrussell3@azdot.gov>

Wed, Mar 10, 2021 at 12:53 PM

Thank you, we will not be commenting.

Alycia Hayes

Archeologist/Program Manager, Resource Stewardship, & Facilities Management
Casa Grande Ruins National Monument
[1100 West Ruins Drive](#)
Coolidge, AZ 85128

Core hours are 9:00 am - 3:00 pm
Teleworking intermittently
Monday - Friday

Cell phone (520) 213-3165

It's not what you find, it's what you find out. ~David Hurst Thomas
Follow your Bliss ~ Joseph Campbell
Choose a job you love, and you will never work a day in your life ~ Confucius
Live as if you were to die tomorrow. Learn as if you were to live forever ~Mahatma Gandhi

From: Will Russell <wrussell3@azdot.gov>
Sent: Wednesday, March 10, 2021 10:03 AM
Subject: [EXTERNAL] F0252 (I-10 Corridor Widening): Current Section 101 consultation

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

[Quoted text hidden]

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP Reports

Ms. Laurene Montero, City of Phoenix Archaeologist
City of Phoenix Archaeology Section
4619 East Washington Street
Phoenix, Arizona 85034

Dear Ms. Montero:

The Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG), is proposing a study to identify and evaluate alternatives including, but not limited to, widening Interstate 10 (I-10) from the State Route (SR) 202L (Santan) traffic interchange (TI) to east of the SR 387 TI, in Maricopa and Pinal counties, Arizona. The Gila River Bridge is excluded from this project and is being addressed as a separate matter.

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources



Signature for City of Phoenix Concurrence
010-C(222)S

2/23/2021

Date

Enclosures

ecc: Ms. Rebecca Hill, Archaeologist, City of Phoenix Archaeology Section
rebecca.hill@phoenix.gov (w/enclosures)

February 2, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Class I and TCP ReportsMr. Ferris Begay, Project Manager
San Carlos Irrigation Project
13805 North Arizona Boulevard
Coolidge, Arizona 85128

Dear Mr. Begay:

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources

 Digitally signed
by FERRIS BEGAY
Date: 2021.02.17
09:06:53 -07'00'

Signature for SCIP Concurrence
010-C(222)S

2/17/2021
Date

Enclosures

ecc: Mr. Beau J. Goldstein, Acting Environmental Coordinator, beau.goldstein@bia.gov
(w/enclosures)

February 2, 2021

RECEIVED

FEB 3 2021

ARIZONA SHPO

In Reply Refer To:

010-C(222)S

TRACS No. 10 MA 161 F0252 01D

Interstate 10: SR 202L (Santan) to SR 387

Continuing Section 106 Consultation

Class I and TCP Reports

Ms. Kathryn Leonard, State Historic Preservation Officer
State Historic Preservation Office
1100 West Washington Street

Dear Ms. Leonard:

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Sincerely,



Will G. Russell, PhD, RPA
Major Projects Manager, Cultural Resources



Signature for SHPO Concurrence
010-C(222)S

16 FEB 21

Date

Enclosures

cc: Dr. David Jacobs, Compliance Specialist, djacobs@azstateparks.gov, (w/enclosures)



Will Russell <wrussell3@azdot.gov>

010-C(222)S // F0252 (I-10 Widening): cont'd Section 106 consultation

Peter Steere <Peter.Steere@tonation-nsn.gov>
To: Will Russell <wrussell3@azdot.gov>

Fri, Feb 5, 2021 at 11:23 AM

Will Russell

Report is fine

Peter L. Steere

THPO

Tohono O'odham Nation

[Quoted text hidden]



Will Russell <wrussell3@azdot.gov>

010-C(222)S // F0252 (I-10 Widening): cont'd Section 106 consultation

Chris Coder <ccoder@yan-tribe.org>
To: Will Russell <wrussell3@azdot.gov>

Fri, Feb 5, 2021 at 11:24 AM

Hi Will.

Thanks for the information.

Please be informed the Yavapai Apache Nation (YAN) has NO concerns regarding this project (I-10 Widening at the 202 etc.) and defers to GRIC in this case.

Have a great weekend.

Party ON/NO PRISONERS,

C

From: Will Russell <wrussell3@azdot.gov>
Sent: Wednesday, February 3, 2021 11:03 AM
To: Chris Coder
Subject: 010-C(222)S // F0252 (I-10 Widening): cont'd Section 106 consultation

[Quoted text hidden]

July 20, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Preliminary Draft Programmatic Agreement
“Adverse Effect”

Ms. Sarah Stokely, Transportation Policy Team Member
Advisory Council on Historic Preservation
401 F Street NW, Suite 308
Washington, D.C. 20001-2637

Dear Ms. Stokely:

The Arizona Department of Transportation (ADOT) is preparing an Environmental Assessment (EA) associated with proposed improvements to Interstate 10 (I-10), between State Route (SR) 202L and a point east of SR 387, in Maricopa and Pinal Counties, Arizona (see Figure 1, below). Two I-10 bridges that span the Gila River would be excluded from this project and would be addressed separately. The project area is located in portions of Section 32 of Township 1 South, Range 4 East; Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, and 36 of Township 2 South, Range 4 East; Sections 1 and 12 of Township 3 South, Range 4 East; Sections 7, 17—20, 28, 29, and 33 of Township 3 South, Range 5 East; Sections 3, 4, 10, 11, 14, and 23—25 of Township 4 South, Range 5 East; Sections 30 and 31 of Township 4 South, Range 6 East; and Sections 5, 6, 8, 9, 15, and 16 of Township 5 South, Range 6 East, all relative to the Gila and Salt River Baseline and Meridian, as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the *Guadalupe (AZ)*, *Gila Butte NW (AZ)*, *Gila Butte (AZ)*, *Gila Butte SE (AZ)*, and *Casa Grande East (AZ)* quadrangles. The project would occur on ADOT-owned right-of-way (ROW) and ADOT easement across lands owned and managed by the Gila River Indian Community (GRIC). Temporary construction easements (TCEs) would likely be necessary, and ADOT may pursue additional easement from GRIC.

Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Arizona State Historic Preservation Office (SHPO), Arizona State Museum, Bureau of Indian Affairs (BIA; Pima Agency, San Carlos Irrigation Project, and Western Regional Office), City of Casa Grande, City of Chandler, City of Phoenix (Historic Preservation Office and Archaeology Section), GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Pinal County Flood Control District, Salt River Pima-Maricopa Indian Community, Tonto Apache Tribe, Tohono O’odham Nation, and Yavapai Apache Nation. Due to changes in the project area, the Arizona State Land Department and Western Area Power Administration have declined further consultation. The Maricopa Association of Governments and the White Mountain Apache Tribe have likewise declined further consultation. Given the likelihood of adverse effects upon historic properties, ADOT is inviting the Advisory Council on Historic Preservation (ACHP) to participate. The current round of Section 106 consultation involves only ADOT, ACHP, SHPO, and the GRIC Tribal Historic Preservation Office (THPO).

Because this project employs federal funds, it is considered an undertaking subject to review under Section 106 (54 U.S. Code [USC] § 306108) of the National Historic Preservation Act of 1966, as amended (54 USC § 300101 *et seq.*) and its implementing regulations (36 Code of Federal Regulations Part 800). 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 § 327 and a memorandum of understanding executed by the Federal Highway Administration and ADOT on April 16, 2019.

Although the proposed improvements have yet to be designed, ADOT has determined that the build alternative would likely cause adverse effects to historic properties. The precise nature and extent of these effects is currently unknown. Therefore, ADOT has drafted a programmatic agreement (PA), pursuant to 36 CFR §§ 800.6 and 800.14(b), to define procedures for continued identification, evaluation, and treatment of historic properties should the build alternative be selected. A *preliminary* draft is enclosed here, and ADOT hopes to receive feedback from your office between now and August 25, 2021.

Comments received from the GRIC THPO, ACHP, and/or SHPO will be addressed and incorporated into a revised draft PA. ADOT plans to then coordinate a virtual presentation and information-sharing event for all consulting parties. This would serve to introduce the draft PA and encourage dialogue. No sensitive information would be included in the presentation. Comments received following the presentation would be incorporated into the revised PA, which would then be distributed via Section 106 consultation for standard review and, ultimately, signing.

Please review the preliminary draft PA and the information provided in this letter. If you have any questions or concerns, please feel free to contact me at (480) 536-4343 or by e-mail at WRussell3@azdot.gov. I would be happy to meet in person or virtually to discuss the preliminary draft and make necessary revisions.

Sincerely,



Will G. Russell, PhD, RPA
Cultural Resources Program Manager for Major Projects

Enclosures

July 20, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Preliminary Draft Programmatic Agreement
“Adverse Effect”Mr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

The Arizona Department of Transportation (ADOT) is preparing an Environmental Assessment (EA) associated with proposed improvements to Interstate 10 (I-10), between State Route (SR) 202L and a point east of SR 387, in Maricopa and Pinal Counties, Arizona (see Figure 1, below). Two I-10 bridges that span the Gila River would be excluded from this project and would be addressed separately. The project area is located in portions of Section 32 of Township 1 South, Range 4 East; Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, and 36 of Township 2 South, Range 4 East; Sections 1 and 12 of Township 3 South, Range 4 East; Sections 7, 17—20, 28, 29, and 33 of Township 3 South, Range 5 East; Sections 3, 4, 10, 11, 14, and 23—25 of Township 4 South, Range 5 East; Sections 30 and 31 of Township 4 South, Range 6 East; and Sections 5, 6, 8, 9, 15, and 16 of Township 5 South, Range 6 East, all relative to the Gila and Salt River Baseline and Meridian, as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the *Guadalupe (AZ)*, *Gila Butte NW (AZ)*, *Gila Butte (AZ)*, *Gila Butte SE (AZ)*, and *Casa Grande East (AZ)* quadrangles. The project would occur on ADOT-owned right-of-way (ROW) and ADOT easement across lands owned and managed by the Gila River Indian Community (GRIC). Temporary construction easements (TCEs) would likely be necessary, and ADOT may pursue additional easement from GRIC.

Consulting parties for this project are ADOT, the Ak-Chin Indian Community, Arizona State Historic Preservation Office (SHPO), Arizona State Museum, Bureau of Indian Affairs (BIA; Pima Agency, San Carlos Irrigation Project, and Western Regional Office), City of Casa Grande, City of Chandler, City of Phoenix (Historic Preservation Office and Archaeology Section), GRIC (Four Southern Tribes lead), Hopi Tribe, Maricopa County Department of Transportation, Pascua Yaqui Tribe, Pinal County, Pinal County Flood Control District, Salt River Pima-Maricopa Indian Community, Tonto Apache Tribe, Tohono O’odham Nation, and Yavapai Apache Nation. Due to changes in the project area, the Arizona State Land Department and Western Area Power Administration have declined further consultation. The Maricopa Association of Governments and the White Mountain Apache Tribe have likewise declined further consultation. Given the likelihood of adverse effects upon historic properties, ADOT is inviting the Advisory Council on Historic Preservation (ACHP) to participate. The current round of Section 106 consultation involves only ADOT, ACHP, SHPO, and the GRIC Tribal Historic Preservation Office (THPO).

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Sincerely,



Will G. Russell, PhD, RPA
Cultural Resources Program Manager for Major Projects

Enclosures

ecc:

Mr. Barnaby Lewis, THPO, GRIC, Barnaby.Lewis2@gric.nsn.us (w/enclosures)

Dr. Kyle Woodson, Director, CRMP, GRIC, Kyle.Woodson@gric.nsn.us (w/enclosures)

July 20, 2021

In Reply Refer To:

010-C(222)S
TRACS No. 10 MA 161 F0252 01D
Interstate 10: SR 202L (Santan) to SR 387
Continuing Section 106 Consultation
Preliminary Draft Programmatic Agreement
“Adverse Effect”

Ms. Kathryn Leonard, State Historic Preservation Officer
Arizona State Historic Preservation Office
1100 West Washington Street
Phoenix, Arizona 85007

SHPO-2019-2205

Dear Ms. Leonard:

The Arizona Department of Transportation (ADOT) is preparing an Environmental Assessment (EA) associated with proposed improvements to Interstate 10 (I-10), between State Route (SR) 202L and a point east of SR 387, in Maricopa and Pinal Counties, Arizona (see Figure 1, below). Two I-10 bridges that span the Gila River would be excluded from this project and would be addressed separately. The project area is located in portions of Section 32 of Township 1 South, Range 4 East; Sections 5, 8, 9, 15, 16, 22, 26, 27, 35, and 36 of Township 2 South, Range 4 East; Sections 1 and 12 of Township 3 South, Range 4 East; Sections 7, 17—20, 28, 29, and 33 of Township 3 South, Range 5 East; Sections 3, 4, 10, 11, 14, and 23—25 of Township 4 South, Range 5 East; Sections 30 and 31 of Township 4 South, Range 6 East; and Sections 5, 6, 8, 9, 15, and 16 of Township 5 South, Range 6 East, all relative to the Gila and Salt River Baseline and Meridian, as depicted on U.S. Geological Survey topographic maps (7.5-minute series) of the *Guadalupe (AZ)*, *Gila Butte NW (AZ)*, *Gila Butte (AZ)*, *Gila Butte SE (AZ)*, and *Casa Grande East (AZ)* quadrangles. The project would occur on ADOT-owned right-of-way (ROW) and ADOT easement across lands owned and managed by the Gila River Indian Community (GRIC). Temporary construction easements (TCEs) would likely be necessary, and ADOT may pursue additional easement from GRIC.

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consultation involves only ADOT, ACHP, SHPO, and the GRIC Tribal Historic Preservation Office (THPO).

Because this project employs federal funds, it is considered an undertaking subject to review under Section 106 (54 U.S. Code [USC] § 306108) of the National Historic Preservation Act of 1966, as amended (54 USC § 300101 *et seq.*) and its implementing regulations (36 Code of Federal Regulations Part 800). 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 § 327 and a memorandum of understanding executed by the Federal Highway Administration and ADOT on April 16, 2019.

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Please review the preliminary draft PA and the information provided in this letter. If you have any questions or concerns, please feel free to contact me at (480) 536-4343 or by e-mail at WRussell3@azdot.gov. I would be happy to meet in person or virtually to discuss the preliminary draft and make necessary revisions.

Sincerely,



Will G. Russell, PhD, RPA

Cultural Resources Program Manager for Major Projects

Enclosure

ecc:

Ms. Mary-Ellen Walsh, Cultural Resources Compliance Manager, MWalsh@azstateparks.gov (w/enclosure)

Dr. David Jacobs, Compliance Specialist, DJacobs@azstateparks.gov (w/enclosure)



Advisory Council on Historic Preservation

Electronic Section 106 Documentation Submittal System (e106) Form

MS Word format

Send to: e106@achp.gov

Please review the instructions at www.achp.gov/e106-email-form prior to completing this form. Questions about whether to use the e106 form should be directed to the assigned ACHP staff member in the Office of Federal Agency Programs.

I. Basic information

1. **Purpose of notification.** Indicate whether this documentation is to:

- Notify the ACHP of a finding that an undertaking may adversely affect historic properties
- Invite the ACHP to participate in a Section 106 consultation
- Propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings in accordance with 36 C.F.R. 800.14(b)(3)
- Supply additional documentation for a case already entered into the ACHP record system
- File an executed MOA or PA with the ACHP in accordance with 800.6(b)(iv) (where the ACHP did not participate in consultation)
- Other, please describe

[Click here to enter text.](#)

2. **ACHP Project Number** (If the ACHP was previously notified of the undertaking and an ACHP Project Number has been provided, enter project number here and skip to Item 7 below): *n/a*

3. **Name of federal agency** (If multiple agencies, list them all and indicate whether one is the lead agency):

[Arizona Department of Transportation \(ADOT\), on behalf of the Federal Highway Administration \(FHWA\) pursuant to 23 USC § 327 and a concomitant memorandum of understanding executed by ADOT and FHWA on April 16, 2019.](#)

4. **Name of undertaking/project** (Include project/permit/application number if applicable):

Interstate 10: SR 202L (Santan) to SR 387, Arizona, Project No. 010-C(222)S, TRACS No. 10 MA 161 F0252 01D, Pinal and Maricopa Counties, Arizona

5. Location of undertaking (Indicate city(s), county(s), state(s), land ownership, and whether it would occur on or affect historic properties located on tribal lands):

- The undertaking's area of potential effects (APE) is situated entirely within the state of Arizona.
- The APE is split between the Arizona counties of Maricopa and Pinal.
- The northernmost portion of the APE lies within the city limits of Chandler, Arizona and Phoenix, Arizona.
- Most of the APE lies within ADOT's existing Interstate 10 (I-10) easement across Indian lands owned by the Gila River Indian Community (GRIC).
- A small portion of the APE, associated with traffic interchanges (TIs), lies beyond the ADOT easement and on GRIC lands. ADOT will be pursuing an extension of its current easement boundary in order to encompass these loci.
- The northern and southern termini of the APE are on ADOT-owned right-of-way, adjacent to GRIC lands.

6. Name and title of federal agency official and contact person for this undertaking, including email address and phone number:

- Agency Official: Paul O'Brien, POBrien@azdot.gov, (480) 356-2893
- Contact Person: Will Russell, WRussell3@azdot.gov, (480) 536-4747

II. Information on the Undertaking*

7. Describe the undertaking and nature of federal involvement (if multiple federal agencies are involved, specify involvement of each):

- The undertaking, which includes an Environmental Assessment (EA), involves proposed improvements to the I-10 corridor between mileposts 161.0 and 187.1, excluding the I-10 bridges across the Gila River. Such improvements would include, but would not be limited to, widening I-10 to accommodate more lanes of traffic. The undertaking may also involve improvements to existing TIs along I-10, within this area.
- The undertaking is partially funded through the Federal Aid Highway Program, which is administered by FHWA.
- Pursuant to 23 USC § 327, FHWA has assigned and ADOT has accepted responsibility for compliance with federal environmental laws, including Section 106. Thus, ADOT is the lead federal agency for this undertaking.
- GRIC has a certified Tribal Historic Preservation Officer (THPO), pursuant to Section 101(d) of the NHPA. The THPO program is administered by the National Park Service (NPS).

- The APE traverses the Hohokam Pima National Monument, which is administered by GRIC, on behalf of NPS.
- The APE intersects with irrigation canal easements maintained by the San Carlos Irrigation Project (SCIP), a section within the Bureau of Indian Affairs (BIA). For this reason, SCIP is a consulting party to the undertaking.
- ADOT may pursue an expansion of its I-10 easement on GRIC lands in order to improve existing TIs. Such an action would require authorization from the BIA Western Regional Office.
- For all undertakings on GRIC lands, ADOT also consults with the BIA's Pima Agency.

8. Describe the Area of Potential Effects (APE):

- The undertaking's APE has been defined with consideration of direct, indirect, and cumulative effects.
- That portion of the APE wherein direct effects are anticipated consists of the variable width I-10 corridor between mileposts 161.0 and 187.1, excluding the I-10 bridges across the Gila River. This would include temporary construction easements, existing and new GRIC easement, and existing and new ADOT ROW. This portion of the APE can be described as having four segments.
 - (1) Between mileposts 161.0 and 161.8, on ADOT-owned right-of-way
 - (2) Between mileposts 161.8 and 172.6, on GRIC lands north of the Gila River
 - (3) Between mileposts 173.6 and 185.8, on GRIC lands south of the Gila River
 - (4) Between mileposts 185.8 and 187.1, on ADOT-owned right-of-way
- That portion of the APE wherein *indirect* effects are considered extends 1 mile in all directions from the portion (direct) described above. Indirect effects to traditional cultural properties (TCPs) have been and will be considered within this 1-mile boundary. Indirect effects to archaeological and architectural historic properties have been and will be considered within 1,000 feet of the above-described (direct) portion.
- That portion of the APE wherein *cumulative* effects are considered is the combination of the above two segments (direct and indirect), and is coterminous with the entire APE.

9. Describe steps taken to identify historic properties:

- ADOT completed Class I research for that portion of the undertaking on GRIC lands, as reported in *Cultural Resources Class I Inventory, Interstate 10, State Route 202L to State Route 387, Gila River Indian Community Segment, Mileposts 161.8 to 185.8, Pinal and Maricopa Counties, Arizona* (Brodbeck 2021a).
- ADOT completed TCP research for that portion of the undertaking on GRIC lands, as reported in *Traditional Cultural Property Overview, Interstate 10, State Route 202L to State Route 387, Gila River Indian Community Segment, Mileposts 161.0 to 187.1, Pinal and Maricopa Counties, Arizona* (Darling 2020).

- ADOT completed Class I research for that portion of the undertaking on lands other than those owned by GRIC, as reported in *Cultural Resources Class I Inventory, I-10, SR 202L to SR 387, Segments North and South of the Gila River Indian Community, Mileposts 161.0 to 161.8 and Mileposts 185.8 to 187.1, Maricopa and Pinal Counties, Arizona* (Brodbeck 2021b).
- With concurrence from the GRIC THPO, ADOT utilized information obtained during a previous and unrelated undertaking across GRIC lands, as reported in *A Cultural Resources Survey of Approximately 40 Miles of Interstate 10 Right-of-Way between Picacho and the Casa Blanca Road Interchange, Northwestern Pinal County, Arizona* (Barz 1998)
- With concurrence from the GRIC THPO, ADOT utilized information obtained during a previous and unrelated undertaking across GRIC lands, as reported *A Class I Overview and Class III Cultural Resources Inventory of the Interstate 10 Corridor between Maricopa Road and Interstate 8 Interchanges, Pinal and Maricopa Counties, Arizona* (Darling and Touchin 2001)
- ADOT has conducted Section 106 consultation with GRIC, the Ak-Chin Indian Community (ACIC), Hopi Tribe, Pascua Yaqui Tribe, Salt River Pima-Maricopa Indian Community (SRPMIC), Tohono O’odham Nation (TON), Tonto Apache Tribe (TAT), White Mountain Apache Tribe (WMAT), and Yavapai-Apache Nation (YAN), each of which had indicated they may attach religious or cultural importance to the APE or cultural resources therein. In the course of this consultation, ADOT has invited tribes to share information that would help with the NEPA EA and Section 106 processes. All received information has been considered during project planning.
- On a monthly basis, ADOT and FHWA meet with the GRIC THPO, SRPMIC THPO, and GRIC Cultural Resource Management Program (CRMP) to discuss major projects, including the current undertaking. At each meeting, ADOT provides a project status update and provides GRIC and SRPMIC an opportunity to ask questions, express concerns, and provide information. All received information has been considered during project planning.

10. Describe the historic property (or properties) and any National Historic Landmarks within the APE (or attach documentation or provide specific link to this information):

- Please refer to the following table for summary data on 34 historic properties and 16 unevaluated properties (being treated as NRHP-eligible) within that portion of the APE wherein direct effects are anticipated.
- For additional details, please refer to the cultural resource inventory reports and other documentation found [HERE](#).
- In addition, 35 traditional cultural properties (TCPs) have been identified within or adjacent to the APE.

Site Number	Site Type	Associated Culture	Era	NRHP Eligibility ^a
AZ AA:2:129 (ASM)	Canal	Euro-American	Historic	Eligible
AZ U:9:44 (ASM)	Habitation	Akimel O’odham	Historic	Unevaluated
AZ U:9:96 (ASU)	Habitation	Akimel O’odham	Historic	Unevaluated
AZ U:9:235 (ASM)	Railroad	Euro-American	Historic	Eligible (A)
AZ U:13:9 (ASM)	Village	Huhugam	Colonial–Classic	Eligible (D)

Site Number	Site Type	Associated Culture	Era	NRHP Eligibility ^a
AZ U:13:10 (ASM)	Village	Huhugam Akimel O'odham	Pioneer-Classic Historic	Eligible (D), DR'd
AZ U:13:11 (ASM)	Village	Huhugam	Colonial–Classic	Eligible (D), DR'd
AZ U:13:12 (ASM)	Village	Huhugam	Classic	Eligible (D)
AZ U:13:14 (ASM)	Canal	Huhugam	Undefined	Eligible (D)
AZ U:13:15 (ASM)	Village	Huhugam Akimel O'odham	Colonial-Sedentary Historic	Unevaluated
AZ U:13:16 (ASM)	Village	Huhugam Akimel O'odham	Classic Historic	Unevaluated
AZ U:13:34 (ASM)	Village	Huhugam Akimel O'odham	Sacaton? Historic	Eligible (D)
AZ U:13:43 (ASM)	Habitation, petroglyphs	Huhugam Euro-American	Undefined Late Historic	Unevaluated
AZ U:13:86 (ASM)	Village	Huhugam Akimel O'odham	Pioneer–Classic Historic	Eligible (D)
AZ U:13:88 (ASM)	Artifacts	Huhugam Akimel O'odham	Pioneer–Classic/ Historic	Eligible (A, D)
AZ U:13:89 (ASM)	Canal, artifacts	Huhugam Akimel O'odham	Pioneer–Classic Historic	Eligible (A, D)
AZ U:13:91 (ASM)	Canal, artifacts	Huhugam Akimel O'odham	Pioneer–Classic Historic	Eligible (A,D)
AZ U:13:92 (ASM)	Artifacts	Huhugam Akimel O'odham	Pioneer–Classic Historic	Unevaluated
AZ U:13:95 (ASM)	Artifacts	Huhugam	Pioneer–Classic	Eligible (D)
AZ U:13:96 (ASM)	Artifacts	Huhugam	Sedentary	Unevaluated
AZ U:13:97 (ASM)	Habitation	Akimel O'odham	Historic	Unevaluated
AZ U:13:98 (ASM)	Artifacts	Huhugam Akimel O'odham	Pioneer–Classic Historic	Eligible (D)
AZ U:13:100 (ASM)	Artifacts	Huhugam Akimel O'odham	Colonial–Sedentary Historic	Unevaluated
AZ U:13:110 (ASM)	Artifacts	Huhugam Akimel O'odham	Late Classic Historic	Unevaluated
AZ U:13:118 (ASM)	Village	Huhugam	Classic	Eligible (D)
AZ U:13:219 (ASM)	Village	Huhugam Akimel O'odham	Colonial—Classic Historic	Eligible (D)
AZ U:13:249 (ASM)	Artifacts	Huhugam	Pioneer–Sedentary	Unevaluated
AZ U:13:250 (ASM)	Canal	Akimel O'odham	Historic	Eligible (A, D)
AZ U:13:251 (ASM)	Canal	Euro-American Akimel O'odham	Late Historic	Eligible (A)
AZ U:14:314 (ASM)	Route	Euro-American	Historic	Eligible (A)
GR-371	Artifacts	Huhugam	Classic	Unevaluated
GR-386	Habitation	Akimel O'odham	Historic	Eligible (D)
GR-387	Artifacts	Huhugam	Colonial	Unevaluated
GR-392	Artifacts	Huhugam	Pioneer–Sedentary	Eligible (D)
GR-393	Artifacts	Huhugam	Pioneer–Classic	Unevaluated
GR-587	Artifacts	Huhugam	Undefined	Unevaluated

Site Number	Site Type	Associated Culture	Era	NRHP Eligibility ^a
GR-598	Canal, cemetery, artifacts	Huhugam Akimel O'odham	Pioneer–Sedentary Historic	Eligible (A, D)
GR-886	Canal, artifacts	Huhugam Akimel O'odham	Colonial–Sedentary Historic	Eligible (D)
GR-931	Village, canals	Huhugam Akimel O'odham	Pioneer–Classic Historic	Eligible (D)
GR-980	Habitation	Huhugam; Akimel O'odham	Late Classic Historic	Eligible (D)
GR-1175	Village	Huhugam	Colonial–Classic	Eligible (D)
GR-1205	Village	Huhugam	Colonial–Classic	Eligible (D)
GR-1206	Artifacts	Huhugam	Colonial–Classic	Eligible (D)
GR-1422	Canal	Euro-American	Historic	Eligible (A, D)
GR-1528	Canal	Akimel O'odham	Historic	Eligible (D)
GR-1581	Canal	Euro-American	Historic	Eligible (D)
GR-1593	Gas Pipeline	Euro-American	Late Historic	Eligible ^b
GR-1612	Canal	Euro-American	Historic	Eligible (D)
GR-1646	Canal	Akimel O'odham	Late Historic	Eligible (A, D)
GR-1689	Road	Euro-American	Late Historic	Eligible (D)
Larson Site 10	Village	Huhugam	Colonial, Classic	Unevaluated

^a DR'd = partially data recovered

^b Per the *Exemption Regarding Historic Preservation Review Process for Projects Involving Historic Natural Gas Pipelines* (67 FR 16364), signed April 5, 2002, this structure is exempt from further review under Section 106 of the NHPA.

11. Describe the undertaking's effects on historic properties:

At this stage, no EA alternative has been selected. While a build alternative may be selected upon completion of the EA process, design has not progressed to the point where effects can be thoroughly or accurately identified. That said, ADOT is fairly confident that construction would engender adverse effects upon at least some historic properties. It is almost assured that some historic properties within the APE would *not* be negatively impacted.

12. Explain how this undertaking would adversely affect historic properties (include information on any conditions or future actions known to date to avoid, minimize, or mitigate adverse effects):

As noted above, ADOT is currently unable to determine which particular historic properties may be adversely affected, should the build alternative be selected. To ensure adequate and appropriate consideration, ADOT is developing, in consultation, a programmatic agreement that would guide environmental compliance throughout the undertaking. While specific mitigation measures have yet to be identified, they would likely include avoidance, monitoring, phased data recovery, and enhanced mitigation. ADOT would consider alternative forms of mitigation as well, in consultation with GRIC and other consulting parties.

13. Provide copies or summaries of the views provided to date by any consulting parties, Indian tribes or Native Hawai'ian organizations, or the public, including any correspondence from the SHPO and/or THPO.

Please refer to the following documents, available [HERE](#):

- WMAT response re early consultation (10/16/2019)
- BIA (Western Regional Office) response re early consultation (10/24/19)
- TAT response re early consultation (10/28/2019)
- SHPO concurrence with early consultation (10/31/2019)
- TON response re early consultation (11/1/2019)
- GRIC concurrence with use of previous survey data on GRIC lands (7/23/2020)
- TON concurrence with Class I and TCP report adequacy (2/5/2021)
- YAN response re Class I and TCP report adequacy (2/5/2021)
- BIA (Pima Agency) concurrence with Class I and TCP report adequacy (2/17/2021)
- SHPO concurrence with Class I and TCP report adequacy (2/16/2021)
- GRIC concurrence with Class I and TCP report adequacy (3/11/2021)
- GRIC concurrence with TCP administrative boundaries (3/19/21)

III. Additional Information

14. Please indicate the status of any consultation that has occurred to date, including whether there are any unresolved concerns or issues the ACHP should know about in deciding whether to participate in consultation. Providing a list of consulting parties, including email addresses and phone numbers if known, can facilitate the ACHP's review response.

- ADOT initiated Section 106 consultation on October 24, 2019, describing the undertaking, defining the APE, explaining ADOT's assumption of federal responsibilities under 23 USC § 327, introducing consulting parties, noting the *Section 106 Exemption Regarding Effects to the Interstate Highway System*, and inquiring as to whether any parties had concerns regarding historic properties of traditional, religious, cultural, or historical importance within the APE. No finding of project effect was provided at that time. The WMAT declined further consultation. No objections or concerns were noted.
- ADOT continued consultation with GRIC on July 22, 2020, providing the GRIC THPO and CRMP with advance copies of two Class I reports and one TCP report for review and comment. GRIC provided comments regarding additional survey, previous survey, and administrative boundaries for TCPs. ADOT subsequently addressed these comments, as appropriate, in report revisions.
- In early January, 2021, the APE was contracted slightly, such that the Arizona State Land Department (ASLD) and Western Area Power Administration (WAPA) no longer had jurisdiction or cultural resource management responsibilities within the APE. These agencies were asked if they wished to remain consulting parties, and both declined.

- On February 2, 2021, ADOT continued consultation with all consulting parties (ASLD, WAPA, and WMAT notwithstanding). This consultation served to distribute the revised Class I reports. At the request of GRIC, distribution of the revised TCP report was limited to GRIC, TON, the SRPMIC, and ACIC, given that the TCPs identified in the report were limited to O’odham cultural continuity, and these four tribes are the only federally recognized O’odham tribes. The Maricopa Association of Governments (MAG) declined further consultation. The National Park Service abstained from providing comments. The YAN deferred to GRIC. All other responses were in concurrence with the adequacy of the reports, including those from SHPO and GRIC’s THPO.
- On February 24, 2021, ADOT consulted with GRIC’s THPO and CRMP regarding the administrative boundaries to be used for TCPs within and adjacent to the APE. GRIC concurred with ADOT’s administrative boundaries and the methods used to establish these.
- As noted above, ADOT and FHWA meet with GRIC’s THPO and CRMP, and SRPMIC’s THPO on a monthly basis to discuss a number of large projects, including this undertaking.
- There are no outstanding concerns or controversies associated with this undertaking
- Consulting parties are identified in the following table.

Party	Initial Addressee	Primary Contact	Note(s)
ACHP	e106@achp.gov	Sarah Stokely sstokely@achp.gov (202) 517-0224	
ACIC	Robert Miguel Chairman	Elaine Peters EPeters@ak-chin.nsn.us (520) 568-1337	
ASLD	Michael O’Hara mohara@azland.gov (480) 751-7352	n/a	Declined consultation
AZ State Museum	Patrick Lyons plyons@arizona.edu (520) 621-6281	Same	
BIA (Pima Agency)	Cecilia Baker-Martinez cecilia.martinez@bia.gov (520) 562-3326	Same	
BIA (Western Region)	Garry Cantley garry.cantley@bia.gov (602) 379-6750 ext 1256	Same	
City of Casa Grande	Paul Tice ptice@casagrandeaz.gov (520) 421-8637 ext 3000		
City of Chandler	Paul Young Paul.Young@chandleraz.gov (480) 782-3146	Same	
City of Phoenix (Historic Preservation)	Michelle Dodds michelle.dodds@phoenix.gov (602) 262-7468	Same	
City of Phoenix	Laurene Montero laurene.montero@phoenix.gov	Same	

Party	Initial Addressee	Primary Contact	Note(s)
(Archaeology) GRIC THPO	(602) 495-0901 Stephen Roe Lewis Governor	Barnaby Lewis Barnaby.lewis2@gric.nsn.us (520) 562-7162	
GRIC CRMP	Stephen Roe Lewis Governor	Kyle Woodson kyle.woodson@gric.nsn.us (520) 562-7150	
Hopi Tribe	Stewart Koyiyumtewa skoyiyumtewa@hopi.nsn.us (928) 734-2441	Same	
MAG	Audra Koester Thomas AKThomas@azmag.gov	n/a	Declined consultation
Maricopa Co. Dept. of Transportation	Sara Ferland Sara.Ferland@maricopa.gov (602) 506-8082	Same	
Pascua Yaqui Tribe	Peter Yucupicio Chairman	Karl Hoerig Karl.Hoerig@pascuayaqui- nsn.gov (520) 883-5010	
Pinal County	Scott Bender scott.bender@pinalcountyaz.gov (520) 866-6345	Same	
Pinal Co. Flood Control Dist. SCIP	Suzanne Shields suzanne.shields@pima.gov (520) 724-4600 Ferris Begay ferris.begay@bia.gov (520) 723-6225	Same Beau Goldstein beau.goldstein@bia.gov (602) 758-9335	
SHPO	Kathryn Leonard kleonard@azstateparks.gov (602) 542-4009	David Jacobs djacobs@azstateparks.gov (602) 542-7140	Mary-Ellen Walsh mwalsh@azstateparks.gov (602) 542-7120
SRPMIC	Martin Harvier President	Shane Anton Shane.Anton@srpmic- nsn.gov (480) 362-6331	Angela Garcia-Lewis angela.garcia- lewis@srpmic-nsn.gov (480) 362-6337
TAT	Calvin Johnson cjohnson@tontoapache.org (928) 474-5000 Ext 8126	Same	Chairman, but handles all consultation
TON	Peter Steere peter.steere@tonation-nsn.gov (520) 383-3622 x. 103	Same	
WAPA	Sean Berry berry@wapa.gov (602) 605-2842	n/a	Declined consultation
WMAT	Gwendena Lee-Gatewood Gwendena@wmat.us (928) 338-4346	n/a	Declined consultation
YAN	Chris Coder ccoder@yan-tribe.org (928) 567-3649	Same	

15. Does your agency have a website or website link where the interested public can find out about this project and/or provide comments? Please provide relevant links:

<https://i10wildhorsepasscorridor.com/>

16. Is this undertaking considered a “major” or “covered” project listed on the Federal Infrastructure Projects Permitting Dashboard? If so, please provide the link:

Yes: <https://www.permits.performance.gov/permitting-projects/i-10-sr-202-santan-sr-387>

The following are attached to this form (check all that apply):

- Section 106 consultation correspondence
- Maps, photographs, drawings, and/or plans
- Additional historic property information
- Consulting party list with known contact information
- Other: [Click here to enter text.](#)



August 2, 2021

Will G. Russell, PhD, RPA
Cultural Resources Program Manager for Major Projects
Arizona Department of Transportation
Environmental Planning
205 S. 17th Ave., MD EMO2, Ste. WS 2463
Phoenix, AZ 85007

Ref: *Proposed Improvements to Interstate 10 (I-10): SR 202L (SANTAN) TO SR 387
Pinal & Maricopa Counties, Arizona
Project No. 010-C(222)S, TRACS No. 10 MA 161 F0252 01D
ACHP Project Number: 17179*

Dear Dr. Russell:

On July 20, 2021, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the potential adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act, does not apply to this undertaking. Accordingly, we do not believe our participation in the consultation to resolve adverse effects is needed.

However, if we receive a request for participation from the State Historic Preservation Officer, Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Should the undertaking's circumstances change, consulting parties cannot come to consensus, or you need further advisory assistance to conclude the consultation process, please contact us.

Pursuant to Section 800.6(b)(1)(iv), you will need to file the final Section 106 agreement document (Agreement), developed in consultation with the Arizona State Historic Preservation Office and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the Agreement and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have questions or require our further assistance, please contact Ms. Emily Choi at (202) 517-0207 or by e-mail at echoi@achp.gov and reference the ACHP Project Number above.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs



Will Russell <wrussell3@azdot.gov>

RE: (External)010-C(222)S // F0252 (I-10 Widening): Notification and invitation to participate

1 message

e106 <e106@achp.gov>
To: Will Russell <wrussell3@azdot.gov>

Tue, Jul 20, 2021 at 11:36 AM

The ACHP has received your submission to e106@achp.gov. If your submission is to:

- notify the ACHP of a finding that an undertaking may adversely affect historic properties, and/or
- invite the ACHP to participate in a section 106 consultation, and/or
- propose to develop a project Programmatic Agreement (project PA) for complex or multiple undertakings,

and you are enclosing the completed [e106](mailto:e106@achp.gov) form, this is your official dated receipt of your submission (in accordance with 36 CFR Part 800.6(1)). The ACHP has 15 working days to determine if it will participate in consultation to resolve adverse effects to historic properties.

If the ACHP does not participate in consultation, the agency will still need to file the final agreement document and related documentation with the ACHP at the conclusion of the consultation process. This filing is required in order for the agency to complete its compliance responsibilities under Section 106 of the National Historic Preservation Act.

Please note that the e106@achp.gov address is intended solely for the submission of documentation and official notifications to the ACHP regarding new/ongoing consultations and existing agreement documents. This address is not intended for case specific communication, correspondence, or scheduling. Such communications should be directed to the assigned ACHP staff member using their ACHP email address.

From: Will Russell [mailto:wrussell3@azdot.gov]

Sent: Tuesday, July 20, 2021 11:26 AM

To: e106; Sarah Stokely

Subject: (External)010-C(222)S // F0252 (I-10 Widening): Notification and invitation to participate

Good morning,

Please find attached an e106 submittal form and Section 106 consultation letter pertaining to the above-referenced undertaking. This project involves an ongoing Environmental Assessment. Although the build alternative has yet to be selected and the project area has yet to be thoroughly inventoried, ADOT recognizes the potential for adverse effects upon historic properties. Thus, we are proactively developing a Section 106 agreement document, a preliminary draft of which is also attached. Background information on the project can be found at this [link](#), to which Ms. Stokely has been granted access.

As noted in the accompanying letter, we hope to receive feedback from your agency by August 25, 2021, assuming the ACHP wishes to participate. Comments received by this date will be incorporated into a revised draft PA. ADOT will then schedule a virtual session whereby the draft PA may be shared and discussed with all consulting parties.

If you have any questions or concerns, please don't hesitate to get a hold of me.

Thank you,

Will

--

Will G. Russell, PhD, RPA
Cultural Resources Program Manager for Major Projects
Arizona Department of Transportation
Environmental Planning

[205 S. 17th Ave.](#), MD EMO2, Ste. WS 2463

Phoenix, AZ 85007
(480) 536-4747
WRussell3@azdot.gov
www.azdot.gov

Draft Programmatic Agreement

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1 **DRAFT PROGRAMMATIC AGREEMENT**

2 **AMONG**

3 **THE ARIZONA DEPARTMENT OF TRANSPORTATION,**
4 **ARIZONA STATE HISTORIC PRESERVATION OFFICER,**

5 **AND**

6 **GILA RIVER INDIAN COMMUNITY TRIBAL HISTORIC PRESERVATION**
7 **OFFICER**

8 **REGARDING**

9 **INTERSTATE 10: SR 202L (SANTAN) TO SR 387, ARIZONA**
10 **PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D,**
11 **PINAL AND MARICOPA COUNTIES, ARIZONA**

12
13 **WHEREAS**, the Federal Highway Administration (FHWA) provides funding assistance to the
14 Arizona Department of Transportation (ADOT) through the Federal-aid Highway Program
15 (hereafter, the *Program*), which is subject to Section 106 (54 United States Code [USC] § 306108)
16 of the National Historic Preservation Act of 1966 (NHPA), as amended (54 USC § 300301, *et seq.*)
17 and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800); and

18 **WHEREAS**, ADOT is planning improvements to Interstate 10 (I-10) to address current and future
19 travel demand, congestion, capacity, traffic operations, access, and infrastructure issues, from the
20 State Route (SR) 202L traffic interchange (TI) at milepost (MP) 161.0 to east of the SR 387 TI at
21 MP 187.1, excluding the Gila River Bridges (ADOT structures 01085 and 01086; MP 172.6—MP
22 173.6), in Maricopa and Pinal Counties, Arizona (see Attachment A, *Project Location and Area*
23 *of Potential Effects*); and

24 **WHEREAS**, ADOT is preparing an Environmental Assessment (EA) and Design Concept Report
25 (DCR) to evaluate improvement alternatives, including, but not limited to, the planned
26 improvements to I-10 (hereafter, the *Undertaking*); and

27 **WHEREAS**, the Undertaking would take place on ADOT-owned right-of-way (ROW) and ADOT
28 easement across Tribal and allotted trust lands within the boundaries of the Gila River Indian
29 Reservation; and

30 **WHEREAS**, the Gila River Indian Community (hereafter, the *Community*) exercises general
31 governmental jurisdiction over all lands of the Gila River Indian Reservation; and

32 **WHEREAS**, 23 USC § 327 allows the U.S. Department of Transportation Secretary, acting
33 through FHWA, to assign responsibilities for compliance with the National Environmental Policy
34 Act of 1969 (NEPA; 42 USC § 4321, *et seq.*) and other federal environmental laws to a state
35 department of transportation through a memorandum of understanding (MOU); and

36 **WHEREAS**, FHWA and ADOT have entered into an MOU (hereafter, the *327 MOU*), included
37 in this programmatic agreement (hereafter, the *Agreement*) as Attachment B, as provided for in 23
38 USC § 327, through which FHWA assigned, and ADOT assumed, FHWA's responsibilities for
39 compliance with NEPA and Section 106 for all Program-funded transportation projects in the state
40 of Arizona; and

1 **WHEREAS**, under the 327 MOU, ADOT is deemed to be the responsible federal agency for the
2 purpose of compliance with 36 CFR Part 800, except for projects not assigned under the 327 MOU
3 (see Attachment C); and

4 **WHEREAS**, the Undertaking was not exempted from FHWA’s assignment pursuant to 23 USC
5 § 327, and is not listed in Attachment C; and

6 **WHEREAS**, the ADOT Environmental Administrator is the ADOT agency official for Program-
7 funded transportation projects assigned under the 327 MOU, and thus ADOT is a Signatory to this
8 Agreement; and

9 **WHEREAS**, all historic properties, including traditional cultural properties (TCPs), that may be
10 affected by this Undertaking have not yet been identified; and

11 **WHEREAS**, pursuant to 36 CFR § 800.5(a)(2)(i), ADOT has determined that the Undertaking
12 may have an adverse effect upon historic properties and has developed this Agreement in order to
13 take such potential effects into account; and

14 **WHEREAS**, the area of potential effects (APE) for this Undertaking is defined as the entire I-10
15 corridor between MP 161.0 and MP 172.6, and between MP 173.6 and MP 187.1 (see Attachment
16 A), and this APE may be refined if the build alternative is selected and design progresses; and

17 **WHEREAS**, the Arizona State Historic Preservation Office (SHPO) is authorized to enter into
18 this Agreement in order to fulfill its role of advising and assisting federal agencies in carrying out
19 their responsibilities pursuant to Sections 101 (54 USC §§ 302303[b][5], [6], and [9][A]) and 106
20 of the NHPA, 36 CFR §§ 800.2(c)(1)(i), and 800.6(b)(1)(i), and SHPO is a Signatory to this
21 Agreement; and

22 **WHEREAS**, ADOT will consult with SHPO pursuant to Sections 101 and 106 of the NHPA, and
23 36 CFR §§ 800.2(c)(1)(i) and § 800.6(b)(1) for portions of the Undertaking on non-Tribal land;
24 and

25 **WHEREAS**, SHPO is authorized to advise and assist state and federal agencies in carrying out
26 their historic preservation responsibilities for portions of the Undertaking on non-Tribal land and
27 cooperate with these agencies under 41 Arizona Revised Statutes (ARS) § 511.04(D)(4), and
28 SHPO’s participation in this Agreement as a Signatory satisfies compliance with this statute; and

29 **WHEREAS**, the Community Tribal Historic Preservation Office (THPO) is authorized to enter
30 into this Agreement in order to fulfill its role of advising and assisting federal agencies in carrying
31 out Section 106 responsibilities for portions of the Undertaking on Tribal and allotted trust lands
32 pursuant to Sections 101 and 106 of the NHPA, and 36 CFR §§ 800.2(c)(2)(i)(A) and 800.6(b),
33 and THPO’s participation in this Agreement as a Signatory satisfies compliance with these
34 statutes; and

35 **WHEREAS**, ADOT will consult with the Community’s THPO pursuant to Sections 101 and 106
36 of the NHPA, and 36 CFR §§ 800.2(c)(2)(i)(A) and § 800.6(b)(1) for portions of the Undertaking
37 located on Tribal and allotted trust lands (*sensu* 36 CFR §§ 800.3[c][1] and 800.16[x]); and

38 **WHEREAS**, ADOT has notified the Advisory Council on Historic Preservation (ACHP) of the
39 potential for adverse effects resulting from the Undertaking, pursuant to 36 CFR § 800(b)(1), has
40 invited ACHP to participate in this Agreement, and ACHP has declined the invitation in a letter
41 dated August 2, 2021; and

1 **WHEREAS**, ADOT must comply with Arizona’s State Historic Preservation Act, and ADOT’s
2 participation in this Agreement as a Signatory satisfies compliance with 41 ARS §§ 861—864;
3 and

4 **WHEREAS**, ADOT has consulted with the BIA Pima Agency, and the BIA Pima Agency
5 Superintendent has signatory authority for allotted trust lands located within the project APE, the
6 BIA Pima Agency has been invited to be an Invited Signatory to this Agreement; and

7 **WHEREAS**, the BIA Western Regional Office is responsible for issuing right-of-entry permits
8 for allotted trust lands located within the project APE, the BIA Western Regional Office has been
9 invited to be an Invited Signatory to this Agreement; and

10 **WHEREAS**, ADOT has consulted with the following federal agencies, pursuant to 36 § 800.2(c)4,
11 and these agencies have been invited to be Concurring Parties to this Agreement: BIA (San Carlos
12 Irrigation Project), National Park Service (Intermountain Region), and the Western Area Power
13 Administration; and

14 **WHEREAS**, the National Park Service (Intermountain Region) and the Western Area Power
15 Administration have declined to participate in further consultation or the development of this
16 Agreement; and

17 **WHEREAS**, if a build alternative is selected, ADOT would petition the Community and BIA
18 Pima Agency to expand portions of the I-10 easement across Community-owned and allotted trust
19 lands, respectively; and

20 **WHEREAS**, in accordance with Executive Order (EO) 11593 (*Protection and Enhancement of*
21 *Cultural Resources*) and EO 13007 (*Indian Sacred Sites*), and pursuant to the terms of the 327
22 MOU, FHWA shall retain responsibility for conducting formal Government-to-Government
23 consultation with federally-recognized Indian Tribes; and

24 **WHEREAS**, pursuant to § 3.2.3 of the 327 MOU and assuming no objection is received from a
25 consulting tribe, ADOT has agreed to conduct Section 106 consultation with tribes on behalf of
26 FHWA; and

27 **WHEREAS**, FHWA and ADOT implemented consultation with all tribal representatives who
28 expressed interest in this Undertaking, and accepted all shared information concerning properties
29 of traditional, religious, and cultural importance, and ADOT will employ this information to avoid,
30 minimize, or mitigate impacts to such properties; and

31 **WHEREAS**, ADOT has consulted with the following Indian tribes (hereafter, the *Tribes*) that may
32 attach religious or cultural importance to affected properties, pursuant to 36 CFR
33 §§ 800.2(c)(2)(ii)(A)—(F), and these tribes have been invited to be Concurring Parties to this
34 Agreement: Ak-Chin Indian Community, Hopi Tribe, Pascua Yaqui Tribe, Salt River Pima-
35 Maricopa Indian Community, Tohono O’odham Nation, Tonto Apache Tribe, White Mountain
36 Apache Tribe, and Yavapai-Apache Nation; and

37 **WHEREAS**, the White Mountain Apache Tribe has declined to participate in further consultation
38 or the development of this Agreement; and

39 **WHEREAS**, the Community, Salt River Pima-Maricopa Indian Community, Ak-Chin Indian
40 Community, and Tohono O’odham Nation collectively constitute the Four Southern Tribes, and
41 the Community has been identified as the lead member of this collective for purposes of Section
42 106 consultation associated with this Undertaking; and

1 **WHEREAS**, Tribal participation in the Agreement does not constitute approval of the outcome of
2 the EA or Undertaking; and

3 **WHEREAS**, ADOT will continue to consult with interested Tribes that do not participate in this
4 Agreement; and

5 **WHEREAS**, no provision of this Agreement shall be construed by any of the Signatories, Invited
6 Signatories, Concurring Parties, or consulting parties as abridging or debilitating any sovereign
7 powers of individual tribes, affecting the trustee-beneficiary relationship between the Secretary of
8 Interior and the Tribes, or interfering with the Government-to-Government relationship between
9 the United States and the Tribes; and

10 **WHEREAS**, pursuant to 36 CFR § 800.2(c)(3), ADOT has consulted with the Arizona State Land
11 Department, which has declined to participate in further consultation or the development of this
12 Agreement; and

13 **WHEREAS**, the Arizona State Museum (ASM) has been invited to participate in the development
14 and execution of this Agreement pursuant to 36 CFR § 800.6(c)(2)(iii), given its mandated
15 authority and responsibilities under the Arizona Antiquities Act (AAA) that apply to those portions
16 of the Undertaking on municipal, county, and state lands (41 ARS § 841 *et seq.*) and private
17 property (41 ARS § 865), and ASM's participation in this Agreement as an Invited Signatory
18 satisfies compliance with the AAA; and

19 **WHEREAS**, pursuant to 36 CFR § 800.2(c)(3), ADOT has consulted with Pinal County, the Pinal
20 County Flood Control District, and the Maricopa County Department of Transportation, inviting
21 them to be Concurring Parties to this Agreement; and

22 **WHEREAS**, pursuant to 36 CFR § 800.2(c)(3), ADOT has consulted with the City of Casa
23 Grande, the City of Chandler, and the City of Phoenix (Archaeological Section and Historic
24 Preservation Office), inviting them to be Concurring Parties to this Agreement; and

25 **WHEREAS**, pursuant to 36 CFR § 800.2(c)(5), ADOT has consulted with the Maricopa
26 Association of Governments, which declined further consultation or participation in this
27 Agreement; and

28 **WHEREAS**, ADOT has utilized the NEPA public participation requirements to coordinate and
29 assist in satisfying the public involvement requirements under Section 106 of the NHPA, pursuant
30 to 36 CFR § 800.2(d)(3), augmenting the NEPA process as necessary to ensure compliance with
31 Section 106; and

32 **WHEREAS**, ADOT completed Class I research for that portion of the Undertaking on Community
33 lands, as reported in *Cultural Resources Class I Inventory, Interstate 10, State Route 202L to State*
34 *Route 387, Gila River Indian Community Segment, Mileposts 161.8 to 185.8, Pinal and Maricopa*
35 *Counties, Arizona* (Brodbeck 2021a). The Community's THPO subsequently concurred with the
36 adequacy of this report, which identified known historic properties listed in or eligible for listing
37 in the National Register of Historic Places (NRHP), as well as cultural resources that are
38 unevaluated for NRHP eligibility, and these historic properties and unevaluated cultural resources
39 could be adversely affected by the Undertaking (Russell [ADOT] to Lewis [Community], February
40 2, 2021; THPO concurrence on March 11, 2021); and

41 **WHEREAS**, ADOT completed Class I research for that portion of the Undertaking on lands other
42 than those owned by the Community, as reported in *Cultural Resources Class I Inventory, I-10,*
43 *SR 202L to SR 387, Segments North and South of the Gila River Indian Community, Mileposts*

1 161.0 to 161.8 and Mileposts 185.8 to 187.1, Maricopa and Pinal Counties, Arizona (Brodbeck
2 2021b). SHPO subsequently concurred with the adequacy of this report, which identified known
3 historic properties listed in or eligible for listing in the NRHP, as well as cultural resources that
4 are unevaluated for NRHP eligibility, and these historic properties and unevaluated cultural
5 resources could be adversely affected by the Undertaking (Russell [ADOT] to Leonard [SHPO],
6 February 2, 2021; SHPO concurrence on February 16, 2021); and

7 **WHEREAS**, ADOT completed TCP research for that portion of the Undertaking on Community
8 lands and allotted trust lands, as reported in *Traditional Cultural Property Overview, Interstate*
9 *10, State Route 202L to State Route 387, Gila River Indian Community Segment, Mileposts 161.0*
10 *to 187.1, Pinal and Maricopa Counties, Arizona* (Darling 2020), and the report identified known
11 TCPs, including those eligible for listing in the NRHP (Russell [ADOT] to Lewis [Community],
12 February 2, 2021; THPO concurrence on March 11, 2021). From early coordination with the
13 Community THPO, including review of the draft environmental assessment for the project, no
14 adverse effects to TCPs are anticipated; and

15 **WHEREAS**, ADOT used information gathered during previous cultural resource inventories to
16 identify historic properties in the project APE, as reported in *A Cultural Resources Survey of*
17 *Approximately 40 Miles of Interstate 10 Right-of-Way between Picacho and the Casa Blanca Road*
18 *Interchange, Northwestern Pinal County, Arizona* (Barz 1998) and *A Class I Overview and Class*
19 *III Cultural Resources Inventory of the Interstate 10 Corridor between Maricopa Road and*
20 *Interstate 8 Interchanges, Pinal and Maricopa Counties, Arizona* (Darling and Touchin 2001), and
21 THPO subsequently concurred with the application of these data to the current Undertaking
22 (Powell [ADOT] to Lewis [Community], July 22, 2020; THPO concurrence on July 23, 2020);
23 and

24 **WHEREAS**, ADOT provided the results of the Class I inventories to all consulting parties for
25 their review and comment, and provided the results of the TCP overview to the Four Southern
26 Tribes for their review and comment, and ADOT has considered all received comments in the EA
27 decision-making process; and

28 **WHEREAS**, ADOT understands and acknowledges that the Undertaking may cause adverse
29 effects to archaeological sites that have been or may be determined eligible for the NRHP pursuant
30 to 36 CFR § 60.4(d) but which hold significance to descendant tribes for reasons other than or in
31 addition to data potential; and

32 **WHEREAS**, ADOT understands and acknowledges that while federal agencies are obligated to
33 assess archaeological sites from a purely Western, science-based perspective, ancestral places hold
34 additional and non-quantifiable significance, especially for descendant communities; and

35 **WHEREAS**, ADOT understands and acknowledges that while archaeological sites determined
36 NRHP-eligible pursuant to 36 CFR § 60.4(d) derive their statutory significance from their data
37 potential, and “mitigation” in the Western sense may include data recovery efforts, such efforts
38 are not universally interpreted or accepted as wholly or partially mitigating; and

39 **WHEREAS**, ADOT, THPO, and SHPO are individual signatories and collectively *the*
40 *Signatories*; and

41 **NOW, THEREFORE**, the Signatories agree that this Agreement shall be implemented in
42 accordance with the following stipulations in order to take into account any effects of the
43 Undertaking on historic properties, and that these stipulations will govern the Undertaking and all
44 of its parts until the Agreement expires or is terminated.

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28 Required Historic Properties Treatment Plan Elements.....Attachment D

29

1 **STIPULATIONS**

2 ADOT will ensure that the following are carried out:

3
4 **I. ROLES AND RESPONSIBILITIES**

5 ADOT shall:

- 6 A. Act as lead federal agency for the Undertaking, responsible for coordinating among
- 7 Signatories, Invited Signatories, Concurring Parties, and consulting parties.
- 8 B. Implement the stipulations of this Agreement throughout the Undertaking.
- 9 C. Ensure that all Signatories and Invited Signatories carry out their responsibilities
- 10 pursuant to this Agreement.
- 11 D. Notify consulting parties of ADOT’s role pursuant to 23 USC § 327 and the 327
- 12 MOU (see Attachment B).
- 13 E. Oversee all cultural resource work, including any additional inventory, evaluation,
- 14 data recovery, and mitigation efforts.
- 15 F. Prepare and implement an historic properties treatment plan (HPTP).
- 16 G. Assemble cultural resource reports, instruments, and exhibits; circulate such
- 17 documents among consulting parties for their review; and take all received
- 18 comments into account while revising and finalizing such documents.
- 19 H. Seek SHPO and THPO concurrence with all agency compliance decisions.
- 20 I. Conduct Section 106 consultation with consulting parties.
- 21 J. Coordinate the approval of the Final EA.
- 22 K. Distribute the Final EA.
- 23 L. Develop the Finding of No Significant Impact, if applicable.
- 24 M. Continue to use the NEPA public participation requirements to coordinate and
- 25 assist in satisfying the public involvement requirements under Section 106 of the
- 26 NHPA, pursuant to 36 CFR § 800.2(d)(3), augmenting the NEPA process as
- 27 necessary to ensure compliance with Section 106.

28
29 **II. THE SECTION 106 PROCESS**

30 All elements of the Undertaking shall remain subject to the terms of this Agreement, and
31 ADOT shall:

32 *A. Identify and Engage Consulting Parties*

33 In accordance with 36 CFR §§ 800.2(3)—(5) and 800.3(f), ADOT shall invite and
34 facilitate Section 106 consultation with consulting parties.

- 35 1. Such parties may include, but are not limited to, public agencies with
- 36 historic preservation responsibilities or jurisdiction, relevant advocacy
- 37 groups, or other entities with a demonstrated interest in the historic
- 38 properties within, adjacent to, or inclusive of the APE and which may

- 1 want to review reports and findings for projects within their respective
2 jurisdictions.
- 3 2. The majority of the Undertaking’s APE is on Community-owned lands
4 and allotted trust lands, and ADOT shall continue to work closely and
5 coordinate with the Community’s government and departments, including
6 THPO and the Cultural Resource Management Program (CRMP), and the
7 BIA Pima Agency. Furthermore, ADOT has instituted and will continue
8 to participate in a robust public outreach program to communicate with
9 the Community and disseminate information about the Undertaking to its
10 members.
- 11 3. ADOT shall conduct consultation with the appropriate Indian tribes.
12 Notwithstanding Stipulation II.A.4, such consultation shall be undertaken
13 simultaneously and in identical fashion with Section 106 consultation
14 between ADOT and other consulting parties. Tribal consultation shall
15 include:
- 16 a. Tribes with jurisdictional authority over all or part of the APE; and
17 b. Any tribe not described in Stipulation II.A.3.a that is listed in
18 ADOT’s Historic Preservation Team (HPT) Portal database as
19 having previously expressed a desire to be consulted with for
20 Undertakings within the APE; and
21 c. Any tribe not described in Stipulations II.A.3.a—b that expresses or
22 has expressed interest in the project, APE, or resources within the
23 APE; and
24 d. The Community, Tohono O’odham Nation, Ak-Chin Indian
25 Community, and Salt River Pima-Maricopa Indian Community
26 (collectively, *the Four Southern Tribes*), should any of the Four
27 Southern Tribes not satisfy Stipulation II.A.3.a; and
28 e. Any tribe not described in Stipulations II.A.3.a—d that is
29 recommended for consultation by another consulting party; and
30 f. Any tribe not described in Stipulations II.A.3.a—e to which a
31 consulting tribe defers; and
32 g. Any tribe not described in Stipulations II.A.3.a—f that ADOT feels
33 would be appropriate to invite.
- 34 4. ADOT’s tribal consultation with a specific tribe shall continue unless and
35 until that tribe informs ADOT, in writing, that:
- 36 a. They no longer wish to participate in consultation; or
37 b. They wish to defer to another tribe; or
38 c. They wish to participate in government-to-government consultation
39 directly with FHWA, at which time ADOT shall inform FHWA.
- 40 5. ADOT’s efforts to identify the appropriate consulting parties shall be in
41 consultation with SHPO and THPO.

- 1 6. ADOT shall submit to SHPO and THPO a list of consulting parties, a
2 summary of preceding consultation, and a summary of any preceding,
3 substantive comments. Such information may be provided concurrently
4 with other elements of Section 106 consultation.
- 5 a. SHPO and THPO shall provide comments, including
6 recommendations for additional parties, to ADOT within 35
7 calendar days of receipt of the consulting party list submitted by
8 ADOT.
- 9 b. Upon receipt of SHPO's and/or THPO's comments, ADOT shall
10 revise the list of consulting parties, as necessary, and resubmit to
11 SHPO and/or THPO.
- 12 7. ADOT shall provide all consulting parties with the following for a 35-
13 calendar-day review and comment period, thus providing an opportunity
14 to provide input concerning design and construction, as they relate to
15 cultural resources. Consultation regarding the following may occur
16 sequentially or concurrently.
- 17 a. Information on existing cultural resource inventories
18 b. Information on known historic properties
19 c. Determinations of NRHP eligibility
20 d. Locations where new cultural resource surveys are planned
21 e. Information on the finding of project effects
22 f. Information on the resolution of adverse effects, should such exist
23 g. Plans, related documents, and digital spatial data, as warranted and
24 appropriate
- 25 8. In addition, ADOT shall coordinate public involvement as follows:
- 26 a. ADOT shall satisfy the public involvement requirements under
27 Section 106 of the NHPA, pursuant to 36 CFR § 800.2(d)(3) and in
28 coordination with the NEPA public participation requirements (40
29 CFR § 6.203).
- 30 b. Public involvement in the planning and implementation shall be
31 governed by ADOT's environmental compliance procedures and, as
32 appropriate, any advice or guidance documents offered by
33 consulting parties.
- 34 c. Consistent with Section 106, the public and consulting parties will
35 have an opportunity to comment and voice concerns with regard to
36 resources identified during the Undertaking. Such input may be
37 gathered during public meetings or by way of ADOT's project-
38 specific website: I10WildHorsePassCorridor.com with
39 accommodation where needed for Community members.
- 40 d. Public meetings held pursuant to NEPA (*to wit* 40 CFR § 6.203)
41 shall present, in general terms (i.e., without disclosing specific

1 location information), historic properties within the APE, findings
2 of effect, and treatment of historic properties subject to adverse
3 effects, in accordance with 36 CFR § 800.2(d)(3). Such meetings
4 shall be held in communities local to the Undertaking, including in
5 the Community. Interested groups and individuals shall be invited
6 to comment on proposed treatments. Those with demonstrated
7 interest in the Undertaking may be invited to participate as Section
8 106 consulting parties.

9 e. ADOT shall consider written requests from individuals and
10 organizations to participate as consulting parties in the development
11 of measures to avoid, minimize, or mitigate adverse effects upon
12 historic properties and unevaluated cultural resources.

13 f. ADOT shall take into account all comments received from the
14 public. Pursuant to 36 CFR §§ 800.11(e)—(g), public comments
15 shall be considered in:

16 i. Efforts to identify and evaluate historic properties, and

17 ii. Documentation of project effects upon historic properties.

18 *B. Define the Area of Potential Effects*

19 1. An appropriate APE shall be established by ADOT, in consultation with
20 SHPO, THPO, and other consulting parties.

21 2. The defining of the APE shall take into account *direct, indirect, and*
22 *cumulative* effects, pursuant to 36 CFR § 800.4(1).

23 3. ADOT shall provide consulting parties a 35 calendar day review period
24 to comment on the APE. This period may run consecutively to,
25 concurrently with, or combined with other consultation efforts.

26 4. That portion of the APE subject to direct effects shall be defined as the
27 combined I-10 ROW and easement from MP 161.0 to MP 172.6 and from
28 MP 173.6 to MP 187.1, and any areas outside the I-10 ROW and easement
29 needed to facilitate construction, such as temporary construction
30 easements, new ROW or easement, staging areas, and any other areas
31 needed to assist the construction.

32 5. That portion of the APE subject to indirect effects shall be defined as a
33 1,000-foot-wide buffer around the area described in Stipulation II.B.4.

34 6. That portion of the APE subject to cumulative effects shall be defined as
35 a combination of the areas described in Stipulations II.B.4 and II.B.5.

36 7. All construction needs cannot be anticipated in advance, and areas subject
37 to direct or indirect effects, including areas required for additional work
38 space (e.g., access roads, additional staging areas, ancillary facilities,
39 detours) may be identified as work progresses.

40 a. Throughout the Undertaking, ADOT shall determine whether
41 revisions to the scope of work or other modifications to the
42 Undertaking will require modification of the APE.

- 1 b. If necessary, ADOT shall define an appropriate, revised APE and
2 will inform all consulting parties of the revised APE within 35
3 calendar days of its establishment and will provide consulting
4 parties a 35 calendar day review period to comment. This period
5 may run consecutively to or concurrently with, or be combined with
6 other consultation efforts.
- 7 c. Should modification of the APE be necessary, ADOT shall ensure
8 that the revised APE has been surveyed for cultural resources in its
9 entirety or arrange to have such done.
- 10 d. The results of additional inventories will be prepared in accordance
11 with Stipulations II.C.7 and II.E.
- 12 e. ADOT shall:
- 13 i. Evaluate the adequacy of received reports.
- 14 ii. Make determinations of NRHP eligibility in accordance with
15 Stipulation II.D.
- 16 iii. Assess the potential effects of the Undertaking on newly-
17 identified historic properties.
- 18 iv. Confirm that the appropriate treatment of potentially-
19 affected historic properties is adequately addressed in extant
20 plans (e.g., HPTP, monitoring and discovery plan [MDP]).
- 21 v. Develop an approach to the treatment of newly identified,
22 potentially affected historic properties, either through extant
23 plans or other means.
- 24 vi. Consult with all consulting parties pursuant to Stipulation
25 II.A.7. This may occur consecutively to or concurrently
26 with, or be combined with other consultation efforts.

27 *C. Identify and Evaluate Historic Properties*

- 28 1. ADOT shall take adequate and appropriate measures to identify cultural
29 resources within the APE, and to prepare required and appropriate
30 documentation. Additional inventory efforts are anticipated if the build
31 alternative is selected or if design changes are introduced.
- 32 2. If, at the end of the EA process, the build alternative is selected, ADOT
33 shall:
- 34 a. Perform Class III cultural resource surveys of all portions of the
35 APE subject to direct effects that have not been previously surveyed
36 or which were not surveyed to current standards; and
- 37 b. Record entire sites as encountered, including portions extending
38 beyond the ADOT ROW or easement, subject to landowner
39 permission; and
- 40 c. Revisit all previously-recorded cultural resources within all portions
41 of the APE subject to direct effects. Archaeologists shall revise or

1 update site records as needed, provide updated NRHP eligibility
2 determinations, and record any portions of sites that extend beyond
3 the ADOT ROW or easement that were not previously recorded in
4 their entirety, subject to landowner permission; and

5 d. Continue to consult with the Tribes regarding properties of
6 traditional religious and cultural importance that might be affected
7 by the Undertaking, and shall provide opportunities for review and
8 comment on draft and final versions of the cultural resources
9 technical reports, as appropriate. The consultation process will
10 remain open for any Tribe that expresses a desire to participate.

11 3. TCPs are eligible for inclusion in the NRHP pursuant to 36 CFR § 60.4
12 and have a demonstrable association with the cultural practices, traditions,
13 beliefs, lifeways, arts, crafts, or social institutions of a living community.
14 TCPs are rooted in a traditional community's history and are important in
15 maintaining the continuing cultural identity of the community.

16 a. TCPs will be identified through consultation with traditional
17 communities having jurisdiction over, an ongoing connection with,
18 or traditional affiliation with the APE.

19 b. The identification, documentation, and evaluation of TCPs shall be
20 undertaken in accordance with National Register Bulletin (NRB) 38
21 (*Guidelines for Evaluating and Documenting Traditional Cultural*
22 *Properties*).

23 c. All documentation of TCPs shall be protected in accordance with
24 Stipulation VI, below.

25 4. The identification and evaluation of cultural resources shall be completed
26 by individuals meeting the Secretary of the Interior's *Professional*
27 *Qualification Standards* for the disciplines of archaeology, architectural
28 history, or history, as appropriate, pursuant to 48 Federal Register (FR)
29 190:44716—44742, Section 112(a)(1)(A) (36 CFR § 800.2[a][1]) of the
30 NHPA, and 36 CFR § 61.1(c).

31 5. Methods of identification and levels of effort shall be consistent with the
32 Secretary of the Interior's standards for the identification and evaluation
33 of cultural resources, pursuant to 48 FR 190:44720—44726.

34 6. Methods of documentation shall be consistent with the Secretary of the
35 Interior's standards for archaeological documentation, pursuant to 48 FR
36 190:44734—44737 and all applicable standards, guidance, and
37 instructions set forth by ASM, SHPO, THPO, and ACHP.

38 7. The process, efforts, and results of identifying cultural resources shall be
39 documented in one or more technical reports, as follows:

40 a. An "archaeological report," pertaining to archaeological sites,
41 features, objects, and districts (*sensu* 36 CFR § 800.16[1][1] and
42 NRB 36), including historic, in-use structures (HIS).

- i. As defined in ASM’s *Policy and Procedures Regarding Historical Sites and Features*, HIS are elements of historic infrastructure that remain in use. Common examples include roads, pipelines, telephone lines, and canals that are over 50 years in age. The HIS classification does not include standing historic buildings.
- ii. Archaeological reports may include *Class I inventory reports*, being comprehensive summaries of previously-conducted cultural resource surveys and the results thereof, or *Class III survey reports*, which document new pedestrian surveys within the APE and the results thereof.
- iii. The identification and recording of archaeological materials shall be conducted by a qualified archaeologist who meets or exceeds the standards set forth in Stipulation IV.A, above, or who is working under the direct supervision thereof.
- iv. For lands off of the Community, the recording of HIS shall utilize the SHPO HIS form (HISF), which shall be appended to the archaeological report.
- v. The identification and recording of HIS shall be conducted by:
 - (a) A qualified historic architect or architectural historian (*sensu* Stipulation IV.A), or
 - (b) A qualified archaeologist (*sensu* Stipulation IV.A) or archaeological professional working under the direct supervision thereof, providing that the completed SHPO HIS form is reviewed and approved by a qualified architectural historian or historic architect (*sensu* Stipulation IV.A) prior to submission
- b. An “historic built environment report,” pertaining to historic architectural properties and historic districts (*sensu* 36 CFR §§ 800.5 and 36 CFR § 65.3[d]). The identification and recording of historic architectural properties and historic districts shall be conducted by a qualified architectural historian or historic architect who meets or exceeds the standards set forth in Stipulation IV.A.
- c. ADOT may compile both archaeological and built-environment data in a single report if:
 - i. The single report constitutes a Survey Report Summary Form (SRSF) completed in accordance with SHPO’s Guidance Point 10 (*Use and Submittal of the Survey Report Summary Form*); or
 - ii. The single report is not an SRSF but describes an inventory wherein:

- 1 (a) No cultural resources are encountered; or
2 (b) Only isolated occurrences (IOs) are encountered;
3 or
4 (c) Only HIS are encountered; or
5 (d) Only IOs and HIS are encountered; or
6 (e) Fewer than five cultural resources are encountered,
7 not including IOs and HIS; or
8 (f) The inventoried area is 10 acres or less; or
9 (g) Upon written but informal concurrence from
10 SHPO or THPO, as applicable, land-managing
11 agencies with jurisdiction over the inventoried
12 area, and ASM.
- 13 d. Each report shall identify those cultural resources within the APE
14 that have been identified as historic properties, as defined at 36 CFR
15 § 800.16(l)(1), as well as unevaluated cultural resources (see
16 Stipulations II.C.7.d, II.D.1.c, and II.G.2).
- 17 e. Draft versions of each report shall be distributed to all consulting
18 parties for a 35-calendar-day review and comment period. During
19 this period, consulting parties may submit questions or comments to
20 ADOT, in writing.
- 21 i. Feedback received during the review and comment period
22 will be considered by ADOT and, as appropriate,
23 incorporated into a revised version of the report.
- 24 ii. If no comments or questions are received, ADOT will notify
25 all consulting parties that the distributed report shall be
26 considered final.
- 27 iii. If only non-substantive comments are received, these will be
28 addressed, as appropriate, and the revised report will be
29 forwarded to the consulting parties for their records.
- 30 iv. If substantive comments are received, ADOT will address
31 these, as appropriate, and thereafter submit the revised report
32 to all consulting parties for another 35-calendar-day review
33 and comment period. In the accompanying correspondence,
34 ADOT shall summarize the substantive comments received
35 and the actions taken. If substantive comments did not lead
36 to changes, ADOT shall explain why no changes were made.
- 37 8. As appropriate and necessary, the above methods and criteria may be
38 modified in consultation with consulting parties and in accordance with
39 current professional standards, applicable statutes, and established
40 guidance from SHPO and ACHP. ADOT shall notify consulting parties
41 of any such modification.

1 D. Evaluate the Significance of Cultural Resources

- 2 1. Upon receipt and review of all relevant data and in consultation with
3 consulting parties, ADOT shall assess each identified cultural resource’s
4 eligibility for listing in the NRHP pursuant to 36 CFR § 60.4 and NRB 15
5 (*How to Apply the National Register Criteria for Evaluation*). Available
6 determinations of eligibility are:
- 7 a. “Eligible,” meaning the resource is eligible for listing in the NRHP
8 pursuant to 36 CFR § 60.4
 - 9 b. “Not eligible,” meaning the resource is not eligible for listing in the
10 NRHP pursuant to 36 CFR § 60.4
 - 11 c. “Unevaluated,” meaning the resource has not been evaluated for
12 NRHP eligibility or cannot be evaluated based on available data.
13 Unless and until adequate evaluation is possible, unevaluated
14 resources shall be treated as eligible for the purpose of Section 106
15 compliance, consultation, and the implementation of this
16 Agreement.
- 17 2. ADOT determinations of NRHP eligibility shall be made by individuals
18 meeting the Secretary of the Interior’s Professional Qualification
19 Standards for the discipline of archaeology, pursuant to 48 FR
20 190:44716—44742, Section 112(a)(1)(A) (36 CFR § 800.2[a][1]) of the
21 NHPA, and 36 CFR § 61.1(c).
- 22 3. Disagreement Specific to Determinations of NRHP Eligibility
- 23 a. Should SHPO or THPO, as applicable, object to, disagree with, or
24 fail to concur with ADOT’s determination of NRHP eligibility
25 during the review and comment period described above:
 - 26 i. ADOT shall notify all consulting parties of the objection or
27 disagreement, in writing, outlining the process for seeking
28 resolution (see below).
 - 29 ii. ADOT shall take the objection or disagreement into account
30 and make good faith efforts to coordinate and consult with
31 the objecting party to reach a mutually agreeable
32 determination, in accordance with Stipulation VIII (*Dispute
33 Resolution*). Unless the parties agree otherwise, this
34 consultation shall last no more than 35 calendar days. ADOT
35 shall document all such consultation and forward such
36 documentation, including results, to all consulting parties
37 within 14 calendar days of disagreement-specific
38 consultation ending.
 - 39 iii. If the disagreement cannot be remedied through
40 consultation, ADOT shall forward their determination of
41 eligibility and all relevant documentation to the Keeper of
42 the National Register (Keeper) for resolution in accordance
43 with 36 CFR § 800.4(c)(2).

- 1 iv. ADOT shall notify all consulting parties that the matter has
- 2 been forwarded to the Keeper for consideration.
- 3 v. If ADOT receives input from the Keeper within 30 calendar
- 4 days of submitting the appropriate information, ADOT shall
- 5 consider said input prior to making a final decision.
- 6 vi. ADOT shall render a final decision regarding the disputed
- 7 determination of eligibility within 14 calendar days of either
- 8 (a) receiving input from the Keeper, or (b) the end of the 30-
- 9 calendar-day consideration period afforded to the Keeper, if
- 10 the Keeper does not respond.
- 11 vii. ADOT shall notify all consulting parties, and the Keeper, of
- 12 its final decision, and thereafter proceed accordingly.
- 13 b. Should a member of the public or a consulting party other than
- 14 SHPO or THPO, as applicable, object to or disagree with ADOT's
- 15 determination of NRHP eligibility during the review and comment
- 16 period described above:
 - 17 i. ADOT shall take the objection or disagreement into account
 - 18 and make good faith efforts to coordinate and consult with
 - 19 the objecting party to discuss and, if appropriate, reassess
 - 20 ADOT's determination.
 - 21 ii. If the disagreement cannot be remedied through good faith
 - 22 coordination, and assuming no objection has been received
 - 23 from SHPO or THPO, as applicable, ADOT shall make its
 - 24 final determination and proceed accordingly. The
 - 25 disagreement and ultimate outcome shall be conveyed to all
 - 26 consulting parties during the course of subsequent
 - 27 consultation.
- 28 c. All determinations of NRHP eligibility made by ADOT shall not be
- 29 considered final unless and until ADOT receives concurrence from
- 30 SHPO and/or THPO, as appropriate.
- 31 d. If questions, recommendations, objections, or proposed changes are
- 32 received after the close of the final review period, ADOT shall make
- 33 good faith efforts to consider, respond to, and address these.
- 34 However, ADOT shall have no obligation to reconsider or alter the
- 35 determinations of NRHP eligibility.

36 E. *Provide Documentation*

- 37 1. ADOT shall submit drafts of archaeological reports and historic built
- 38 environment reports (see Stipulation II.C.7) generated during the
- 39 Undertaking to all consulting parties for a 35-calendar-day review and
- 40 comment period.
- 41 2. The distribution of reports shall be accompanied by a Section 106
- 42 consultation letter from ADOT. This letter shall provide or identify, at
- 43 minimum:

- a. Historic properties within the APE that are listed in the NRHP.
 - b. Previous determinations of NRHP eligibility and, if available, details regarding concurrence from SHPO or THPO.
 - c. References for documents, interviews, studies, or other sources used to assess NRHP eligibility for newly-recorded resources or those previously known but not previously evaluated. Known archaeological properties that cannot be evaluated prior to approval of an undertaking will be presumed and treated as NRHP eligible.
 - d. Newly-developed determinations of NRHP eligibility or ineligibility (see Stipulation II.D), the criteria under which any determinations of eligibility were made, pursuant to 36 CFR § 60.4, and justification for any such determinations.
 - e. Any statutory exemptions to further Section 106 considerations, if applicable (e.g., *Section 106 Exemption Regarding Effects to the Interstate Highway System, Exemption Regarding Historic Preservation Review Process for Projects Involving Historic Natural Gas Pipelines*).
 - f. Planned or potential measures to overcome obstacles to assessing eligibility (e.g., archaeological testing).
 - g. ADOT's determination of project effect upon historic properties (see Stipulation II.G)
3. Upon receipt of distributed reports and accompanying letter(s), consulting parties may pose questions, request changes, provide recommendations, or raise concerns within the ensuing 35-calendar-day review period. Such responses shall be made in writing. The protocol for addressing such responses shall follow that set forth in Stipulations II.C.7.e and II.C.8.
 4. If any consulting party requests additional information or a re-evaluation of a resource's NRHP eligibility, ADOT shall, as appropriate:
 - a. Provide requested information
 - b. Consider and address concerns
 - c. Reconsider or reevaluate determinations of eligibility
 - d. Revise the report(s) in question
 5. If, following the review and comment period, ADOT makes only non-substantive revisions to the report(s), the revised report(s) will be sent to all consulting parties for their records.
 6. If, following the review and comment period, ADOT makes substantive changes to the report(s), the revised report(s) will be sent to all consulting parties for another 35-day review and comment period.
 7. The above-described process of distribution, review, revision, and consultation shall repeat, as necessary, until such time as no substantive revisions are necessary.

- 1 8. At such time as no objections or requests for substantive revision are
2 received by ADOT, within the original or subsequent review period,
3 ADOT shall send the final report(s) to all consulting parties for their
4 records.
- 5 9. If questions, recommendations, objections, or proposed changes are
6 received after the close of the final review period, ADOT shall make good
7 faith efforts to consider, respond to, and address these. However, ADOT
8 shall have no obligation to reconsider or alter the determinations of report
9 adequacy.
- 10 10. If, after the distribution of the final report(s): (a) there are changes
11 to the Undertaking, including changes to the APE, that introduce, affect,
12 or may affect additional cultural resources other than those previously
13 determined NRHP-*ineligible* or which are statutorily exempt from Section
14 106 evaluation; (b) new information is received that requires the
15 reevaluation of the eligibility of a resource previously determined to be
16 ineligible; or (c) if new information is received that indicates the potential
17 presence of additional cultural resources within the APE, supplemental
18 reports will be prepared, as necessary, and distributed to all consulting
19 parties for a 35-calendar-day review and comment period. The
20 consultation process for such supplemental reports shall follow that
21 described in Stipulations II.A, II.C.7.e, and II.E.

22 *F. Phased Identification and Unanticipated Discoveries*

- 23 1. The phased identification of historic properties, pursuant to 36
24 CFR § 800.4(b)(2), may involve situations wherein cultural resource
25 inventories cannot identify all cultural resources that are present because:
- 26 a. Buried deposits may have no accompanying surface manifestation
27 but are encountered during construction; or
- 28 b. Changes in the scope of work, design, or APE introduce the need for
29 additional survey; or
- 30 c. Cultural resources become greater than 50 years of age subsequent
31 to the last inventory
- 32 2. In such cases, an historic property treatment plan (HPTP), described in
33 Stipulation II.H.5 and Attachment D, will include a provision for the
34 implementation of post-review identification and evaluation efforts.

35 *G. Assessment of Effects*

- 36 1. If historic properties (*sensu* 36 CFR § 800.16[I][1]) are identified within
37 the APE, ADOT shall apply the criteria of adverse effects in accordance
38 with 36 CFR § 800.5.
- 39 2. For the purpose of this Agreement, cultural resources that have not been
40 evaluated for NRHP eligibility shall be presumed to be and treated as
41 eligible until such time as they can be and have been evaluated.

3. Having applied the criteria of adverse effect and subsequently determined that the Undertaking will have or could be reasonably anticipated to have an adverse effect on the qualifying characteristics of historic properties that make them NRHP-eligible, ADOT shall proceed in accordance with 36 CFR § 800.6 and Stipulation II.H of this Agreement in order to resolve such adverse effects.
4. Any finding of project effect made by ADOT or change thereto shall not be considered final unless and until ADOT receives concurrence from SHPO and/or THPO, as applicable.
5. If questions, recommendations, objections, or proposed changes to the finding of project effect are received after the close of the final review period, ADOT shall make good faith efforts to respond and address these. However, ADOT shall have no obligation to reconsider or alter the finding of effect.

H. *Treatment of Historic Properties*

1. Because ADOT has determined, pursuant to Stipulation II.G.1, that historic properties would or would likely be adversely affected by the Undertaking, ADOT has notified ACHP in writing of said determination and has invited ACHP to participate as a consulting party and in the development this Agreement, pursuant to 36 CFR 800.6(a)(1)(i)(c).
2. ADOT shall identify, consider, and direct measures to ensure, to the extent possible, maximum avoidance of historic properties, minimization of adverse effects, and protective measures for historic properties within the APE. Such measures shall include, but are not limited to, preservation in place, project design changes, archaeological testing, modification of determinations (e.g., NRHP eligibility), and a defined response to unanticipated discoveries.
3. ADOT shall develop a project-specific HPTP (see Stipulation II.H.3—7).
4. ADOT shall describe reporting standards in relation to the project-specific HPTP.
5. *Historic Property Treatment Plan (HPTP)*
 - a. The HPTP will be prepared and finalized after the completion of the EA and issuance of the Finding of No Significant Impact (FONSI), assuming that the EA concludes the Undertaking will not result in a significant impact to the quality of the human environment. If the EA determines the Undertaking will result in a significant impact and the review is elevated to an Environmental Impact Statement (EIS) under NEPA, the HPTP shall be prepared and finalized during the EIS process prior to the issuance of a Record of Decision.
 - b. Because ADOT has identified the potential for adverse effects upon historic properties, it shall develop an appropriate HPTP in consultation with all consulting parties.

- c. The HPTP will take into consideration the concerns of all consulting parties in determining the measures to be implemented.
- d. Pursuant to 36 CFR §§ 800.11(e)—(g), views of the public will be considered and included or reflected in the HPTP, as practicable and appropriate.
- e. The consulting process through which the HPTP is developed shall indicate that the HPTP will be incorporated into this Agreement.
- f. The HPTP will provide detailed descriptions of treatment measures for historic properties that would or would likely be affected by the project, along with measures to be taken to protect historic properties and to avoid further adverse effects thereupon.
- g. The HPTP will provide detailed descriptions of protective measures for archaeological resources and for resources of importance to the Tribes, by reason of religious or cultural affinity, including but not limited to:
 - i. Compliance with the Native American Graves Protection and Repatriation Act of 1990 (25 USC § 3001 *et seq.*)
 - ii. Compliance with those portions of the Arizona State Historic Preservation Act and Arizona Antiquities Act as they pertain to graves and human remains (*to wit* ARS Title 41 §§ 841.A, 844, and 865
 - iii. Coordination with the Tribes and affected Native American cultural organizations
 - iv. Inclusion of the Community’s Policy on the treatment and disposition of human remains (CRMP Policy #8) in the HPTP as an Appendix.
- h. The HPTP shall conform to the principles of ACHP’s *Treatment of Archaeological Properties: A Handbook (Parts I and II)*, the Secretary of the Interior’s *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716—44742), and other relevant guidance.
- i. The HPTP will include, at minimum, the content outlined in Attachment D (HPTP Minimum Elements) to this Agreement.

6. *HPTP Review*

- a. ADOT shall provide a draft HPTP to all consulting parties for a 35-calendar-day review and comment period.
- b. Based on comments received, the HPTP will be revised if necessary and resubmitted for a subsequent 14-calendar-day review and comment period. Upon request of any consulting party, ADOT will consider granting a reasonable extension of the 35-day review period.

- c. If consulting parties fail to provide comments within the above-referenced periods, ADOT shall contact the non-responsive party and confirm that no response is forthcoming. If the non-responsive party declines to provide comments or cannot be contacted, ADOT may proceed with the finalization and implementation of the HPTP.
- d. The HPTP can be amended by ADOT without amending this Agreement.
- e. Disputes concerning the HPTP will be addressed in accordance with the terms of Stipulation VIII.

7. *HPTP Implementation*

- a. The HPTP shall be implemented *after* the execution of this Agreement.
- b. The HPTP shall be implemented *before* the commencement of construction activities.
- c. Depending upon the nature of the treatment described in the HPTP if appropriate, the treatment may not be completed until after construction is completed (e.g., alternative mitigation).
- d. Termination of the Undertaking after the HPTP has been implemented in whole or part will require completion of any work in progress (see Stipulation IX) and an amendment to the HPTP.
- e. Amendments to the HPTP will be incorporated by written agreement among the Signatories and Invited Signatories to this Agreement
- f. HPTP Dispute Resolution
 - i. Those parties involved in the development and implementation of the HPTP will seek agreement on the treatment prescribed in this Agreement and the HPTP.
 - ii. If such parties are unable to agree on the appropriate resolution of adverse effects, ADOT shall follow those procedures outlined in Stipulation VIII.

III. AUTHORIZATION OF CONSTRUCTION

A. Construction associated with the Undertaking may proceed if and when:

- 1. This Agreement has been finalized, executed, and filed with the ACHP; *and*
- 2. An appropriate HPTP has been prepared, consulted upon, and accepted in accordance with Stipulations II.3—7, II.A, and II.E; *and*
- 3. Any treatment or mitigation required in the construction area either has been completed (e.g., data recovery) or will be completed concurrently (e.g., monitoring), in accordance with the HPTP; *and*

- 1 4. Any preliminary data recovery reports pertaining to the construction area
2 in question have been accepted and consulted upon, in accordance with
3 Stipulation II.E; *and*
- 4 5. ADOT's Historic Preservation Team advises ADOT's assigned
5 Environmental Planner that construction, limited or otherwise, may
6 proceed,
- 7 6. Assuming compliance with all other applicable laws and regulations,
8 right-of-entry and ROW requirements.
9

10 **IV. PROFESSIONAL QUALIFICATION STANDARDS**

- 11 A. ADOT shall ensure that activities carried out under the terms and provisions of this
12 Agreement shall be performed by or under the direct supervision of persons
13 meeting the Secretary of the Interior's Professional Qualifications Standards (48
14 FR 44738-9), Section 112(a)(1)(A) of the NHPA, 36 CFR § 800.2(a)(1), and terms
15 of any permits issued for archaeological investigations.
- 16 B. ADOT shall ensure that its cultural resources contractor(s) obtain(s) a Permit for
17 Archaeological Investigations from the BIA Western Regional Office prior to
18 conducting archaeological excavations on Tribal or allotted trust lands pursuant to
19 the Archaeological Resources Protection Act (ARPA; 16 USC §§ 470aa-mm; 43
20 CFR § 7).
- 21 C. ADOT shall ensure that its cultural resources contractor(s) obtain(s) a license for
22 archaeological studies from the Community prior to conducting archaeological
23 activities on Tribal land pursuant to Community Ordinance No. GR-01-82.
- 24 D. ADOT shall ensure that its cultural resources contractor(s) obtain(s) an Arizona
25 Antiquities Act Permit from ASM prior to conducting archaeological activities on
26 state, county, or municipal lands, pursuant to 41 ARS § 841 *et seq.*
27

28 **V. PERMITTING AND CURATION**

- 29 A. Archaeological investigations on Tribal or allotted trust lands will be conducted in
30 accordance with a permit issued by the Community, and archaeological
31 investigations on allotted trust lands will be conducted in accordance with a permit
32 issued by the Bureau of Indian Affairs Western Regional Office under the
33 Archaeological Resources Protection Act (ARPA; 16 USC §§ 470aa-mm).
- 34 B. Archaeological investigations on municipal, county, and state lands will be
35 conducted in accordance with an AAA permit issued by ASM pursuant to 41 ARS
36 § 842.
- 37 C. All materials and records resulting from archaeological investigations in
38 furtherance of the Undertaking shall be curated in accordance with 36 CFR Part 79.
- 39 D. The Huhugam Heritage Center (HHC) will curate materials recovered from
40 Community or allotted trust lands. If the Huhugam Heritage Center is unable or
41 unwilling to curate all materials and records, that portion of the collection not

1 curated by the HHC will be curated by the ASM or a facility meeting those
2 standards and guidelines. Materials from state land are considered state-owned
3 property and must be curated at ASM.

- 4 E. All materials subject to repatriation under NAGPRA, A.R.S. § 41-844, and A.R.S.
5 § 41-865 shall be maintained in accordance with the burial agreement until all
6 appropriate documentation procedures, as determined following consultation with
7 the appropriate Indian tribes and individuals, are complete and the materials are
8 repatriated.

9
10 **VI. CONFIDENTIALITY**

11 A. SHPO and federal agencies managing federal lands may withhold information
12 about the location, character, or ownership of an historic property provided the
13 requirements of Section 304 (54 USC § 307103) of the NHPA and 36 CFR
14 § 800.11(c) are met.

15 B. Federal agencies managing federal lands may withhold information about the
16 nature and location of archaeological resources pursuant to Section 9(a) (16 USC
17 §§ 470cc[d] and 470hh) of the ARPA and its implementing regulation (43 CFR §
18 7.18).

19 C. State agencies managing lands owned or controlled by the State of Arizona may
20 withhold information related to the location of archaeological discoveries pursuant
21 to 41 ARS § 841 and 39 ARS § 125, or places or objects included in or which may
22 qualify for inclusion in the Arizona Register of Historic Places pursuant to 41 ARS
23 § 511.04.A.9.

24 D. Pursuant to this stipulation, the Signatories, Invited Signatories, and Concurring
25 Parties agree to appropriately safeguard and control the distribution of any
26 confidential information specified in paragraphs A—C of this stipulation that they
27 may receive as a result of their participation in this Agreement. Such information
28 is presumed exempt from disclosure under the Freedom of Information Act (5 USC
29 § 552) as provided by Section 304 of the NHPA and Section 9(a) of the ARPA.

1 **VII. AMENDMENTS**

- 2 A. In accordance with 36 CFR § 800.6(c)(7), any Signatory or Invited Signatory that
3 determines that the terms of this Agreement will not or cannot be carried out or that
4 an amendment to its terms is needed, that party shall immediately notify ADOT in
5 writing, proposing an amendment. ADOT shall thereafter draft an amendment
6 reflecting the proposal and forward said draft to the Signatories, Invited Signatories,
7 and Concurring Parties to this Agreement.
- 8 B. The Signatories and Invited Signatories to this Agreement will consult for a period
9 not to exceed 35 calendar days to review and consider the proposed amendment.
- 10 C. If, after taking into account any comments received from the Signatories and
11 Invited Signatories to this Agreement, the Signatories and Invited Signatories to
12 this Agreement concur that the proposed amendment is appropriate, ADOT shall
13 facilitate the signing of the amendment by the Signatories and Invited Signatories
14 and, should they so choose, the Concurring Parties.
- 15 D. The amendment will be effective on the date a copy is signed by all Signatories and
16 Invited Signatories. ADOT shall file any amendments with the ACHP and provide
17 copies of the amendments to the Concurring Parties for their records.
- 18 E. If a proposed amendment is substantive in nature, ADOT shall include all
19 consulting parties in the process described above (Stipulations VII.A—D). Input
20 from consulting parties other than Signatories and Invited Signatories to this
21 Agreement shall be taken into account during consideration of the proposed
22 amendment. Consulting parties other than Signatories and Invited Signatories to
23 this Agreement need not concur with the proposed amendment in order for it to be
24 executed.

25
26 **VIII. DISPUTE RESOLUTION**

- 27 A. Should any Signatory, Invited Signatory, or Concurring Party to this Agreement,
28 consulting party to this Undertaking, or member of the public object to any action,
29 plan, or report provided for review pursuant to the terms of this Agreement alone,
30 ADOT shall consult with the objecting party to resolve the objection.
- 31 1. Such objection must be received within 30 calendar days of becoming
32 aware of the objectionable action, or plan, or the receipt of report.
- 33 2. The objection and reasons for an objection must be specifically
34 documented in writing.
- 35 3. If the objection cannot be resolved, ADOT shall notify the Signatories,
36 Invited Signatories, and Concurring Parties to this Agreement of the
37 objection and shall thereafter:
- 38 a. Forward all documentation relevant to the dispute to the ACHP in
39 accordance with 36 CFR § 800.2(b)(2). Any comment provided by
40 the ACHP, and all comments from the parties to this Agreement,
41 will be taken into account by ADOT in reaching a final decision
42 regarding the dispute.

- b. If the ACHP does not provide any comments regarding the dispute within 30 calendar days of receiving adequate documentation, ADOT may render a decision regarding the dispute. In reaching its decision, ADOT will take into account all written comments regarding the dispute from the consulting parties to the Agreement.
- c. ADOT will notify all consulting parties of its decision in writing before implementing that portion of the Undertaking subject to dispute under this stipulation. ADOT's decision will be a final agency decision.

4. It is the responsibility of ADOT to carry out all other actions subject to the terms of this Agreement that are not the subject of the dispute.

IX. SUSPENSION OR TERMINATION

A. If the Undertaking is suspended or terminated for any reason:

- 1. ADOT shall notify the consulting parties of the suspension or termination in writing.
- 2. In-process mitigation will be completed in conformance with the HPTP and to the extent applicable, in accordance with Stipulations IX.A.3 and IX.B—G, below. This includes avoidance, minimization, and mitigation efforts designed to reduce or eliminate adverse effects to historic properties.
 - a. ADOT shall ensure that any in-process data recovery fieldwork is completed and that all analysis, interpretation, reporting, curation of artifacts, and repatriation of remains is completed within one year of project suspension or termination.
 - b. For mitigation other than data recovery, ADOT shall, in consultation with SHPO and/or THPO, as applicable, and relevant land-managing agencies, develop and implement a plan for completion of the mitigation within one year of the suspension or termination.
- 3. ADOT shall ensure that completed reports are submitted for review as described in Stipulation II.E.

B. ADOT's obligations under this Agreement are subject to the availability of appropriated funds from state and federal sources. ADOT shall make reasonable and good faith efforts to secure the necessary funds to implement all aspects of this Agreement.

C. If inadequate funding impairs ADOT's ability to implement the stipulations of this Agreement, the Signatories and Invited Signatories shall consult in accordance with Stipulation VII, in order to amend this Agreement.

D. If inadequate funding prevents ADOT from implementing the stipulations of this Agreement, ADOT may terminate the Agreement in accordance with Stipulation IX.E. ADOT would be subject to the provisions of Section 106 of the NHPA, as

1 amended, and its implementing regulations for any portions of the Undertaking
2 initiated thereafter.

3 E. Should ADOT terminate this Agreement due to insufficiency of funds, pursuant to
4 Stipulation IX.B, they shall notify the Signatories, Invited Signatories, and
5 Concurring Parties in writing, citing Stipulations IX.B and IX.D, and providing
6 explanation as to why available funding cannot sustain compliance with this
7 Agreement. This Agreement would thereafter be terminated in its entirety. ADOT
8 would be subject to Section 106 of the NHPA, as amended, and its implementing
9 regulations for any portions of the Undertaking initiated thereafter.

10 F. Should any Signatory or Invited Signatory to this Agreement elect to terminate this
11 Agreement for reasons other than insufficiency of funds:

12 1. The party proposing termination shall provide written notice to the other
13 Signatories, Invited Signatories, and Concurring Parties, providing reason
14 for the proposed termination.

15 2. The Signatories, Invited Signatories, and Concurring Parties shall consult
16 for a period no less than 35 calendar days to seek agreement on
17 amendments (see Stipulation VII) or other actions that would avoid
18 termination.

19 3. Should such consultation result in an agreement or an alternative to
20 termination, the Signatories, Invited Signatories, and Concurring Parties
21 shall proceed in accordance with that approach.

22 4. If a Signatory individually terminates their participation in the
23 Agreement, the Agreement is terminated in its entirety and ADOT shall
24 thereafter comply with 36 CFR §§ 800.4—6 during the remainder of the
25 Undertaking.

26 G. Should this Agreement be terminated for any reason, ADOT shall retain
27 responsibilities for Section 106 compliance. The subsequent treatment of adverse
28 effects to historic properties would proceed in accordance with 36 CFR Part 800 or
29 through the development and implementation of a new agreement document
30 pursuant to 36 CFR §§ 800.6 and 800.14(b).

31 32 **X. AGREEMENT REVIEW**

33 Following the execution of this Agreement and until such time as all stipulations herein are
34 implemented or the Agreement expires or is terminated, ADOT shall, no later than January
35 30 of each year, prepare and provide to all Signatories, Invited Signatories, Concurring
36 Parties, and consulting parties a synopsis of work undertaken pursuant to the Agreement's
37 terms during the preceding 12 months, should such be requested by a Signatory, Invited
38 Signatory, or Concurring Party. Any Signatory or Invited Signatory to this Agreement may
39 request a meeting of Signatories, Invited Signatories, and Concurring Parties to review the
40 effectiveness and application of this Agreement.

1 **XI. DURATION OF AGREEMENT**

2 This Agreement shall be null and void if its terms are not carried out by the end of 2036,
3 unless the Signatories and Invited Signatories agree in writing to an extension for carrying
4 out its terms.

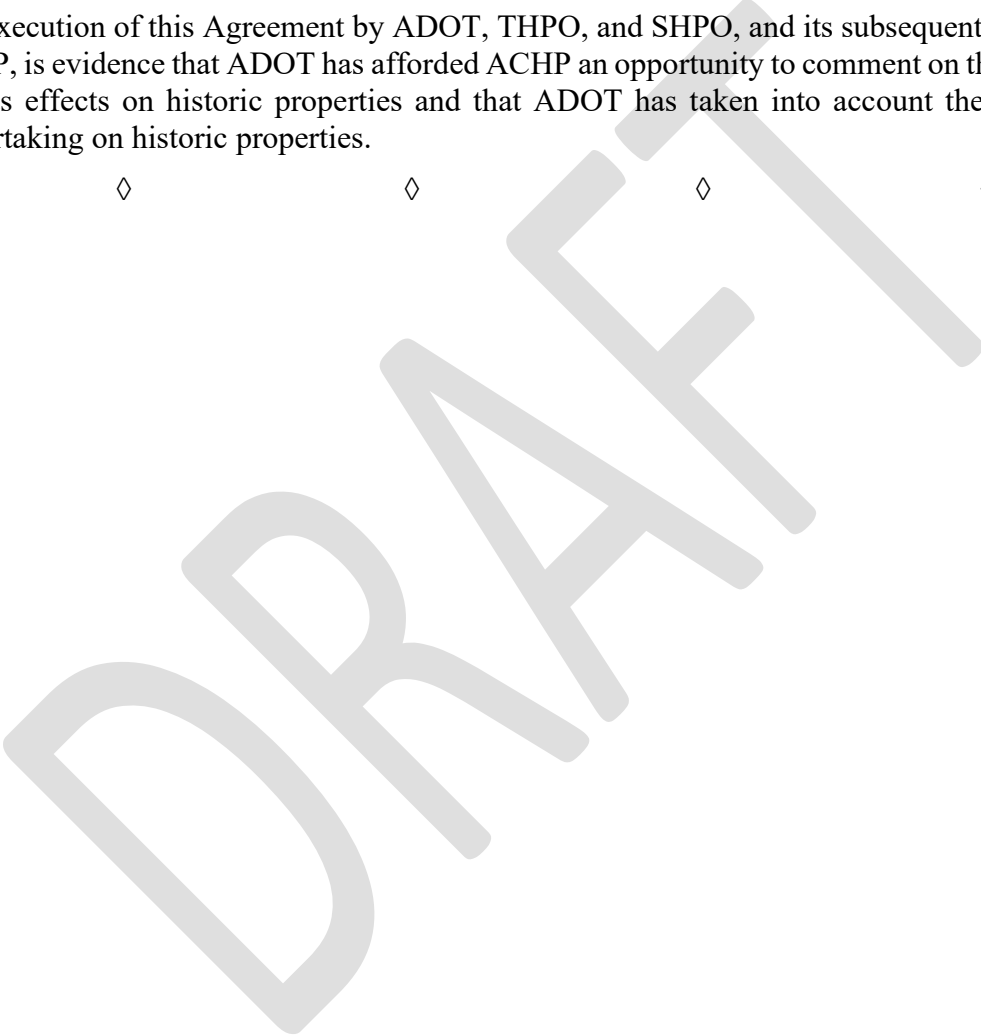
5
6 **XII. COUNTERPART SIGNATURES**

7 This Agreement may be executed in counterparts, each of which shall be deemed an
8 original and all of which together shall constitute one and the same instrument.

9 The execution of this Agreement by ADOT, THPO, and SHPO, and its subsequent filing with the
10 ACHP, is evidence that ADOT has afforded ACHP an opportunity to comment on the Undertaking
11 and its effects on historic properties and that ADOT has taken into account the effects of the
12 Undertaking on historic properties.

13 ◇ ◇ ◇ ◇

14



1 **GLOSSARY, ABBREVIATIONS, AND ACRONYMS**

2 **327 MOU** – The Memorandum of Understanding between the Federal Highway Administration
3 and the Arizona Department of Transportation Concerning the State of Arizona’s Participation in
4 the Surface Transportation Project Delivery Program Pursuant to 23 U.S.C. 327 (see Attachment
5 B), signed April 16, 2019.

6 **ACHP** – Advisory Council on Historic Preservation

7 **ADOT** – Arizona Department of Transportation

8 **Adverse Effect** – The direct, indirect, or cumulative alteration of any characteristic of an historic
9 property that qualify the property for inclusion in the NRHP, in a manner that would diminish the
10 integrity of the property's location, design, setting, materials, workmanship, feeling, or association
11 (36 CFR § 800.5[a][1]).

12 **Agreement, the** – Programmatic Agreement among the Arizona Department Of Transportation,
13 Arizona State Historic Preservation Officer, and Gila River Indian Community Tribal Historic
14 Preservation Officer Regarding Interstate 10: SR 202l (Santan) to SR 387, Arizona, Project No.
15 010-C(222)S, TRACS No. 10 MA 161 F0252 01D, Pinal and Maricopa Counties, Arizona (i.e., the
16 document to which this glossary is appended).

17 **APE** – Area of potential effects

18 **Area of Potential Effects (APE)** – The geographic area or areas within which an undertaking may
19 directly or indirectly cause alterations in the character or use of historic properties, if any such
20 properties exist (36 CFR § 800.16[d]).

21 **ARS** – Arizona Revised Statutes

22 **CFR** – Code of Federal Regulations

23 **Class I Inventory** – An examination of existing records and databases to identify earlier
24 investigations and previously-recorded resources.

25 **Class II Survey** – A non-exhaustive field survey that either targets a representative sample of an
26 area or portions of a project area where cultural resources are anticipated.

27 **Class III Survey** – An intensive and systematic field survey or an area in order to identify and
28 record cultural resources.

29 **Community, the** – The Gila River Indian Community

30 **Concurring Party** – A consulting party which signs this Agreement but holds no legal or
31 financially responsibility stemming from the stipulations set forth in the Agreement (36 CFR
32 § 800.6[c][3]).

33 **Construction** – Earth-disturbing activities that could result in impacts to or effects on an historic
34 resource or cultural resource, including, but not limited to, clearing, grading, and excavation of
35 land, and other construction-related activities (i.e., stockpiling of fill or placement of materials).

- 1 **Consultation** – The process of seeking, discussing, and considering the views of other
2 participants, and, where feasible, seeking agreement with them regarding matters that arise during
3 the Section 106 process (36 CFR § 800.16[f]).
- 4 **Consulting Party** – An agency, organization, tribe, or individual with a demonstrated interest in
5 the Undertaking, the APE, or historic properties within the APE and which or whom is engaged
6 by ADOT for the purpose of Section 106 consultation (see 36 CFR §§ 800.2 and 800.3[c]).
- 7 **Cultural Resource** – A landscape, district, location, feature, artifact, or object that was made,
8 modified, used, or deposited more than 50 years ago.
- 9 **Cultural Resource Inventory** – A formal effort to identify cultural resources within a given area
10 (see *Class I Inventory*, *Class II Survey*, and *Class III Survey*, above).
- 11 **Cumulative effects** are the impacts on cultural resources that result from the incremental impact
12 of the Undertaking when added to other past, present, and reasonably foreseeable future actions
13 regardless of what agency (federal or non-federal) or person undertakes such other actions (per 40
14 CFR § 1508.7).
- 15 **DCR** – Design Concept Report
- 16 **Design Concept Report (DCR)** – A DCR is an engineering report that documents the existing
17 conditions, the development of alternatives, the evaluation process, and the selection of the
18 preferred alternative. The DCR also provides a 15 percent level design for the preferred alternative
19 (unless the no-action alternative is preferred).
- 20 **Direct Effect** – An effect caused by the Undertaking at the same time (i.e., construction) and place
21 (i.e., APE) as the Undertaking, with no intervening cause, regardless of quantitative or qualitative
22 measures (40 CFR §§ 1508.8[a]–[b]; USCA Case 18-5179, D.C. Cir., March 1, 2019).
- 23 **EA** – Environmental Assessment
- 24 **Effects** – Changes resulting directly, indirectly, or cumulatively from the Undertaking. In the
25 context of Section 106, *effects* are generally considered in relation to those characteristics of an
26 historic property making it eligible for listing in the NRHP (see *direct effects*, *indirect effects*, and
27 *cumulative effects*).
- 28 **Environmental Assessment (EA)** – An EA is one of three possible environmental review
29 categories under NEPA. An EA is a concise, preliminary evaluation of potential consequences
30 prepared if there is uncertainty as to whether a proposed federal action (project) will have
31 significant effects on public health and the environment. The purpose of an EA is to determine the
32 significance of the environmental effects and to examine alternative means to achieve a federal
33 agency’s objectives. Generally, an EA must include a brief discussion of the need for the proposal,
34 alternative courses of action for any proposal, the environmental impacts of the proposed action
35 and alternatives, and a listing of agencies and persons consulted.
- 36 **Environmental Impact Statement (EIS)** – An EIS is one of three possible environmental review
37 categories under NEPA. An EIS is an evaluation of a federal agency’s proposed project alternatives
38 when it has been determined to significantly affect the quality of the human environment. The

1 regulatory requirements for an EIS are more detailed and rigorous than the requirements for an
2 EA.

3 **FHWA** – Federal Highway Administration

4 **Four Southern Tribes** – A cooperative collection of federally recognized tribes representing
5 O’odham populations in Arizona. The Four Southern Tribes consist of the Ak-Chin Indian
6 Community, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, and
7 Tohono O’odham Nation.

8 **Historic Property** – Any prehistoric or historic district, site, building, structure, or object included
9 in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. This term
10 includes artifacts, records, and remains that are related to and located within such properties. The
11 term includes properties of traditional religious and cultural importance to an Indian Tribe or
12 Native Hawaiian organization and that meet the NRHP criteria [36 CFR § 800.16(1)(1)].

13 **Historic Properties Treatment Plan (HPTP)** – A document that details the procedures and
14 techniques for resolving adverse effects on historic properties within the APE through avoidance,
15 minimization, and/or mitigation.

16 **HPTP** – Historic properties treatment plan

17 **I-10** – Interstate 10

18 **Indian Tribe** – An organized group or community which is recognized as eligible for the special
19 programs and services provided by the United States to Indians because of their status thereas,
20 pursuant to 36 CFR § 800.16(m).

21 **Indirect Effect** – A reasonably foreseeable effect that while engendered by the Undertaking occurs
22 later in time (i.e., after construction) or is farther removed in distance (i.e., beyond the APE) (40
23 CFR §§ 1508.8[a]—[b]; USCA Case 18-5179, D.C. Cir., March 1, 2019).

24 **Invited Signatory** – A consulting party which, upon signing this Agreement, has the authority to
25 amend and terminate this Agreement. Invited signatories have legal responsibilities associated
26 with the Undertaking (but not the Agreement) and compliance responsibilities pursuant to the
27 NHPA, Arizona’s State Historic Preservation Act, or the Arizona Antiquities Act (36 CFR
28 800.6[c][2]).

29 **MDP** – Monitoring and discovery plan

30 **Monitoring and Discovery Plan (MDP)** – A formal methodology for the physical monitoring of
31 ground disturbance in order avoid, minimize, or mitigate adverse effects of the Undertaking. An
32 MDP also establishes procedures to follow in the event that previously undiscovered cultural
33 resources are encountered during the Undertaking. An MDP may include measures, plans, or
34 permits developed specifically to address the handling of human remains pursuant to 43 CFR § 10
35 and/or 41 ARS § 844.

36 **MOU** – Memorandum of understanding

1 **MP** – Milepost

2 **National Register of Historic Places (NRHP)** – The official list of the nation’s prehistoric and
3 historic places worthy of preservation, including districts, cultural resources, buildings, structures,
4 and objects significant in American history, architecture, archaeology, engineering, and culture
5 and that is maintained by the Secretary of the Interior (see 36 CFR § 60.4).

6 **NEPA** – National Environmental Policy Act (42 USC § 4321 *et seq.*)

7 **NHPA** – National Historic Preservation Act (54 USC § 300301, *et seq.*)

8 **Program** – FHWA’s Federal-Aid Highway Program (23 USC § 48)

9 **Programmatic Agreement (PA)** – A document that records the terms and conditions agreed upon
10 to resolve the potential adverse effects of a federal agency program, complex project, or other
11 situations in accordance with 36 C.F.R. § 800.14(b).

12 **ROW** – Right-of-way

13 **Section 106** – Section 106 (54 USC § 306108) of the NHPA (54 USC 300301, *et seq.*) and its
14 implementing regulations (36 CFR Part 800) require federal agencies to take into account the
15 effects of their Undertakings on Historic Properties and to afford ACHP a reasonable opportunity
16 to comment.

17 **SHPO** – State Historic Preservation Office(r) (see 36 CFR § 801.5).

18 **Signatory** – A consulting party with legal and/or financial responsibilities relative to the
19 stipulations of this Agreement. Signatories have sole authority to execute this Agreement and,
20 together with the Invited Signatories, to amend or terminate this Agreement (36 CFR
21 § 800.6[c][1]).

22 **SR** – State Route

23 **State Historic Preservation Officer (SHPO)** – The official appointed or designated pursuant to
24 Section 101(b)(1) of the NHPA to administer the State Historic Preservation Program, or a
25 representative designated to act on behalf of the State Historic Preservation Officer (see 36 CFR
26 § 801.5).

27 **TCP** – Traditional cultural property (see *National Register Bulletin 38, Guidelines for Evaluating*
28 *and Documenting Traditional Cultural Properties*, revised 1998).

29 **THPO** – Tribal Historic Preservation Office(r) (54 USC § 302702).

30 **TI** – Traffic interchange

31 **Traditional Cultural Property (TCP)** – A property that is eligible for inclusion in the NRHP
32 because of its association with cultural practices or beliefs of a living community that are rooted
33 in that community’s history and important in maintaining the continuing cultural identity of the

1 community (see *National Register Bulletin 38, Guidelines for Evaluating and Documenting*
2 *Traditional Cultural Properties*, revised 1998).

3 **Tribal Historic Preservation Officer (THPO)** – The Tribal official appointed by the Tribe’s
4 chief governing authority or designated by a Tribal ordinance who has assumed the responsibilities
5 of the SHPO for purposes of Section 106 compliance on Tribal lands, in accordance with 54 USC
6 § 302702.

7 **Tribal Land** – 36 CFR 800.16(x): Tribal lands means within the exterior boundaries of any Indian
8 Reservation and all dependent Indian communities.

9 **Tribes** – With regard to this Undertaking, the Ak-Chin Indian Community, Gila River Indian
10 Community, Hopi Tribe, Pascua Yaqui Tribe, Salt River Pima-Maricopa Indian Community,
11 Tohono O’odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-
12 Apache Nation.

13 **Undertaking** – The Interstate 10: SR 202L (Santan) to SR 387, Arizona project (Program number
14 010-C(222)S; ADOT number 10 MA 161 F0252 01D).

15 **USC** – U.S. Code

16

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA

1 **SIGNATORIES**

2

3 Arizona Department of Transportation

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

9

10 Arizona State Historic Preservation Office

11

12 Signature: _____ Date: _____

13

14 Printed Name: _____ Title: _____

15

16

17 Gila River Indian Community, Tribal Historic Preservation Office

18

19 Signature: _____ Date: _____

20

21 Printed Name: _____ Title: _____

22

23

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **INVITED SIGNATORIES**

2

3 Arizona State Museum

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

9

10 Bureau of Indian Affairs, Pima Agency

11

12 Signature: _____ Date: _____

13

14 Printed Name: _____ Title: _____

15

16

17 Bureau of Indian Affairs, Western Regional Office

18

19 Signature: _____ Date: _____

20

21 Printed Name: _____ Title: _____

22

23

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 Ak-Chin Indian Community

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 City of Casa Grande

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 City of Chandler

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 City of Phoenix, Archaeology Section

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 City of Phoenix, Historic Preservation Office

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 Hopi Tribe

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 Maricopa County Department of Transportation

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 Pascua Yaqui Tribe

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 Pinal County

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 Pinal County Flood Control District

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 Salt River Pima-Maricopa Indian Community

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 San Carlos Irrigation Project

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 Tohono O’odham Nation

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 Tonto Apache Tribe

4

5 Signature: _____ Date: _____

6

7 Printed Name: _____ Title: _____

8

DRAFT

PROGRAMMATIC AGREEMENT

REGARDING

**INTERSTATE 10: SR 202L (Santan) TO SR 387, ARIZONA
PROJECT NO. 010-C(222)S, TRACS NO. 10 MA 161 F0252 01D
PINAL AND MARICOPA COUNTIES, ARIZONA**

1 **CONCURRING PARTY**

2

3 Yavapai-Apache Nation

4

5 Signature: _____ Date: _____

6

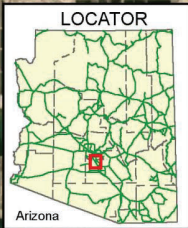
7 Printed Name: _____ Title: _____

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APPENDIX A: SITE AND LOCATION MAP



STUDY AREA: [I-10 Corridor: SR 202 (South Mountain) to SR 387] (I-10 MP161 - MP187)

◆ Mile post	~ State Highway System	▭ Study Area	N		Prepared by: Arizona Department of Transportation Multimodal Planning Division Transportation Analysis GIS Section 4057127883 November 2018	Note: The State of Arizona makes no claims concerning the accuracy of this map nor assumes any liability resulting from the use of the information herein.
~ Other Roads	- - - County Boundary	0 1.5 3 Miles				

APPENDIX B: Definitions

- 1
- 2 **327 MOU** – *The Memorandum of Understanding between the Federal Highway Administration*
3 *and the Arizona Department of Transportation Concerning the State of Arizona’s Participation*
4 *in the Surface Transportation Project Delivery Program Pursuant to 23 U.S.C. 327* (see
5 Attachment B), signed April 16, 2019.
- 6 **ACHP** – Advisory Council on Historic Preservation
- 7 **ADOT** – Arizona Department of Transportation
- 8 **Adverse Effect** – The direct, indirect, or cumulative alteration of any characteristic of an historic
9 property that qualify the property for inclusion in the NRHP, in a manner that would diminish
10 the integrity of the property's location, design, setting, materials, workmanship, feeling, or
11 association (36 CFR § 800.5[a][1]).
- 12 **Agreement, the** – *Programmatic Agreement among the Arizona Department Of Transportation,*
13 *Advisory Council On Historic Preservation, Arizona State Historic Preservation Officer, and*
14 *Gila River Indian Community Tribal Historic Preservation Officer Regarding Interstate 10: SR*
15 *202l (Santan) to SR 387, Arizona, Project No. 010-C(222)S, TRACS No. 10 MA 161 F0252 01D,*
16 *Pinal and Maricopa Counties, Arizona* (i.e., the document to which this glossary is appended).
- 17 **APE** – Area of potential effects
- 18 **Area of Potential Effects (APE)** – The geographic area or areas within which an undertaking
19 may directly or indirectly cause alterations in the character or use of historic properties, if any
20 such properties exist (36 CFR § 800.16[d]).
- 21 **ARS** – Arizona Revised Statutes
- 22 **CFR** – Code of Federal Regulations
- 23 **Class I Inventory** – An examination of existing records and databases to identify earlier
24 investigations and previously-recorded resources.
- 25 **Class II Survey** – A non-exhaustive field survey that either targets a representative sample of an
26 area or portions of a project area where cultural resources are anticipated.
- 27 **Class III Survey** – An intensive and systematic field survey or an area in order to identify and
28 record cultural resources.
- 29 **Community, the** – The Gila River Indian Community
- 30 **Concurring Party** – A consulting party which signs this Agreement but holds no legal or
31 financially responsibility stemming from the stipulations set forth in the Agreement (36 CFR
32 § 800.6[c][3]).
- 33 **Consultation** – The process of seeking, discussing, and considering the views of other
34 participants, and, where feasible, seeking agreement with them regarding matters that arise
35 during the Section 106 process (36 CFR § 800.16[f]).

- 1 **Consulting Party** – An agency, organization, tribe, or individual with a demonstrated interest in
2 the Undertaking, the APE, or historic properties within the APE and which or whom is engaged
3 by ADOT for the purpose of Section 106 consultation (see 36 CFR §§ 800.2 and 800.3[c]).
- 4 **Cultural Resource** – A landscape, district, location, feature, artifact, or object that was made,
5 modified, used, or deposited more than 50 years ago.
- 6 **Cultural Resource Inventory** – A formal effort to identify cultural resources within a given
7 area (see *Class I Inventory*, *Class II Survey*, and *Class III Survey*, above).
- 8 **Cumulative effects** are the impacts on cultural resources that result from the incremental impact
9 of the Undertaking when added to other past, present, and reasonably foreseeable future actions
10 regardless of what agency (federal or non-federal) or person undertakes such other actions (per
11 40 CFR § 1508.7).
- 12 **DCR** – Design Concept Report
- 13 **Design Concept Report (DCR)** – A DCR is an engineering report that documents the existing
14 conditions, the development of alternatives, the evaluation process, and the selection of the
15 preferred alternative. The DCR also provides a 15 percent level design for the preferred
16 alternative (unless the no-action alternative is preferred).
- 17 **Direct Effect** – An effect caused by the Undertaking at the same time (i.e., construction) and
18 place (i.e., APE) as the Undertaking, with no intervening cause, regardless of quantitative or
19 qualitative measures (40 CFR §§ 1508.8[a]—[b]; USCA Case 18-5179, D.C. Cir., March 1,
20 2019).
- 21 **EA** – Environmental Assessment
- 22 **Effects** – Changes resulting directly, indirectly, or cumulatively from the Undertaking. In the
23 context of Section 106, *effects* are generally considered in relation to those characteristics of an
24 historic property making it eligible for listing in the NRHP (see *direct effects*, *indirect effects*,
25 and *cumulative effects*).
- 26 **Environmental Assessment (EA)** – An EA is one of three possible environmental review
27 categories under NEPA. An EA is a concise, preliminary evaluation of potential consequences
28 prepared if there is uncertainty as to whether a proposed federal action (project) will have
29 significant effects on public health and the environment. The purpose of an EA is to determine
30 the significance of the environmental effects and to examine alternative means to achieve a
31 federal agency’s objectives. Generally, an EA must include a brief discussion of the need for the
32 proposal, alternative courses of action for any proposal, the environmental impacts of the
33 proposed action and alternatives, and a listing of agencies and persons consulted.
- 34 **Environmental Impact Statement (EIS)** – An EIS is one of three possible environmental
35 review categories under NEPA. An EIS is an evaluation of a federal agency’s proposed project
36 alternatives when it has been determined to significantly affect the quality of the human
37 environment. The regulatory requirements for an EIS are more detailed and rigorous than the
38 requirements for an EA.

- 1 **FHWA** – Federal Highway Administration
- 2 **Four Southern Tribes** – A cooperative collection of federally recognized tribes representing
3 O’odham populations in Arizona. The Four Southern Tribes consist of the Ak-Chin Indian
4 Community, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, and
5 Tohono O’odham Nation.
- 6 **Historic Property** – Any prehistoric or historic district, site, building, structure, or object
7 included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior.
8 This term includes artifacts, records, and remains that are related to and located within such
9 properties. The term includes properties of traditional religious and cultural importance to an
10 Indian Tribe or Native Hawaiian organization and that meet the NRHP criteria [36 CFR
11 § 800.16(l)(1)].
- 12 **Historic Properties Treatment Plan (HPTP)** – A document that details the procedures and
13 techniques for resolving adverse effects on historic properties within the APE through avoidance,
14 minimization, and/or mitigation.
- 15 **HPTP** – Historic properties treatment plan
- 16 **I-10** – Interstate 10
- 17 **Indian Tribe** – An organized group or community which is recognized as eligible for the special
18 programs and services provided by the United States to Indians because of their status thereas,
19 pursuant to 36 CFR § 800.16(m).
- 20 **Indirect Effect** – A reasonably foreseeable effect that while engendered by the Undertaking
21 occurs later in time (i.e., after construction) or is farther removed in distance (i.e., beyond the
22 APE) (40 CFR §§ 1508.8[a]—[b]; USCA Case 18-5179, D.C. Cir., March 1, 2019).
- 23 **Invited Signatory** – A consulting party which, upon signing this Agreement, has the authority to
24 amend and terminate this Agreement. Invited signatories have legal responsibilities associated
25 with the Undertaking (but not the Agreement) and compliance responsibilities pursuant to the
26 NHPA, Arizona’s State Historic Preservation Act, or the Arizona Antiquities Act (36 CFR
27 800.6[c][2]).
- 28 **MDP** – Monitoring and discovery plan
- 29 **Monitoring and Discovery Plan (MDP)** – A formal methodology for the physical monitoring
30 of ground disturbance in order avoid, minimize, or mitigate adverse effects of the Undertaking.
31 An MDP also establishes procedures to follow in the event that previously undiscovered cultural
32 resources are encountered during the Undertaking. An MDP may include measures, plans, or
33 permits developed specifically to address the handling of human remains pursuant to 43 CFR
34 § 10 and/or 41 ARS § 844.
- 35 **MOU** – Memorandum of understanding
- 36 **MP** – Milepost

1 **National Register of Historic Places (NRHP)** – The official list of the nation’s prehistoric and
2 historic places worthy of preservation, including districts, cultural resources, buildings,
3 structures, and objects significant in American history, architecture, archaeology, engineering,
4 and culture and that is maintained by the Secretary of the Interior (see 36 CFR § 60.4).

5 **NEPA** – National Environmental Policy Act (42 USC § 4321 *et seq.*)

6 **NHPA** – National Historic Preservation Act (54 USC § 300301, *et seq.*)

7 **Program** – FHWA’s Federal-Aid Highway Program (23 USC § 48)

8 **Programmatic Agreement (PA)** – A document that records the terms and conditions agreed
9 upon to resolve the potential adverse effects of a federal agency program, complex project, or
10 other situations in accordance with 36 C.F.R. § 800.14(b).

11 **ROW** – Right-of-way

12 **Section 106** – Section 106 (54 USC § 306108) of the NHPA (54 USC 300301, *et seq.*) and its
13 implementing regulations (36 CFR Part 800) require federal agencies to take into account the
14 effects of their undertakings on historic properties and to afford ACHP a reasonable opportunity
15 to comment.

16 **SHPO** – State Historic Preservation Office(r) (see 36 CFR § 801.5).

17 **Signatory** – A consulting party with legal and/or financial responsibilities relative to the
18 stipulations of this Agreement. Signatories have sole authority to execute this Agreement and,
19 together with the Invited Signatories, to amend or terminate this Agreement (36 CFR
20 § 800.6[c][1]).

21 **SR** – State Route

22 **State Historic Preservation Officer (SHPO)** – The official appointed or designated pursuant to
23 Section 101(b)(1) of the NHPA to administer the State Historic Preservation Program, or a
24 representative designated to act on behalf of the State Historic Preservation Officer (see 36 CFR
25 § 801.5).

26 **TCP** – Traditional cultural property (see *National Register Bulletin 38, Guidelines for*
27 *Evaluating and Documenting Traditional Cultural Properties*, revised 1998).

28 **THPO** – Tribal Historic Preservation Office(r) (54 USC § 302702).

29 **TI** – Traffic interchange

30 **Traditional Cultural Property (TCP)** – A property that is eligible for inclusion in the NRHP
31 because of its association with cultural practices or beliefs of a living community that are rooted
32 in that community’s history and important in maintaining the continuing cultural identity of the
33 community (see *National Register Bulletin 38, Guidelines for Evaluating and Documenting*
34 *Traditional Cultural Properties*, revised 1998).

1 **Tribal Historic Preservation Officer (THPO)** – The Tribal official appointed by the Tribe’s
2 chief governing authority or designated by a Tribal ordinance who has assumed the
3 responsibilities of the SHPO for purposes of Section 106 compliance on Tribal lands, in
4 accordance with 54 USC § 302702.

5 **Tribes** – With regard to this Undertaking, the Ak-Chin Indian Community, Gila River Indian
6 Community, Hopi Tribe, Pascua Yaqui Tribe, Salt River Pima-Maricopa Indian Community,
7 Tohono O’odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-
8 Apache Nation

9 **Undertaking** – The Interstate 10: SR 202L (Santan) to SR 387, Arizona project (Program
10 number 010-C(222)S; ADOT number 10 MA 161 F0252 01D).

11 **USC** – U.S. Code

12

Appendix B: Historic Property Treatment Plan Minimum Elements

Pursuant to Stipulation II.H.5.i of this Agreement, all Tier 2 historic property treatment plans (HPTPs) shall include, but not be limited to, the following elements:

1. Specification of all historic properties (*sensu* 36 Code of Federal Regulations [CFR] 800.16[l][1]) to be affected by the project, including:
 - a. The criterion or criteria under which said properties have been listed in or deemed eligible for listing in the National Register of Historic Places (NRHP), pursuant to 36 CFR § 60.4; and
 - b. The scale and nature of anticipated effects upon said properties, taking into account direct, indirect, and cumulative aspects; and
 - c. A summary of past recordings, research, evaluation, and treatment of said properties.

2. Specification of all cultural resources to be affected by the project that have not been evaluated for their NRHP eligibility, including:
 - a. The scale and nature of anticipated effects upon said resources, taking into account direct, indirect, and cumulative aspects; and
 - b. A summary of past recordings, research, evaluative efforts, and treatment of said resources.

3. A detailed description of:
 - a. The treatment(s) proposed to resolve adverse effects to historic properties, portions of historic properties, unevaluated cultural resources, or portions thereof; and
 - b. The rationale for the choice of proposed treatment(s); and
 - c. Consideration given to the property or resource's setting, including but not limited to:
 - i. Viewshed; and
 - ii. Ambient noise; and
 - iii. Atmospheric conditions; and
 - iv. Vibration; and
 - v. Ambiance created by, contributed to, or associated with the property or resource; and
 - vi. Any and all qualities or characteristics that contribute to the property or resource's significance in general or NRHP eligibility in particular.

4. A statement of ADOT's intent to recover a reasonable sample of intact archaeological deposits from NRHP-eligible sites (or those which have not been evaluated for their NRHP eligibility) that

the agency determines, through the process set forth in Stipulation II.G of this Agreement (*Assessment of Effects*), may be adversely affected by the implementation of the Tier 2 project.

5. Provisions for the creation and dissemination, to the professional community and general public, of informative materials based on the results of the proposed treatment.
 - a. All such materials shall conform to the terms and conditions of the:
 - i. Archaeological Resources Protection Act (ARPA; 16 U.S. Code [USC] §§ 470aa—mm)
 - ii. Executive Order 13007, “Sacred Sites” (61 Federal Register 26771)
 - iii. Freedom of Information Act (5 USC § 552)
 - b. Notwithstanding the provisions of:
 - i. Section 304 (54 USC § 307103) of the NHPA (54 USC 300301, *et seq.*)
 - ii. Section 9(a) of ARPA (16 USC §§ 470cc[d] and 470hh) and its implementing regulation (43 CFR § 7.18)
 - iii. 36 CFR § 800.11(c)
 - iv. Arizona Revised Statutes Title 39 § 125
 - v. Stipulation II.K of this Agreement
6. A monitoring and discovery plan (MDP) which shall include procedures for:
 - a. Monitoring construction activities; and
 - b. Evaluating unanticipated archaeological discoveries; and
 - c. Treating unanticipated archaeological discoveries or newly-identified historic properties; and
 - d. Communication between ADOT, the Arizona State Museum (ASM), State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), and/or public agencies with jurisdiction over the discovery location, as appropriate; and
 - e. Consultation with consulting parties in general and consulting tribes in particular, pursuant to such discoveries.
7. Permits and authorizations that either have been obtained, will be necessary, or may be necessary in order to implement the HPTP and Stipulation II.H of this Agreement. This list shall indicate:
 - a. The statutes mandating such permits or authorizations; and

- b. The conditions or circumstances under which such permit or authorization is or may be required; and
 - c. The issuing agency, identifying number, date of issuance, and duration of authority; and
 - d. The current status of application or procurement; and
 - e. The schedule for procurement of permits or authorizations to be sought; and
8. Appropriate research issues and questions to be addressed through the recovery of data, accompanied by:
- i. The rationale for the consideration of such issues and questions
 - ii. Past research efforts bearing upon these issues and questions
 - iii. An historic context, or contexts to guide the focus of the research
 - iv. An explanation of why it is in the public interest to address those research issues
 - v. The data needed to adequately approach the issues and answer the questions
 - vi. How collected data will be used to address the issues and questions
 - vii. The process whereby the research issues and questions may be refined to reflect the information gathered during the implementation of Stipulation II.H of this Agreement (*Treatment of Historic Properties*).
9. The methods to be used in fieldwork and analyses, including an explanation of why such methods are feasible, appropriate, and relevant to the research issues and questions.
10. The methods to be used for data management, security, and dissemination.
11. The procedures by which recovered materials and records will be curated, taking into account the expressed wishes of consulting Tribes, the Secretary of the Interior's standards for curation (36 CFR Part 79), and policies and guidance from ASM and the agencies or tribes having jurisdiction of the site's location.
12. A schedule for providing consulting parties with periodic updates on the implementation of the HPTP.
13. A protocol for the treatment of human remains, in the event that such remains are discovered, describing methods and procedures for the recovery, analysis, treatment, and disposition of human remains, associated funerary objects, and objects of cultural patrimony. This protocol will:
- a. Reflect concerns and/or conditions identified as a result of consultations among parties to this Agreement, including Native American tribes; and
 - b. Will be consistent with the ASM burial agreement for state lands; and

- c. Will be consistent with the Native American Graves Protection and Repatriation Act (NAGPRA; 25 USC § 3001 *et seq.*) for federal or tribal lands
14. A proposed schedule for project tasks, including a schedule for the submission of preliminary and final archaeological reports, including draft and revised editions, to all consulting parties.
15. A consultation protocol relative to phased data recovery, if necessary.
16. A public involvement plan that includes benefits to the public.
17. Minimum qualifications for all persons implementing the HPTP (e.g., excavators, monitors, historic architects, architectural historians, laboratory analysts, report preparers) and supervisory personnel.
18. Opportunities for members of consulting Native American tribes and representatives from consulting agencies to visit the site prior to, during, and/or after data collection efforts.
19. Protocols for the development and implementation, in coordination with consulting Native American tribes, of cultural sensitivity training, including a comprehensive list of occupational categories subject to attendance.
20. A curation agreement which ensures that:
 - i. All materials (other than Native American human remains and grave-associated objects) and records collected or produced during the implementation of the HPTP on public or Tribal lands will be maintained in accordance with 36 CFR Part 79.
 - ii. All materials (other than Native American human remains and grave-associated objects) recovered during the implementation of the HPTP on privately owned lands will be maintained in accordance with 36 CFR 79 until their analysis is completed, and thereafter returned to their owners.
 - iii. Native American human remains and grave-associated objects encountered during the implementation of the HPTP will be:
 1. Treated with respect and in accordance with the expressed wishes of consulting Native American tribes
 2. Cared for in accordance with 36 CFR Part 79, notwithstanding any reasonable departures requested by consulting Native American tribes
 3. Repatriated, as efficiently as possible, in accordance with NAGPRA.

**MEMORANDUM OF UNDERSTANDING BETWEEN
THE FEDERAL HIGHWAY ADMINISTRATION AND THE
ARIZONA DEPARTMENT OF TRANSPORTATION CONCERNING THE
STATE OF ARIZONA'S PARTICIPATION IN THE SURFACE TRANSPORTATION PROJECT
DELIVERY PROGRAM PURSUANT TO 23 U.S.C. 327**

THIS MEMORANDUM OF UNDERSTANDING (MOU) entered into by and between the FEDERAL HIGHWAY ADMINISTRATION (FHWA), an administration in the UNITED STATES DEPARTMENT OF TRANSPORTATION (DOT), and the STATE OF ARIZONA, acting by and through its ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT), hereby provides as follows:

WITNESSETH

Whereas, Section 327 of Title 23 of the United States Code (U.S.C.) establishes the Surface Transportation Project Delivery Program (Program) that allows the Secretary of the United States Department of Transportation (DOT Secretary) to assign and States to assume the DOT Secretary's responsibilities under the National Environmental Policy Act of 1969, 42 U.S.C. 4321, et seq. (NEPA), and all or part of the DOT Secretary's responsibilities for environmental review, consultation, or other actions required by Federal environmental law with respect to highway, public transportation, railroad, and multimodal projects within the State; and

Whereas, 23 U.S.C. 327(b)(2) requires a State to submit an application in order to participate in the Program; and

Whereas, on June 29, 2018, prior to submittal of its application to FHWA, ADOT published notice of, and solicited public comment on, its draft application to participate in the Program as required by 23 U.S.C. 327(b)(3), and addressed the comments received as appropriate; and

Whereas, Arizona Revised Statutes (A.R.S.) § 28-334(C) authorizes ADOT to participate in the Program; and

Whereas, on November 16, 2018, the State of Arizona acting by and through ADOT, submitted an application to FHWA with respect to highway projects in the State of Arizona ; and

Whereas, on February 11, 2019, FHWA published a notice in the *Federal Register* providing an opportunity for comment on its preliminary decision to approve ADOT's application and solicited the views of other appropriate Federal agencies concerning ADOT's application as required by 23 U.S.C. 327(b)(5); and

Whereas, the DOT Secretary, acting by and through FHWA pursuant to 49 CFR 1.85(a)(3), has determined that ADOT's application meets the requirements of 23 U.S.C. 327 with respect to the Federal environmental laws and highway projects identified in this MOU.

Now, therefore, FHWA and ADOT agree as follows:

PART 1. PURPOSE OF MEMORANDUM OF UNDERSTANDING

1.1 Purpose

- 1.1.1 This MOU officially approves ADOT's application to participate in the Program and is the written agreement required by 23 U.S.C. 327(a)(2)(A) and (c) under which the DOT Secretary may assign, and ADOT may assume, the responsibilities of the DOT Secretary for Federal environmental laws with respect to one or more highway projects within the State of Arizona.
- 1.1.2 FHWA's decision to execute this MOU is based upon the information, representations, and commitments contained in ADOT's November 16, 2018, application. As such, this MOU incorporates the application. To the extent there is any conflict between this MOU and the application, this MOU shall control.
- 1.1.3 This MOU shall be effective upon the date of the final signature (Effective Date).
- 1.1.4 This MOU does not supersede the existing MOU between FHWA and ADOT under which FHWA assigned its responsibilities to ADOT, pursuant to 23 U.S.C. 326, for determining whether certain projects qualify for Categorical Exclusions ("CE") and assigned certain other responsibilities for those projects ("Section 326 MOU"). The FHWA and ADOT initially executed the Section 326 MOU on January 3, 2018.
- 1.1.5 Pursuant to 23 U.S.C. 327(c)(3)(B) and 327(c)(3)(C), and subpart 4.3 of this MOU, third parties may challenge ADOT's action in carrying out environmental review responsibilities assigned under this MOU. Otherwise, this MOU is not intended to, and does not, create any new right or benefit, substantive or procedural, enforceable at law or in equity by any third party against the State of Arizona, its departments, agencies, or entities, its officers, employees, or agents. This MOU is not intended to, and does not, create any new right or benefit, substantive or procedural, enforceable at law or in equity by any third party against the United States, its departments, agencies, or entities, its officers, employees, or agents.

PART 2. [RESERVED]

PART 3. ASSIGNMENTS AND ASSUMPTIONS OF RESPONSIBILITY

3.1 Assignments and Assumptions of NEPA Responsibilities

- 3.1.1 Pursuant to 23 U.S.C. 327(a)(2)(A), on the Effective Date of this MOU, FHWA assigns, and ADOT assumes, subject to the terms and conditions set forth in 23 U.S.C. 327 and this MOU, all of the DOT Secretary's responsibilities for compliance with the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321, et seq., with respect to the highway projects specified under subpart 3.3. This includes statutory provisions, regulations, policies, and guidance related to the implementation of NEPA for Federal-aid highway projects such as 23 U.S.C. 139, 40 CFR parts 1500—1508, DOT Order 5610.1C, and 23 CFR part 771, as applicable.
- 3.1.2 On the cover page of each Environmental Assessment (EA), Finding of No Significant Impact (FONSI), Environmental Impact Statement (EIS), and Record of Decision (ROD) prepared under the authority granted by this MOU, and for memoranda corresponding to any CE determination it makes, ADOT shall insert the following language in a way that is conspicuous to the reader:

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

- 3.1.3 ADOT shall disclose to the public, Tribes and agencies, as part of Agency outreach and public involvement procedures, including any Notice of Intent or scoping meeting notice, the disclosure in subpart 3.1.2 above.

3.2 Assignments and Assumptions of Responsibilities to Comply with Federal Environmental Laws Other Than NEPA

- 3.2.1 Pursuant to 23 U.S.C. 327(a)(2)(B), on the Effective Date of this MOU, FHWA assigns and ADOT assumes, subject to the terms and conditions set forth in this MOU, all of the DOT Secretary's responsibilities under NEPA for environmental review, reevaluation, consultation, or other action pertaining to the review or approval of highway projects specified under subpart 3.3 of this MOU, required under the following Federal environmental laws:

Air Quality

- Clean Air Act, 42 U.S.C. 7401—7671q, with the exception of project level conformity determinations

Executive Orders (E.O.) Relating to Highway Projects

- E.O. 11988, Floodplain Management (except approving design standards and determinations that a significant encroachment is the only practicable alternative under 23 CFR parts 650.113 and 650.115)
- E.O. 11990, Protection of Wetlands
- E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations
- E.O. 13112, Invasive Species, as amended by E.O. 13751, Safeguarding the Nation from the Impacts of Invasive Species
- E.O. 13807 Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure

FHWA-Specific

- Efficient Project Reviews for Environmental Decision Making, 23 U.S.C. 139
- Environmental Impact and Related Procedures, 23 CFR part 771
- Planning and Environmental Linkages, 23 U.S.C. 168, with the exception of those FHWA responsibilities associated with 23 U.S.C. 134 and 135
- Programmatic Mitigation Plans, 23 U.S.C. 169, with the exception of those FHWA responsibilities associated with 23 U.S.C. 134 and 135

Hazardous Materials Management

- Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. 9601—9675

- Resource Conservation and Recovery Act, 42 U.S.C. 6901—6992k
- Superfund Amendments and Reauthorization Act, 42 U.S.C. 9671—9675

Historic and Cultural Resources

- Archeological and Historic Preservation Act of 1974, as amended, 54 U.S.C. 312501—312508
- Archeological Resources Protection Act of 1979, 16 U.S.C. 470(aa)—(mm)
- Native American Grave Protection and Repatriation Act, 25 U.S.C. 3001—3013; 18 U.S.C. 1170
- Section 106 of the National Historic Preservation Act of 1966, as amended, 54 U.S.C. 306101 et seq.
- 23 U.S.C. 138 and Section 4(f) of the Department of Transportation Act of 1966, 49 U.S.C. 303 and implementing regulations at 23 CFR part 774

Noise

- Compliance with the noise regulations in 23 CFR part 772
- Noise Control Act of 1972, 42 U.S.C. 4901—4918

Parklands and Other Special Land Uses

- Land and Water Conservation Fund Act, 54 U.S.C. 200302—200310
- Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. 138, 49 U.S.C. 303 and implementing regulations at 23 CFR part 774

Social and Economic Impacts

- American Indian Religious Freedom Act, 42 U.S.C. 1996
- Farmland Protection Policy Act (FPPA), 7 U.S.C. 4201—4209

Water Resources and Wetlands

- Clean Water Act, 33 U.S.C. 1251-1387 (Sections 319 and 401, 402, 404 and 408)
- Emergency Wetlands Resources Act, 16 U.S.C. 3901 and 3921
- FHWA wetland and natural habitat mitigation regulations, 23 CFR part 777
- Flood Disaster Protection Act, 42 U.S.C. 4001—4130
- Rivers and Harbors Act of 1899, 33 U.S.C. 403
- Safe Drinking Water Act, 42 U.S.C. 300f—300j-26
- Wetlands Mitigation, 23 U.S.C. 119(g) and 133(b)(14)
- Wild and Scenic Rivers Act, 16 U.S.C. 1271—1287

Wildlife

- Fish and Wildlife Coordination Act, 16 U.S.C. 661—667d

- Migratory Bird Treaty Act, 16 U.S.C. 703—712
- Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d)
- Section 7 of the Endangered Species Act of 1973, 16 U.S.C. 1531-1544

3.2.2 In accordance with 23 U.S.C. 327(a)(2)(D), any FHWA environmental review responsibility not explicitly listed above and assumed by ADOT shall remain the responsibility of FHWA unless the responsibility is added by written agreement of the parties through the amendment process established in Part 14 of this MOU and pursuant to 23 CFR 773.113(b). This provision shall not be interpreted to abrogate ADOT's responsibilities to comply with the requirements of any Federal environmental laws that apply directly to ADOT independent of FHWA's involvement (through Federal assistance or approval).

3.2.3 The DOT Secretary's responsibilities for government-to-government consultation with Indian tribes, as defined in 36 CFR 800.16(m), are not assigned to or assumed by ADOT under this MOU. The FHWA remains responsible for government-to-government consultation, including initiation of government-to-government consultation consistent with E.O. 13175 - Consultation and Coordination with Indian Tribal Governments, unless otherwise agreed as described below. A notice from ADOT to an Indian tribe advising the tribe of a proposed activity is not considered "government-to-government consultation" within the meaning of this MOU. If a project-related concern or issue is raised in a government-to-government consultation process with an Indian tribe, as defined in 36 CFR 800.16(m), and is related to NEPA or another Federal law for which ADOT has assumed responsibilities under this MOU, and either the Indian tribe or FHWA determines that the issue or concern will not be satisfactorily resolved by ADOT, then FHWA may withdraw the assignment of all or part of the responsibilities for processing the project. In this case, the provisions of subpart 9.1 of this MOU concerning FHWA initiated withdrawal of an assigned project or part of an assigned project will apply.

This MOU is not intended to abrogate, or prevent future entry into, an agreement among ADOT, FHWA, and a Tribe under which the Tribe agrees to allow ADOT to consult for highway projects in Arizona. However, such agreements are administrative in nature and do not relieve FHWA of its legal responsibility for government-to-government consultation.

3.2.4 Nothing in this MOU shall be construed to permit ADOT's assumption of the DOT Secretary's responsibilities for conformity determinations required by Section 176 of the Clean Air Act (42 U.S.C. 7506) or any responsibility under 23 U.S.C. 134 or 135, or under 49 U.S.C. 5303 or 5304.

3.2.5 The assignment under this part does not alter the scope and terms of Section 326 MOU signed on January 3, 2018, between ADOT and FHWA. As applicable ADOT will conduct all environmental reviews authorized under the terms of that MOU.

3.2.6 Included in each consultation letter that is submitted with any biological evaluation or assessment, historic properties or cultural resources report, Section 4(f) evaluation, or other analyses prepared under the authority granted by this MOU, ADOT shall insert the following language in a way that is conspicuous to the reader or include in a project record:

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

- 3.2.7 ADOT shall disclose to the public, Tribes and agencies, as part of Agency outreach and public involvement procedures, the disclosure in subpart 3.2.6 of this MOU.
- 3.2.8 ADOT will continue to adhere to the original terms of Biological Opinions, Memoranda of Agreement, Programmatic Agreements, other agreements with terms, and conditions, and any other commitments that were the result of the environmental review process and consultations prior to the execution of this MOU as long as these terms are not amended or revised. Any revisions or amendments to these agreements made after the Effective Date of this MOU would be ADOT's responsibility. ADOT agrees to assume FHWA's environmental review role and responsibilities as identified in existing interagency agreements among ADOT, FHWA, and other Federal or State agencies, and/or negotiate new agreements, if needed. ADOT agrees to assume FHWA's responsibilities of ongoing consultations as of the Effective Date of this MOU.
- 3.2.9 ADOT will not make any determination that an action constitutes a constructive use of a publicly owned park, public recreation area, wildlife refuge, waterfowl refuge, or historic site under 49 U.S.C. 303 / 23 U.S.C. 138 [Section 4(f)] without first consulting with FHWA and obtaining FHWA's approval of such determination.

3.3 Highway Projects

- 3.3.1 Except as provided in subpart 3.3.2 of this MOU or otherwise specified in this subpart, the assignments and assumptions of the DOT Secretary's responsibilities under subparts 3.1 and 3.2 of this MOU shall apply to the environmental review, consultation, or any other action pertaining to the environmental review or approval of the following classes of highway projects located within the State of Arizona. The definition of "highway project" is found at 23 CFR 773.103, and for purposes of this MOU, "highway project" includes eligible preventative maintenance activities. ADOT shall conduct any reevaluation required by 23 CFR 771.129 for projects for which construction is not completed prior to the date of this MOU in accordance with the provisions of this MOU. Prior to approving any CE determination, finding of no significant impact FONSI, final EIS, or final EIS/ROD, ADOT shall ensure and document that for any proposed project the design concept, scope, and funding are consistent with the current Transportation Improvement Program (TIP), Regional Transportation Plan (RTP), or Metropolitan Transportation Plan (MTP), as applicable.
- A. All Class I, or EIS projects, that are funded by FHWA or require FHWA approvals. This assignment does not include the environmental review associated with the development and approval of the Draft EIS, Final EIS, and ROD for the following projects:
- a. South Mountain Freeway
 - b. Interstate 11 (I-11) Corridor Tier 1 EIS, Nogales to Wickenburg
 - c. Sonoran Corridor Tier 1 Environmental Impact Statement
- B. All Class II, or CE projects, that are funded by FHWA or require FHWA approvals, and that do not qualify for assignment of responsibilities pursuant to ADOT's Section 326 MOU.
- C. All Class III, or EA projects, that are funded by FHWA or require FHWA approvals. This assignment does not include the environmental review associated with the development and approval of the EA and FONSI for the following project:
- a. State Route 303; I-10 to SR 30
- D. Projects funded by other Federal agencies [or projects without any Federal funding] that also require FHWA approvals. For these projects, ADOT would not assume the NEPA responsibilities of other Federal agencies. However, ADOT may use or adopt

another Federal agency's NEPA analysis or documents consistent with 40 CFR parts 1500—1508, current law, and DOT and FHWA regulations, policies, and guidance.

- E. Except the South Mountain Freeway, projects excluded under this section will be retained by FHWA until the expiration of the statute of limitations period with respect to projects for which a limitation of claims notice will be issued under 23 U.S.C. 139(l), or until the completion of the NEPA process with respect to projects for which such notice will not be issued. ADOT agrees to be responsible for any re-evaluations needed under 23 CFR 771.129 or other environmental reviews needed for such projects thereafter. FHWA will retain responsibility for the South Mountain Freeway EIS until the project is complete.

3.3.2 The following are specifically excluded from the list in subpart 3.3.1 of highway projects:

- A. Any Federal Lands Highway projects authorized under 23 U.S.C. 202, 203, 204, and FAST Act Section 1123, unless such projects will be designed and constructed by ADOT.
- B. Any project that crosses or is adjacent to international boundaries. For purposes of this MOU, a project is considered "adjacent to international boundaries" if it requires the issuance of a new or the modification of an existing, Presidential Permit by the U.S. Department of State.
- C. Any highway project that crosses State boundaries.
- D. Projects advanced by direct recipients of Federal-aid Highway funds other than ADOT, including but not limited to:
 - 1. Transportation Investment Generating Economic Recovery (TIGER) and Better Utilizing Investments to Leverage Development (BUILD) discretionary grants and other competitive grant programs; and
 - 2. Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program.

3.4 Limitations

- 3.4.1 As provided at 23 U.S.C. 327(e), ADOT shall be solely responsible and solely liable for carrying out, in lieu of and without further approval by FHWA, all of the responsibilities it has assumed under this MOU.
- 3.4.2 As provided at 23 U.S.C. 327(a)(2)(D), any highway project or responsibility of the DOT Secretary that is not explicitly assumed by ADOT under subpart 3.3.1 of this MOU remains the responsibility of the DOT Secretary.

PART 4. CERTIFICATIONS AND ACCEPTANCE OF JURISDICTION

4.1 Certifications

4.1.1 ADOT hereby makes the following certifications:

- A. ADOT has the legal authority to accept all the assumptions of responsibility identified in this MOU;
- B. ADOT has the legal authority to take all actions necessary to carry out all of the responsibilities it has assumed under this MOU;
- C. ADOT has the legal authority to execute this MOU;
- D. The State of Arizona has laws in effect that are comparable to the Freedom of Information Act (FOIA) at 5 U.S.C. 552, and those laws are found in the Arizona Public Records Law (A.R.S. § 39-101 *et seq*); and

- E. The Arizona Public Records Law provides that any decision regarding the public availability of a document under that Act is reviewable by an Arizona court of competent jurisdiction.

4.2 State Commitment of Resources

4.2.1 As required by 23 U.S.C. 327(c)(3)(D), ADOT will maintain the financial resources necessary to carry out the responsibilities it is assuming. ADOT asserts, and FHWA agrees, that the summary of financial resources contained in ADOT's application, dated November 16, 2018, appears to be adequate for this purpose. Should FHWA determine, after consultation with ADOT, that ADOT's financial resources are inadequate to carry out the DOT Secretary's responsibilities, ADOT will take appropriate action to obtain the additional financial resources needed to carry out these responsibilities. If ADOT is unable to obtain the necessary additional financial resources, ADOT shall inform FHWA, and this MOU will be amended to assign only the responsibilities that are commensurate with ADOT's financial resources.

4.2.2 Similarly, ADOT has and will maintain adequate organizational and staff capability, including competent and qualified consultants where necessary or desirable, to effectively carry out the responsibilities it has assumed under this MOU. This includes, without limitation:

- A. Using appropriate environmental, technical, legal, and managerial expertise;
- B. Devoting adequate staff resources; and
- C. Demonstrating, in a consistent manner, the capacity to perform ADOT's assumed responsibilities under this MOU and applicable Federal laws.

Should FHWA determine, after consultation with ADOT, that ADOT's organizational and staff capability is inadequate to carry out the DOT Secretary's responsibilities, ADOT will take appropriate action to obtain adequate organizational and staff capability to carry out these responsibilities. If ADOT is unable to obtain adequate organizational and staff capability, ADOT shall inform FHWA, and the MOU will be amended to assign only the responsibilities that are commensurate with ADOT's available organizational and staff capability. Should ADOT choose to meet these requirements, in whole or in part, with consultant services, including outside counsel, ADOT shall maintain on its staff an adequate number of trained and qualified personnel, including counsel provided by the State of Arizona Office of Attorney General, to oversee the consulting work.

4.2.3 When carrying out the requirements of Section 106 of the National Historic Preservation Act (NHPA), as amended, ADOT staff (including consultants) shall comply with 36 CFR 800.2(a)(1). All actions that involve identification, evaluation, analysis, recording, treatment, monitoring, or disposition of historic properties, or that involve the reporting or documentation (including 36 CFR 800.11) of such actions in the form of reports, forms, or other records, shall be carried out by or under the direct supervision of a person or persons who meet the Secretary of the Interior's Professional Qualifications Standards (36 CFR part 61, Appendix A). ADOT shall ensure that all documentation required under 36 CFR 800.11 is reviewed and approved by a staff member or consultant who meets the Professional Qualifications Standards.

4.2.4 As part of its commitment of resources, ADOT will continue to develop, implement and update its manuals and procedures which are not subject to FHWA review or approval, to support appropriate environmental analysis and decision-making under NEPA and associated laws and regulations. ADOT recognizes it is solely responsible for the

manuals and procedures for compliance with responsibilities assigned in this MOU and for establishing policy and guidance to implement its program.

4.3 Federal Court Jurisdiction

- 4.3.1 As required under 23 U.S.C. 327(c)(3)(B), and authorized by Arizona Statute § 28-334(C), ADOT hereby expressly consents, on behalf of the State of Arizona, to accept the jurisdiction of the Federal courts in cases that involve the compliance, discharge, and enforcement of any responsibility of the DOT Secretary assumed by ADOT under Part 3 of this MOU. The consent to Federal court jurisdiction shall remain valid after termination of this MOU, or FHWA's withdrawal of assignment of the DOT Secretary's responsibilities, for any decision or approval made by ADOT pursuant to an assumption of responsibility under this MOU. ADOT understands and agrees that, in accordance with 23 U.S.C. 327(d)(1), the United States district court shall have exclusive jurisdiction over any civil action against the State of Arizona alleging a failure to carry out any responsibility assumed under this MOU, which constitutes a limited waiver of the State of Arizona's immunity under the Eleventh Amendment to the U.S. Constitution.

PART 5. APPLICABILITY OF FEDERAL LAW

5.1 Procedural and Substantive Requirements

- 5.1.1 As provided at 23 U.S.C. 327(a)(2)(C), in assuming the DOT Secretary's responsibilities under this MOU, ADOT shall be subject to the same procedural and substantive requirements that apply to the DOT Secretary in carrying out these responsibilities. Such procedural and substantive requirements include, but are not limited to, Federal statutes and regulations; Executive Orders issued by the President of the United States; DOT Orders; Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR parts 1500—1508); FHWA Orders, guidance, and policy issued by CEQ, Office of Management and Budget (OMB), DOT, or FHWA (e.g., Guidance Establishing Metrics for the Permitting and Environmental Review of Infrastructure Projects); and any applicable Federal court decisions, and, subject to subpart 5.1.4 of this MOU, interagency agreements, and other similar documents that relate to the environmental review process, (e.g., 2015 Red Book - Synchronizing Environmental Reviews for Transportation and Other Infrastructure Projects). Official DOT and FHWA guidance and policies relating to environmental review are posted on FHWA's Website, contained in the FHWA Environmental Guidebook, published in the *Federal Register*, or sent to ADOT electronically or in hard copy.

ADOT has reviewed the 2014 MOA between the U.S. Coast Guard (USCG) and FHWA and understands that by accepting FHWA's NEPA responsibilities, it also agrees to perform FHWA's obligations set forth in the MOU between DOT and USCG and the MOA between FHWA and USCG.

- 5.1.2 The FHWA will use its best efforts to ensure that any new or revised Federal policy or guidance, which are final and applicable to FHWA's responsibilities under NEPA and other laws that are assumed by ADOT under this MOU, are communicated to ADOT within 10 business days of issuance. Delivery may be accomplished by e-mail, Web posting (with e-mail or mail to ADOT notifying of Web posting), mail, or publication in the *Federal Register* (with e-mail or mail to ADOT notifying of publication). If communicated to ADOT by e-mail or mail, such material will be sent to ADOT's Environmental Planning Administrator. When FHWA is considering changes to the Program or changes that may or will impact ADOT's assumed responsibilities or resources, FHWA shall seek input from ADOT. In the event a new or revised FHWA policy or guidance is not made available to

ADOT as described in this subpart, and if ADOT had no knowledge of such policy or guidance, then a failure by ADOT to comply with such Federal policy or guidance will not be a basis for termination of this MOU or a negative audit finding under this MOU.

- 5.1.3 ADOT will coordinate with Federal resource agencies concerning applicable laws, formal guidance, and policies that such other Federal agencies are responsible for administering with respect to ADOT's highway projects and the assumption of responsibilities under this MOU.

Within six (6) months of the Effective Date of this MOU, ADOT will work with FHWA and the resource agencies to modify existing interagency agreements. Such actions may include:

- A. Obtaining written consent to the continuation of an interagency agreement in its existing form, but with the substitution of ADOT for FHWA; or
- B. Amending an interagency agreement as needed so that the interagency agreement continues but that ADOT assumes FHWA's responsibilities.

If an affected agency does not agree to modify an interagency agreement then, to the extent permitted by applicable law and regulation, ADOT will carry out the assumed environmental review, consultation, or other related activity in accordance with applicable laws and regulations but without the benefit of the provisions of the interagency agreement.

- 5.1.4 ADOT may enter into an interagency agreement with a Federal, State, Tribal, or local agency regarding appropriate processes and procedures to carry out the project-specific responsibilities assumed under this MOU. Although FHWA is not required to be a signatory, such an interagency agreement must conform with all provisions of this MOU, especially subpart 5.2.1.
- 5.1.5 Upon termination of this MOU, ADOT and FHWA shall contact the Federal resource agency to determine whether any interagency agreement should be amended or reinstated as appropriate.

5.2 Rulemaking

- 5.2.1 As provided under 23 U.S.C. 327(f), nothing in this MOU allows ADOT to assume any rulemaking authority of the DOT Secretary. In addition, ADOT may not establish policy and guidance on behalf of the DOT Secretary or FHWA for highway projects covered in this MOU. ADOT's authority to establish State regulations, policy, and guidance concerning the State environmental review of State highway projects shall not supersede applicable Federal environmental review regulations, formal policy, or guidance established by or applicable to the DOT Secretary or FHWA.
- 5.2.2 Nothing in this MOU prevents ADOT from commenting on any *Federal Register* notice for any matter, including Notices of Proposed Rulemaking and other public notices.

5.3 Effect of Assumption

- 5.3.1 For purposes of carrying out the responsibilities assumed under this MOU, and subject to the limitations contained in 23 U.S.C. 327 and this MOU, ADOT shall be deemed to be acting as FHWA with respect to the environmental review, consultation, and other related actions required under those responsibilities.

5.4 Other Federal Agencies

- 5.4.1 As provided under 23 U.S.C. 327(a)(2)(E), nothing in this MOU preempts or interferes with any power, jurisdiction, responsibility, or authority of any Federal agency other than DOT (including FHWA), under applicable statutes and regulations with respect to a highway project.

PART 6. LITIGATION

6.1 Responsibility and Liability

- 6.1.1 As provided in 23 U.S.C. 327(e), ADOT will be solely liable and solely responsible for carrying out the responsibilities assumed under this MOU, in lieu of and without further approval of the DOT Secretary. The FHWA and DOT will have no responsibility or liability for the performance of the responsibilities assumed by ADOT, including any decision or approval made by ADOT while participating in the Program.

6.2 Litigation

- 6.2.1 Nothing in this MOU affects the U.S. Department of Justice's (DOJ) authority to litigate claims, including the authority to approve a settlement on behalf of the United States, if either FHWA or another agency of the United States is named in such litigation or if the United States intervenes pursuant to 23 U.S.C. 327(d)(3). In the event FHWA or any other Federal agency is named in litigation related to matters under this MOU or the United States intervenes in the litigation, ADOT will coordinate with FHWA and any DOJ or Federal agency attorneys in the defense of that action.
- 6.2.2 ADOT shall defend all claims brought in connection with its discharge of any responsibility assumed under this MOU. In the event of litigation, ADOT will provide qualified and competent legal counsel, including outside counsel if necessary. ADOT will provide the defense at its own expense, subject to 23 U.S.C. 327(a)(2)(G) concerning Federal-aid participation in attorney's fees for ADOT's counsel. ADOT will be responsible for opposing party's attorney's fees and court costs if a court awards those costs to an opposing party, or in the event those costs are part of a settlement agreement, subject to allocation of responsibility between ADOT and any co-defendant Federal agency.
- 6.2.3 ADOT will notify the FHWA's Arizona Division Office and DOJ's Assistant Attorney General for the Environment and Natural Resources Division, within seven (7) calendar days of ADOT's receipt of service of process of any complaint, concerning its discharge of any responsibility assumed under this MOU. ADOT's notification to FHWA and DOJ shall be made prior to its response to the complaint. In addition, ADOT shall notify the FHWA's Arizona Division Office within seven (7) calendar days of receipt of any notice of intent to sue concerning its discharge of any responsibility assumed under this MOU.
- 6.2.4 ADOT will provide the FHWA's Arizona Division Office and DOJ copies of any motions, pleadings, briefs, and other such documents filed in any case concerning its discharge of any responsibility assumed under this MOU. ADOT will provide such copies to the FHWA and DOJ within seven (7) calendar days of receipt of service of any document or, in the case of any documents filed by or on behalf of ADOT, within seven (7) calendar days of the date of filing.
- 6.2.5 ADOT will notify the FHWA's Arizona Division Office and DOJ prior to settling any lawsuit, in whole or in part, and shall provide the FHWA and DOJ with a reasonable amount of time of at least ten (10) calendar days, to be extended, if feasible based on the context of the lawsuit, up to a maximum of thirty (30) total calendar days, to review and comment on the proposed settlement. ADOT will not execute any settlement agreement until: (1) FHWA and DOJ have provided comments on the proposed settlement; (2) indicated that they will

not provide comments on the proposed settlement; or (3) the review period has expired, whichever occurs first.

- 6.2.6 Within seven (7) calendar days of receipt by ADOT, ADOT will provide notice to FHWA's Arizona Division Office and DOJ of any court decision on the merits, judgment, and notice of appeal arising out of or relating to the responsibilities ADOT has assumed under this MOU. ADOT shall notify FHWA's Arizona Division Office and DOJ within five (5) calendar days of filing a notice of appeal of a court decision. ADOT shall confer with FHWA and DOJ regarding the appeal at least forty-five (45) calendar days before filing its initial brief on the merits of the appeal.
- 6.2.7 ADOT's notifications to FHWA and DOJ in subparts 6.2.3, 6.2.4, 6.2.5, and 6.2.6 shall be made by electronic mail to FHWA_assignment_lit@dot.gov, and NRS DOT.enrd@usdoj.gov, unless otherwise specified by FHWA and DOJ. For copies of motions, pleadings, briefs, and other documents filed in a case, as identified in subpart 6.2.4, ADOT may opt to either send the materials to the email addresses identified above, send hardcopies to the mail address below, or add to the distribution list in the court's electronic filing system (e.g., PACER) the following two email addresses: FHWA_assignment_lit@dot.gov and efile_nrs.enrd@usdoj.gov. The FHWA and DOJ's comments under subpart 6.2.5 and 6.2.6 shall be made by electronic mail to NEPA_Assignment@azdot.gov unless otherwise specified by ADOT. In the event that regular mail is determined necessary, mail should be sent by overnight mail service to:

For DOJ: Assistant Attorney General for the Environment and Natural Resources Division at 950 Pennsylvania Avenue, NW, Room 2143, Washington, DC, 20530.

For FHWA: Division Administrator, Federal Highway Administration – Arizona Division 4000 N. Central Avenue, Suite 1500 Phoenix, Arizona 85012-3500.

For ADOT: Environmental Planning Administrator, Arizona Department of Transportation, 1611 West Jackson St. MD EM04, Phoenix AZ 8507

6.3 Conflict Resolution

- 6.3.1 In discharging any of the DOT Secretary's responsibilities under this MOU, ADOT agrees to comply with any applicable requirements of DOT and FHWA statute, regulation, guidance, or policy regarding conflict resolution. This includes compliance with the DOT Secretary's responsibilities for issue resolution under 23 U.S.C. 139(h) with the exception of the DOT Secretary's responsibilities under 23 U.S.C. 139(h)(7) regarding financial penalties.
- 6.3.2 ADOT agrees to follow 40 CFR part 1504 in the event of pre-decision referrals to CEQ for Federal actions determined to be environmentally unsatisfactory. ADOT also agrees to coordinate and work with CEQ on matters brought to CEQ with regards to the environmental review responsibilities for Federal highway projects ADOT has assumed under this MOU.

PART 7. INVOLVEMENT WITH OTHER AGENCIES

7.1 Coordination

- 7.1.1 ADOT agrees to seek early and appropriate coordination with all applicable Federal, State, and local agencies in carrying out any of the responsibilities for highway projects assumed under this MOU.

7.2 Processes and Procedures

- 7.2.1 ADOT will ensure that it has appropriate processes and procedures in place that provide for proactive and timely consultation, coordination, and communication with applicable Federal agencies in order to carry out the responsibilities assumed under this MOU, including the submission of all EISs together with comments and responses to the Environmental Protection Agency (EPA) as required by 40 CFR 1506.9 and for EPA's review as required by section 309 of the Clean Air Act, 42 U.S.C. 7609. These processes and procedures shall be documented. Documentation may be a formally executed interagency agreement or other format as appropriate.

PART 8. INVOLVEMENT WITH FHWA

8.1 Generally

- 8.1.1 Except as specifically provided otherwise in this MOU, FHWA will not provide project-level assistance to ADOT in carrying out the responsibilities it has assumed under this MOU. Project-level assistance includes advice, consultation, or review of draft documents. However, project-level assistance does not include: process or program-level assistance as described in subpart 8.1.5 of this MOU, including discussions concerning issues addressed in prior projects, interpretations of applicable law contained in Title 23 U.S.C. or Title 49 U.S.C., interpretations of any FHWA or DOT regulation, or interpretations of FHWA or DOT policies or guidance.
- 8.1.2 The FHWA will not intervene, broker, act as intermediary, or otherwise be involved in any issue involving ADOT's consultation or coordination with other Federal resource agencies with respect to ADOT's discharge of any of the responsibilities assumed under this MOU for any particular highway project. However, FHWA may attend meetings between ADOT and other Federal agencies. Further, FHWA may submit comments to ADOT and the other Federal agency in the following extraordinary circumstances:
 - A. FHWA reasonably believes that ADOT is not in compliance with this MOU;
 - B. FHWA determines that an issue between ADOT and the other Federal agency concerns an emerging national policy issue under consideration by the DOT.

The FHWA will notify both ADOT and the relevant Federal agency prior to attending any meetings between ADOT and such other Federal agency.

- 8.1.3 Other Federal agencies may raise concerns regarding compliance with this MOU by ADOT and may communicate these concerns to FHWA. The FHWA will review the concerns and any information provided to FHWA by such other Federal agency. If FHWA determines the concern has merit, FHWA shall inform ADOT Environmental Planning Administrator. ADOT will review the concerns and any information provided to FHWA, and work with the other Federal agency to resolve the concern. If the concern remains unresolved, FHWA will notify ADOT and will work with both ADOT and the other Federal agency to resolve the issue and, if necessary, take appropriate action to ensure compliance with this MOU.

- 8.1.4 At ADOT's request, FHWA may assist ADOT in evaluating its environmental program and developing or modifying any of its processes or procedures to carry out the responsibilities it has assumed under this MOU, including, but not limited to, emerging national policy issues and those processes and procedures concerning ADOT's consultation, coordination, and communication with other Federal agencies.
- 8.1.5 Communications between ADOT and FHWA regarding the administration of the responsibilities assigned and assumed under this MOU, and other process and program-level communications described in subparts 8.1.2 and 8.1.5 of this MOU, are normally considered intra-agency communications for the purpose of deliberative process privileges under the Freedom of Information. ADOT and FHWA shall promptly notify each other of requests for public records regarding the administration of the Program in Arizona.
- 8.1.6 For active projects where ADOT is assuming responsibilities from FHWA under this MOU, FHWA shall allow ADOT access to its project files and arrange for copies to be provided upon request by ADOT.
- 8.1.7 ADOT's obligations and responsibilities under 23 CFR 1.5 are not altered in any way by executing this MOU.

8.2 MOU Monitoring and Oversight

- 8.2.1 FHWA will provide necessary and appropriate monitoring and oversight of ADOT's compliance with this MOU. The FHWA's monitoring and oversight activities in years one through four of this MOU's term will primarily consist of an annual audit as provided at 23 U.S.C. 327(g) and Part 11 of this MOU, and evaluating attainment of the performance measures listed in Part 10 of this MOU. After the fourth year of ADOT's participation in the Program, FHWA will monitor ADOT's compliance with the MOU including the provision by ADOT of financial resources to carry out the MOU as provided at 23 U.S.C. 327(h). The FHWA's monitoring and oversight may also include submitting requests for information to ADOT and other relevant Federal agencies, verifying ADOT's financial and personnel resources dedicated to carrying out the responsibilities assumed, and reviewing documents and other information.
- 8.2.2 Pursuant to 23 U.S.C. 327(c)(4), ADOT is responsible for providing FHWA any information FHWA reasonably considers necessary to ensure that ADOT is adequately carrying out the responsibilities assigned. When requesting information subject to section 327(c)(4), FHWA will provide the request to ADOT in writing, and the request will identify with reasonable specificity the information required. FHWA will also indicate in the request a deadline for the information to be provided. ADOT will, in good faith, work to ensure the information requested is provided by the deadline. ADOT's response to an information request under this paragraph will include, where appropriate, making relevant employees and consultants available at their work location (including via an in-person meeting, teleconference, videoconference or other electronic means as may be available).
- 8.2.3 ADOT shall make project files and general administrative files pertaining to the discharge of the responsibilities it has assumed under this MOU reasonably available for inspection by FHWA at the files' locations upon reasonable notice, which is not less than five business days. These files shall include, but are not limited to, letters and comments received from governmental agencies, the public, and others with respect to ADOT's discharge of the responsibilities assumed under this MOU.

- 8.2.4 In carrying out the responsibilities assumed under this MOU, ADOT agrees to carry out regular quality control and quality assurance (QA/QC) reviews to ensure that the assumed responsibilities are being conducted in accordance with applicable law and this MOU. At a minimum, ADOT's QA/QC process will include the review and monitoring of its processes and performance relating to project decisions, completion of environmental analysis, project file documentation, checking for errors and omissions, and legal sufficiency reviews, and taking appropriate corrective action as needed. Within three (3) months of the Effective Date of this MOU, ADOT shall finalize a QA/QC process that satisfies the requirements in this subpart. In developing and implementing the QA/QC process, ADOT shall consult with the FHWA Arizona Division Office. ADOT agrees to cooperate with FHWA to consider recommendations FHWA may have made with respect to its QA/QC process.
- 8.2.5 ADOT shall perform annual self-assessments of its QA/QC process and performance to determine if its process is working as intended. If any process areas are identified as needing improvement, ADOT will take appropriate and timely corrective actions to address such areas. At least one month prior to the date of a scheduled FHWA audit ADOT will transmit a summary of its most recent self-assessment to FHWA Arizona Division Office. The summary will include a description of the scope of the self-assessment conducted and the areas reviewed, a description of the process followed in conducting the self-assessment, a list of the areas identified as needing improvement, any corrective actions that have been or will be implemented, a statement from ADOT's Environmental Planning Administrator concerning whether the processes are ensuring that the responsibilities ADOT has assumed under this MOU are being carried out in accordance with this MOU and all applicable Federal laws and policies, and a summary of ADOT's progress toward attaining the performance measures listed in Part 10 of this MOU.
- 8.2.6 Upon the Effective Date of this MOU, ADOT will maintain a list of NEPA approvals and decisions (CE, EA, FONSI, DEIS, FEIS, FEIS/ROD, ROD) and Section 4(f) approvals it makes under this MOU. ADOT will provide an updated list to FHWA Arizona Division every six (6) months (January 1 through June 30, and July 1 through December 31).

8.3 Records Retention

- 8.3.1 ADOT will retain project files, and files pertaining to the discharge of its responsibilities under this MOU in accordance with 2 CFR 200.333.
- 8.3.2 State public records are maintained pursuant to state law and published retention schedules. For the following record types, ADOT will ensure that the applicable retention schedules reflect the following minimum retention periods and records are maintained in the following manner:
- A. **FHWA-ADOT Environment Correspondence Files:** Correspondence between FHWA and ADOT relative to the interpretation, administration, and execution of this MOU and the environmental aspects of the Federal-aid Highway Program, as established in 8.1.2 and 8.1.5, shall be maintained by ADOT for a period of six (6) years after the resolution of the particular issue or after the guidance has been superseded. After six (6) years ADOT will follow the State records retention/disposition schedule for these records.
 - B. **National Environmental Policy Act (NEPA) and Related Documents:** For a period of 8 years after approval of the final construction voucher ADOT shall

maintain Final NEPA Documents (Draft EISs, Final EISs, Supplemental EISs, RODs, EAs, FONSIs, CE documentation and determinations), supporting materials documentation supporting the Sec. 139 environmental review process [e.g., coordination plans that include project schedules, evidence of opportunities for public/agency input in the purpose and need and alternatives], scoping documents, public and agency comments; meeting minutes; Notices of Intent (NOI's), Public Involvement Plans, public meeting summaries, public hearing certifications and transcripts, mitigation reports/tracking, technical reports; correspondence; studies and reports; references; errata sheets; and reevaluation documents); NEPA Reference Documents (written statements and supporting documents needed for reference); and official documents and correspondence related to reviews under other environmental requirements (e.g., ESA, CWA, Section 4(f), Section 106). After 8 years ADOT will follow the State records retention/disposition schedule for these records, except that ADOT will permanently store the above referenced records for Significant Transportation Projects as they are defined in Order No. 1224.1B.

- C. **Environmental Impact Statements - Other Agencies:** Files containing reviews and comments furnished by ADOT to other Federal agencies following reviews of an EIS for which another Federal agency is the lead agency shall be maintained by ADOT for a period of 5 years. After 5 years, ADOT may destroy these files when no longer needed.
- D. **Noise Barriers:** ADOT agrees to maintain the necessary information to comply with 23 CFR 772.13(f) regarding noise abatement measures reporting. ADOT shall maintain this information for a period of 4 years after the end of the Federal fiscal year in which the project file is closed.

8.3.3 In the case of a conflict between FHWA Records Disposition Manual, FHWA Order 1324.1B, ADOT Records Management Policy, Retention and Disposal Schedule, ADOT will work to update the State retention schedule such that the more stringent retention requirements are met.

8.4 Federal Register

8.4.1 For any documents that are required to be published in the *Federal Register*, such as the NOI under 23 CFR 771.123(a) and Notice of Final Agency Action under 23 U.S.C. 139(l)(2), ADOT shall transmit such document to FHWA's Arizona Division Office, with a request for publication in the *Federal Register* on behalf of ADOT. The FHWA's Arizona Division Office will promptly submit such document to be published in the *Federal Register* on behalf of ADOT. If requested, ADOT shall reimburse FHWA for costs associated with publishing such documents in the *Federal Register* (excluding FHWA's overhead).

8.5 Participation in Resource Agency Reports

8.5.1 ADOT agrees to provide data and information requested by FHWA and resource agencies for the preparation of national reports to the extent that the information relates to determinations, findings, and proceedings associated with projects processed under this MOU. Such reports include but are not limited to:

- A. Information on the completion of and duration to complete all NEPA classes of action (EIS, EA, CE);
- B. Archeology Reports requested by the National Park Service;

- C. Endangered Species Act Expenditure Reports requested by the U.S. Fish & Wildlife Service and National Marine Fisheries Service;
- D. Project schedules and other project information for nationwide infrastructure transparency initiatives;
- E. Project status and information for EAs and EISs for use on the searchable Website maintained under section 41003(b) of the FAST Act [Fixing America's Surface Transportation Act, 42 U.S.C. 4370m-2(b) and 23 U.S.C. 139(o)] (Federal Permitting Dashboard) to be submitted in accordance with current and any future reporting standard issued by DOT pursuant to such provisions;
- F. NEPA Litigation Reports requested by CEQ;
- G. Environmental Conflict Resolution reports requested by the Office of Management and Budget and CEQ; and
- H. Noise abatement measure reporting.

8.6 Conformity Determinations

- 8.6.1 Pursuant to 23 U.S.C. 327(a)(2)(B)(iv)(II), for any project requiring a project-level conformity determination under the Clean Air Act and its implementing regulations, FHWA's Arizona Division Office will document the project level conformity determination within a reasonable timeframe. The FHWA's Arizona Division Office will restrict its review to only that data, analyses, applicable comments and responses, and other relevant documentation that enable FHWA to make the project-level conformity determination.

8.7 Certification of NEPA Compliance

- 8.7.1 For projects funded by FHWA, ADOT shall ensure that a certification is included with each NEPA approval specifying that ADOT has fully carried out all responsibilities assumed under this MOU in accordance with this MOU and all applicable Federal laws, regulations, Executive Orders, and policies. ADOT shall ensure that this certification is made prior to the execution of any future Federal-aid approval or action. ADOT shall include the certification in its request for authority to proceed to final design, right-of-way acquisition, or construction. ADOT agrees to provide FHWA access to NEPA approvals and certifications.

8.8 Enforcement

- 8.8.1 Should FHWA determine that ADOT is not in compliance with this MOU, then FHWA shall take appropriate action to ensure ADOT's compliance, including appropriate remedies provided at 23 CFR 1.36 for violations of or failure to comply with Federal law or regulations at 23 CFR with respect to a project, withdrawing assignment of any responsibilities that have been assumed as provided in Part 9 of this MOU, or terminating ADOT's participation in the NEPA Assignment Program as provided in Part 13 of this MOU.

PART 9. WITHDRAWAL OF ASSIGNED RESPONSIBILITIES

9.1 FHWA-Initiated Withdrawal of Assigned Projects

- 9.1.1 The FHWA may, at any time, withdraw the assignment of all or part of the DOT Secretary's responsibilities that have been assumed by ADOT under this MOU for any highway project or highway projects upon FHWA's determination that:

- A. With respect to such project or projects, ADOT is not in compliance with a material term of this MOU or applicable Federal laws or policies, and ADOT has not taken sufficient corrective action to the satisfaction of FHWA;
 - B. The highway project or highway projects involve significant or unique national policy interests for which ADOT's assumption of the DOT Secretary's responsibilities would be inappropriate; or
 - C. ADOT cannot satisfactorily resolve an issue or concern raised in government-to-government consultation process, as provided in subpart 3.2.3.
- 9.1.2 Upon the FHWA's determination to withdraw assignment of the DOT Secretary's responsibilities under subpart 9.1.1, FHWA will informally notify ADOT of FHWA's determination. After informally notifying ADOT of its determination, FHWA will provide ADOT written notice of its determination including the reasons for its determination. Upon receipt of this notice, ADOT may submit any comments that would resolve the compliance concern or objections to FHWA within 30 calendar days, unless FHWA agrees to an extended period of time. Upon receipt of ADOT's comments or objections, FHWA will make a final determination within 30 calendar days, unless extended by FHWA for cause, and notify ADOT of its decision. In making its determination, FHWA will consider ADOT's comments or objections, the effect the withdrawal of assignment will have on the Program, the amount of disruption to the project concerned, the effect on other projects, confusion the withdrawal of assignment may cause to the public, the potential burden to other Federal agencies, and the overall public interest.
- 9.1.3 The FHWA shall withdraw assignment of the responsibilities ADOT has assumed for any highway project when the preferred alternative that is identified in the CEs, EA, or FEIS is a highway project or part of a program that is specifically excluded in subpart 3.3.2. In such case, subpart 9.1.2 of this MOU shall not apply.

9.2 ADOT-Initiated Withdrawal of Assignment of Projects

- 9.2.1 ADOT may, at any time, provide FHWA with notice of its intent to withdraw a highway project assumed under this MOU.
- 9.2.2 Upon ADOT's decision to request FHWA withdraw the assignment of the DOT Secretary's responsibilities under subpart 9.2.1, ADOT shall informally notify FHWA of its desire for FHWA to withdraw assignment of its responsibilities. After informally notifying FHWA of its desire, ADOT will provide FHWA written notice of its desire, including the reasons for wanting FHWA to withdraw assignment of the responsibilities. Upon receipt of this notice, FHWA will have 30 calendar days, unless extended by FHWA for cause, to determine whether it will withdraw assignment of the responsibilities requested. In making its determination, FHWA will consider the reasons ADOT desires FHWA to withdraw assignment of the responsibilities, the effect the withdrawal of assignment will have on the Program, amount of disruption to the project concerned, the effect on other projects, confusion the withdrawal of assignment may cause to the public, the potential burden to other Federal agencies, and the overall public interest.

PART 10. PERFORMANCE MEASURES

10.1 General

- 10.1.1 Both FHWA and ADOT have determined it is desirable to mutually establish a set of performance measures to consider ADOT's administration of the responsibilities assumed under this MOU.

10.1.2 ADOT's attainment of the performance measures indicated in this part of the MOU will be considered by FHWA during audits, as required by 23 U.S.C. 327(g).

10.1.3 ADOT shall collect and maintain all necessary and appropriate data related to the attainment of performance measures. In collecting this data, ADOT shall monitor its progress toward meeting the performance measures and include its progress in the self-assessment summary described in subpart 8.2.5 of this MOU.

10.2 Performance Measures

10.2.1 The performance measures applicable to ADOT in carrying out the responsibilities it has assumed under this MOU are as follows:

A. Compliance with NEPA, FHWA NEPA regulations, and other Federal environmental statutes and regulations:

- i. Maintain documented compliance with procedures and processes set forth in this MOU for the environmental responsibilities assumed under the Program.
- ii. Maintain documented compliance with requirements of all applicable Federal statutes and regulations for which responsibility is assumed (e.g., Section 106 of the NHPA, Section 7 of the ESA, etc.).

B. QA/QC for NEPA decisions:

- i. Maintain and apply internal quality control and assurance measures and processes, including a record of:
 - a. Legal sufficiency determinations made by counsel; this shall include the legal sufficiency reviews of Notices of Intent and Notices of Final Agency Action as required by law, policy, or guidance;
 - b. Compliance with FHWA's and ADOT's environmental document content standards and procedures, including those related to QA/QC; and,
 - c. Completeness and adequacy of documentation of project records for projects done under the Program.

C. Relationships with agencies and the general public:

- i. Maintain communication among ADOT, Federal and State resource agencies, and the public from the effective date of assumption of responsibilities under this MOU.
- ii. Maintain effective responsiveness to substantive comments received from the public, agencies, and interest groups on NEPA documents and environmental concerns.
- iii. Maintain effective NEPA conflict resolution processes whenever appropriate.

D. Increased efficiency and timeliness in completion of the NEPA process:

- i. Compare time of completion of environmental document approvals before and after assumption of responsibilities under this MOU.
- ii. Report actual time to completion for key interagency consultations (e.g., Section 7 biological opinions, Section 106 resolution of adverse effects)

PART 11. AUDITS

11.1 General

- 11.1.1 As required at 23 U.S.C. 327(g), FHWA will conduct audits of ADOT's discharge of the responsibilities it has assumed under this MOU. During the first four (4) years, audits will be the primary mechanism used by FHWA to oversee ADOT's compliance with this MOU, ensure compliance with applicable Federal laws and policies, evaluate ADOT's progress toward achieving the performance measures identified in Part 10, and collect information needed for the DOT Secretary's annual report to Congress.

Pursuant to 23 U.S.C. 327(g)(3), each audit carried out under this MOU shall be carried out by an audit team, consisting of members designated by FHWA in consultation with ADOT. Such consultation shall include a reasonable opportunity for ADOT to review and provide comments on the proposed members of the audit team.

- 11.1.2 Pursuant to 23 U.S.C. 327(c)(4), ADOT is responsible for providing FHWA any information FHWA reasonably considers necessary to ensure that ADOT is adequately carrying out the responsibilities assigned. ADOT will make documents and records available for review by FHWA in conducting audits and shall provide FHWA with copies of any such documents and records as may be requested by FHWA pursuant to the process identified in subpart 8.2.3. In general, all documents and records will be made available to FHWA at their normal place of repository. However, ADOT will work with FHWA to provide documents through e-mail, CD-ROM or mail to the extent it does not create an undue burden.
- 11.1.3 ADOT agrees to cooperate with FHWA in conducting audits, including providing access to all necessary information, making all employees available to answer questions (including consultants hired for the purpose of carrying out the DOT Secretary's responsibilities), and providing all requested information (including making employees available) to FHWA in a timely manner. Employees will be made available either in-person at their normal place of business or by telephone, at the discretion of FHWA.
- 11.1.4 ADOT and FHWA Arizona Division Office will each designate an audit coordinator who will be responsible for coordinating audit schedules, requests for information, and arranging audit meetings.
- 11.1.5 Such FHWA audits will include, but not be limited to, consideration of ADOT's technical competency and organizational capacity, adequacy of the financial resources committed by ADOT to administer the responsibilities assumed, quality control and quality assurance process, attainment of performance measures, compliance with this MOU's requirements, and compliance with applicable Federal laws and policies in administering the responsibilities assumed.

11.2 Scheduling

- 11.2.1 As provided at 23 U.S.C. 327(g), FHWA will conduct an annual audit during each of the first (4) four years after the Effective Date. After the fourth year of ADOT's participation in the Program, FHWA will monitor ADOT's compliance with the MOU, including the provision by ADOT of financial resources to carry out the MOU, but will not conduct additional audits under this Part. In the event the frequency of the audits is modified by amendments to 23 U.S.C. 327(g), the frequency established by the statutory amendments will control and apply to this subpart.
- 11.2.2 For each annual audit, the designated audit coordinators for FHWA and ADOT will work to establish a general audit schedule within 180 calendar days of the Effective Date or anniversary date of this MOU. The general audit schedule will include the dates that

FHWA will conduct the audit. To the maximum extent practicable, the general audit schedule will identify all employees (including consultants) and documents and other records that ADOT will make available, as requested by FHWA in support of the audit. With respect to documents and other records, FHWA agrees to be as specific as possible, although a general description of the types of documents will be acceptable. The general schedule will include the time period for completing an annual audit from initiation to completion (including public comment and responses to those comments), which shall not exceed 180 calendar days, unless modified by amendments to 23 U.S.C. 327(g).

- 11.2.3 ADOT's audit coordinator shall make reasonable efforts to ensure all identified employees (including consultants) are available to FHWA during the specified dates on the general audit schedule. ADOT will also ensure necessary documents and records are made reasonably available to FHWA as needed during the general audit schedule.
- 11.2.4 After the general audit schedule is established, the audit coordinators shall work to establish specific audit schedules at least two (2) weeks prior to the scheduled audit. The specific audit schedule shall include the dates, times, and place for which FHWA will talk to ADOT's employees (including consultants) and review of documents and records.
- 11.2.5 To the maximum extent practicable, the specific audit schedule will identify all employees (including consultants) and documents and other records that ADOT will make available to FHWA during the audit. Should FHWA determine that it needs access to an employee, document or other record that is not identified in the specific audit schedule, ADOT will make reasonable efforts to produce such employee, document or other record on the specified dates.

11.3 Other Agency Involvement

- 11.3.1 The FHWA may invite other Federal or State agencies or Tribes as deemed appropriate to assist FHWA in conducting an audit under this MOU by sitting in on interviews, reviewing documents obtained by FHWA, and making recommendations to FHWA. The FHWA's audit coordinator will advise ADOT's audit coordinator of FHWA's intent to include other Federal or State agencies and the proposed role of such agencies in the audit team. If FHWA invites another Federal or State agency to participate in the audit team, the agency will be placed on the general and specific audit schedules. ADOT will have a reasonable opportunity to review and comment on any proposed additional member of the audit team.

11.4 Audit Report and Findings

- 11.4.1 Upon completing each audit, FHWA will transmit to ADOT a draft of the audit report and allow ADOT a period of 14 calendar days within which to submit written comments to FHWA. The FHWA will grant any reasonable request by ADOT to extend its deadline to respond in writing to a draft audit report not to exceed a total review period of 30 calendar days. The FHWA will review the comments provided by ADOT and revise the draft audit report as may be appropriate. ADOT and FHWA may also meet and discuss the draft report and ADOT's comments. If ADOT anticipates an additional meeting will be beneficial, ADOT will notify FHWA audit coordinator prior to providing its written comments so that such meeting may be timely scheduled. The FHWA will then prepare the draft audit report for public comment.

- 11.4.2 As required by 23 U.S.C. 327(g)(2), FHWA will make the draft audit report available for public comment. In carrying out this requirement, FHWA will, after receipt and incorporation of ADOT comments as provided in subpart 11.4.1, publish the audit report in the *Federal Register* and allow a comment period of 30 calendar days. The FHWA will then address and respond to the public comments by incorporating the comments and response into the final audit report. The final audit report will be published in the *Federal Register* not later than 60 calendar days after the comment period closes.

PART 12. TRAINING

- 12.1 ADOT may request and, subject to FHWA's resource availability, FHWA will provide training with respect to the responsibilities being assigned to ADOT under this MOU. Such training may be provided to ADOT by either FHWA or another Federal agency or other parties, as appropriate. ADOT may also conduct its own training for staff and consultants.
- 12.2 ADOT will continue to implement training necessary to meet its environmental obligations. Prior to or within six (6) months of the effective date of the MOU, ADOT will update its training program to reflect the responsibilities assumed under the Program and this MOU. FHWA will remain available to provide assistance in the assessment of training needs and development of training program elements; however, ADOT will be solely responsible for the development and implementation of its training program.

PART 13. TERM, TERMINATION AND RENEWAL

13.1 Term

- 13.1.1 This MOU has a term of five (5) years from the Effective Date.

13.2 Termination by FHWA

- 13.2.1 As provided by 23 U.S.C. 327(j)(1), FHWA may terminate ADOT's participation in the Program, in whole or in part, at any time subject to the procedural requirements in 23 U.S.C. 327 and subpart 13.2.2 of this MOU. Termination may be based on ADOT's failure to adequately carry out its responsibilities under this MOU including, but not limited to:
- A. persistent neglect of, or noncompliance with Federal laws, regulations, and policies;
 - B. failure to address deficiencies identified during the audit or monitoring process;
 - C. failure to secure or maintain adequate personnel and/or financial resources to carry out the responsibilities assumed;
 - D. intentional non-compliance with this MOU; or
 - E. persistent failure to adequately consult, coordinate, or account for the concerns of appropriate Federal, State, Tribal, and local agencies with oversight, consulting, or coordination responsibilities under Federal environmental laws and regulations.

- 13.2.2 If FHWA determines that ADOT is not adequately carrying out the responsibilities assigned to ADOT, then FHWA may:
- A. provide ADOT written notification of its non-compliance determination detailing a description of each responsibility in need of corrective action regarding an inadequacy identified; and
 - B. provide ADOT a period of not less than 120 calendar days to take such corrective action as the FHWA determines is necessary to comply with this MOU.
- 13.2.3 If ADOT, after notification and the 120 calendar day period, fails to take satisfactory corrective action, as determined by FHWA, subject to administrative/judicial review, FHWA shall provide notice to ADOT of its determination of termination. Any responsibilities identified to be terminated in the notice that have been assumed by ADOT under this MOU shall transfer to FHWA.

13.3 Termination by ADOT

- 13.3.1 ADOT may terminate its participation in the Program, in whole or in part, at any time by providing FHWA notice of its intent at least 90 calendar days prior to the date that ADOT seeks to terminate and subject to such terms and conditions as FHWA may provide. In that event, FHWA and ADOT may develop a plan to transition the responsibilities that ADOT has assumed back to FHWA so as to minimize disruption to projects, minimize confusion to the public, and minimize burdens to other affected Federal, State, and local agencies.
- 13.3.2 Any termination of assignment agreed to under a transition plan shall not be subject to the procedures or limitations provided for in Part 9 of this MOU and shall be valid as agreed to in the transition plan.

13.4 Validity of ADOT Actions

- 13.4.1 Any environmental approvals made by ADOT pursuant to the responsibilities ADOT has assumed under this MOU shall remain valid after termination of ADOT's participation in the Program or withdrawal of assignment by FHWA. ADOT shall remain solely liable and solely responsible for any environmental approvals it makes pursuant to any of the responsibilities it has assumed while participating in the Program.

13.5 Renewal

- 13.5.1 This MOU is renewable in accordance with 23 U.S.C. 327 and implementing regulations, in effect at the time of the renewal. ADOT and FHWA agree to initiate the renewal process at least 12 months prior to the expiration of this MOU.

PART 14. AMENDMENTS

14.1 Generally

- 14.1.1 All parts of this MOU may be amended at any time upon mutual agreement by both FHWA and ADOT, pursuant to 23 CFR 773.113(b).

14.2 Additional Projects, Classes of Projects and Environmental Review Responsibilities

- 14.2.1 The FHWA may assign, and ADOT may assume, responsibility for additional projects and additional environmental review responsibilities beyond those identified in Part 3 of this MOU, by executing an amendment to this MOU.
- 14.2.2 If ADOT decides to request amendment of this MOU to add or withdraw responsibility for projects or classes of projects, or environmental review responsibilities beyond those identified in Part 3 of this MOU, such request shall be treated as an amendment to ADOT's original application that was submitted to FHWA pursuant to 23 U.S.C. 327(b) and 23 CFR 773.113(b). In developing the application supplement, ADOT shall identify the projects, classes of projects, and environmental review responsibilities it wishes to assume or withdraw and make any appropriate adjustments to the information contained in ADOT's original application, including verification of personnel and financial resources.

IN WITNESS THEREOF, the parties hereto have caused this MOU to be duly executed in duplicate as of the date of the last signature written below.

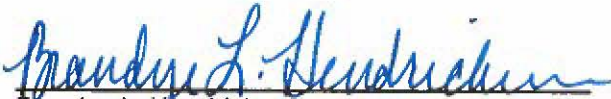
STATE OF ARIZONA



John S. Halikowski
Director
Arizona Department of Transportation

Dated: 4/16/2019

FEDERAL HIGHWAY ADMINISTRATION



Brandye L. Hendrickson
Deputy Administrator
Federal Highway Administration

Dated: 4/16/2019

Attachment C:

Undertakings Not Assigned to ADOT pursuant to the ADOT and FHWA 23 USC §§ 326 and 327 MOUs
(see Attachment B, § 3.3.2)

Project:	Interstate 11 Tier 1 EIS
Federal Project No.:	999-M(161)
ADOT TRACS No.:	999 SW 0 M5180 01P

Project:	South Mountain Freeway
Federal Project No.:	NH-202-D(ADY)
ADOT TRACS No.:	202L MA 054 H5764 01C

Project:	Sonoran Corridor Tier 1 EIS
Federal Project No.:	410-A(BFI)
ADOT TRACS No.:	410 PM 0.0 P9100 05P

Attachment D: Historic Property Treatment Plan Minimum Elements

Pursuant to Stipulation II.H.5.i of this Agreement, all Tier 2 historic property treatment plans (HPTPs) shall include, but not be limited to, the following elements:

1. Specification of all historic properties (*sensu* 36 Code of Federal Regulations [CFR] 800.16[I][1]) to be affected by the project, including:
 - a. The criterion or criteria under which said properties have been listed in or deemed eligible for listing in the National Register of Historic Places (NRHP), pursuant to 36 CFR § 60.4; and
 - b. The scale and nature of anticipated effects upon said properties, taking into account direct, indirect, and cumulative aspects; and
 - c. A summary of past recordings, research, evaluation, and treatment of said properties.

2. Specification of all cultural resources to be affected by the project that have not been evaluated for their NRHP eligibility, including:
 - a. The scale and nature of anticipated effects upon said resources, taking into account direct, indirect, and cumulative aspects; and
 - b. A summary of past recordings, research, evaluative efforts, and treatment of said resources.

3. A detailed description of:
 - a. The treatment(s) proposed to resolve adverse effects to historic properties, portions of historic properties, unevaluated cultural resources, or portions thereof; and
 - b. The rationale for the choice of proposed treatment(s); and
 - c. Consideration given to the property or resource's setting, including but not limited to:
 - i. Viewshed; and
 - ii. Ambient noise; and
 - iii. Atmospheric conditions; and
 - iv. Vibration; and
 - v. Ambiance created by, contributed to, or associated with the property or resource; and
 - vi. Any and all qualities or characteristics that contribute to the property or resource's significance in general or NRHP eligibility in particular.

4. A statement of ADOT's intent to recover a reasonable sample of intact archaeological deposits from NRHP-eligible sites (or those which have not been evaluated for their NRHP eligibility) that

the agency determines, through the process set forth in Stipulation II.G of this Agreement (*Assessment of Effects*), may be adversely affected by the implementation of the Tier 2 project.

5. Provisions for the creation and dissemination, to the professional community and general public, of informative materials based on the results of the proposed treatment.
 - a. All such materials shall conform to the terms and conditions of the:
 - i. Archaeological Resources Protection Act (ARPA; 16 U.S. Code [USC] §§ 470aa—mm)
 - ii. Executive Order 13007, “Sacred Sites” (61 Federal Register 26771)
 - iii. Freedom of Information Act (5 USC § 552)
 - b. Notwithstanding the provisions of:
 - i. Section 304 (54 USC § 307103) of the NHPA (54 USC 300301, *et seq.*)
 - ii. Section 9(a) of ARPA (16 USC §§ 470cc[d] and 470hh) and its implementing regulation (43 CFR § 7.18)
 - iii. 36 CFR § 800.11(c)
 - iv. Arizona Revised Statutes Title 39 § 125
 - v. Stipulation II.K of this Agreement
6. A monitoring and discovery plan (MDP) which shall include procedures for:
 - a. Monitoring construction activities; and
 - b. Evaluating unanticipated archaeological discoveries; and
 - c. Treating unanticipated archaeological discoveries or newly-identified historic properties; and
 - d. Communication between ADOT, the Arizona State Museum (ASM), State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), and/or public agencies with jurisdiction over the discovery location, as appropriate; and
 - e. Consultation with consulting parties in general and consulting tribes in particular, pursuant to such discoveries.
7. Permits and authorizations that either have been obtained, will be necessary, or may be necessary in order to implement the HPTP and Stipulation II.H of this Agreement. This list shall indicate:
 - a. The statutes mandating such permits or authorizations; and

- b. The conditions or circumstances under which such permit or authorization is or may be required; and
 - c. The issuing agency, identifying number, date of issuance, and duration of authority; and
 - d. The current status of application or procurement; and
 - e. The schedule for procurement of permits or authorizations to be sought; and
8. Appropriate research issues and questions to be addressed through the recovery of data, accompanied by:
 - i. The rationale for the consideration of such issues and questions
 - ii. Past research efforts bearing upon these issues and questions
 - iii. An historic context, or contexts to guide the focus of the research
 - iv. An explanation of why it is in the public interest to address those research issues
 - v. The data needed to adequately approach the issues and answer the questions
 - vi. How collected data will be used to address the issues and questions
 - vii. The process whereby the research issues and questions may be refined to reflect the information gathered during the implementation of Stipulation II.H of this Agreement (*Treatment of Historic Properties*).
9. The methods to be used in fieldwork and analyses, including an explanation of why such methods are feasible, appropriate, and relevant to the research issues and questions.
10. The methods to be used for data management, security, and dissemination.
11. The procedures by which recovered materials and records will be curated, taking into account the expressed wishes of consulting Tribes, the Secretary of the Interior's standards for curation (36 CFR Part 79), and policies and guidance from ASM and the agencies or tribes having jurisdiction of the site's location.
12. A schedule for providing consulting parties with periodic updates on the implementation of the HPTP.
13. A protocol for the treatment of human remains, in the event that such remains are discovered, describing methods and procedures for the recovery, analysis, treatment, and disposition of human remains, associated funerary objects, and objects of cultural patrimony. This protocol will:
 - a. Reflect concerns and/or conditions identified as a result of consultations among parties to this Agreement, including Native American tribes; and
 - b. Will be consistent with the ASM burial agreement for state lands; and

- c. Will be consistent with the Native American Graves Protection and Repatriation Act (NAGPRA; 25 USC § 3001 *et seq.*) for federal or tribal lands
14. A proposed schedule for project tasks, including a schedule for the submission of preliminary and final archaeological reports, including draft and revised editions, to all consulting parties.
15. A consultation protocol relative to phased data recovery, if necessary.
16. A public involvement plan that includes benefits to the public.
17. Minimum qualifications for all persons implementing the HPTP (e.g., excavators, monitors, historic architects, architectural historians, laboratory analysts, report preparers) and supervisory personnel.
18. Opportunities for members of consulting Native American tribes and representatives from consulting agencies to visit the site prior to, during, and/or after data collection efforts.
19. Protocols for the development and implementation, in coordination with consulting Native American tribes, of cultural sensitivity training, including a comprehensive list of occupational categories subject to attendance.
20. A curation agreement which ensures that:
 - i. All materials (other than Native American human remains and grave-associated objects) and records collected or produced during the implementation of the HPTP on public or Tribal lands will be maintained in accordance with 36 CFR Part 79.
 - ii. All materials (other than Native American human remains and grave-associated objects) recovered during the implementation of the HPTP on privately owned lands will be maintained in accordance with 36 CFR 79 until their analysis is completed, and thereafter returned to their owners.
 - iii. Native American human remains and grave-associated objects encountered during the implementation of the HPTP will be:
 1. Treated with respect and in accordance with the expressed wishes of consulting Native American tribes
 2. Cared for in accordance with 36 CFR Part 79, notwithstanding any reasonable departures requested by consulting Native American tribes
 3. Repatriated, as efficiently as possible, in accordance with NAGPRA.

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Appendix E. Traffic Analysis Information

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I-10 | LOOP 202 TO SR-387

WILD HORSE PASS CORRIDOR

I-10; SR 202L to SR 387

Project Number F0252 01L and 02L

Federal ID No.: 010-C(222)S

DRAFT TRAFFIC ANALYSIS MEMORANDUM

DRAFT

August 2021

ADOT

Introduction

This memorandum focuses on establishing an understanding of the current and future travel conditions along Interstate 10 (I-10) within a study area between SR 202 (Loop 202) and SR 387 (Pinal Ave). The analyses performed addressed the existing level of service (LOS) of the mainline and key traffic interchanges (TIs), as well as the potential of the roadway and key TIs to support future traffic based on travel demand forecasts and buildout conditions.

Existing Conditions

Existing traffic levels along the I-10 mainline were based on Year 2019 calibrated volumes extracted from the regional travel demand model (TDM) maintained by Maricopa Association of Governments (MAG). **Figure 1** presents the existing daily traffic along the I-10 mainline as reflected in the model. Traffic along major roadways which cross over I-10 was based on 2019 annual average daily traffic (AADT) data, reported by Arizona Department of Transportation (ADOT), refer to **Appendix A** for detailed cross street AADT.

To assess the existing operations at each of the TI's, a Level of Service (LOS) analysis was conducted for the AM and PM peak hours. Existing turning movement volumes for the analysis were established using count data from previous traffic reports¹ where applicable as well as turning volumes derived from the existing AADT's and stakeholder input from the Gila River Indian Community (GRIC) and City of Casa Grande. **Figures 2 – 6** present the existing turning movement counts used to analyze the current traffic operations at each of the TI's.

Depending on the existing configuration of each TI and the potential for major reconfiguration in future years, TI's were broken down into two categories for LOS analysis defined by software evaluation capabilities: Synchro or VISSIM. To maintain consistency between analysis tools for each TI, all analysis years were modeled and analyzed using the same software, respectively. TI's were categorized based on the scope of the future alternatives to be evaluated. TI's with a proposed unique alternative configuration were modeled in VISSIM software and TI's with a proposed traditional configuration were modeled in Synchro. The categorization of each TI is as follows:

VISSIM

Wild Horse Pass TI
Queen Creek (SR 347) TI
Casa Blanca (SR 587) TI

Synchro

Riggs Rd. TI
Seed Farm Rd. TI (buildout 2035)
Pinal Ave. (SR 387) TI

Existing conditions LOS results for each of the TI's is presented in **Table 1**.

¹ Kimley-Horn & Associates Inc., CallisonRTKL. (2019) *Wild Horse Pass Master Plan Update Traffic Impact and Parking Analysis Gila River Indian Community, Arizona*.

U.S. Department of Transportation, Federal Highway Administration. (2019) *SR 587 and WB I-10 ramps / Casa Blanca Road Signal Warrant Analysis*.

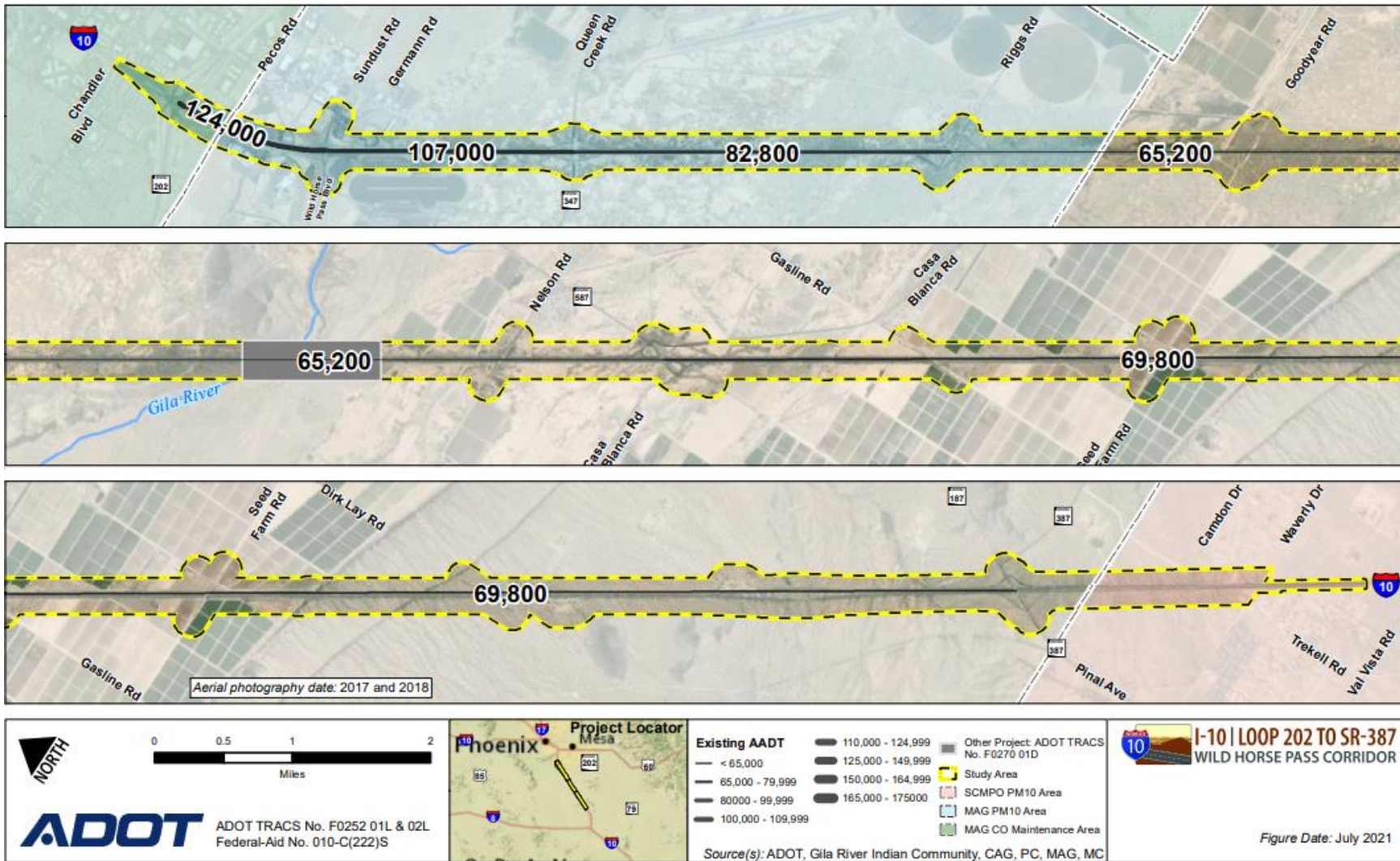


Figure 1: Existing AADT

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

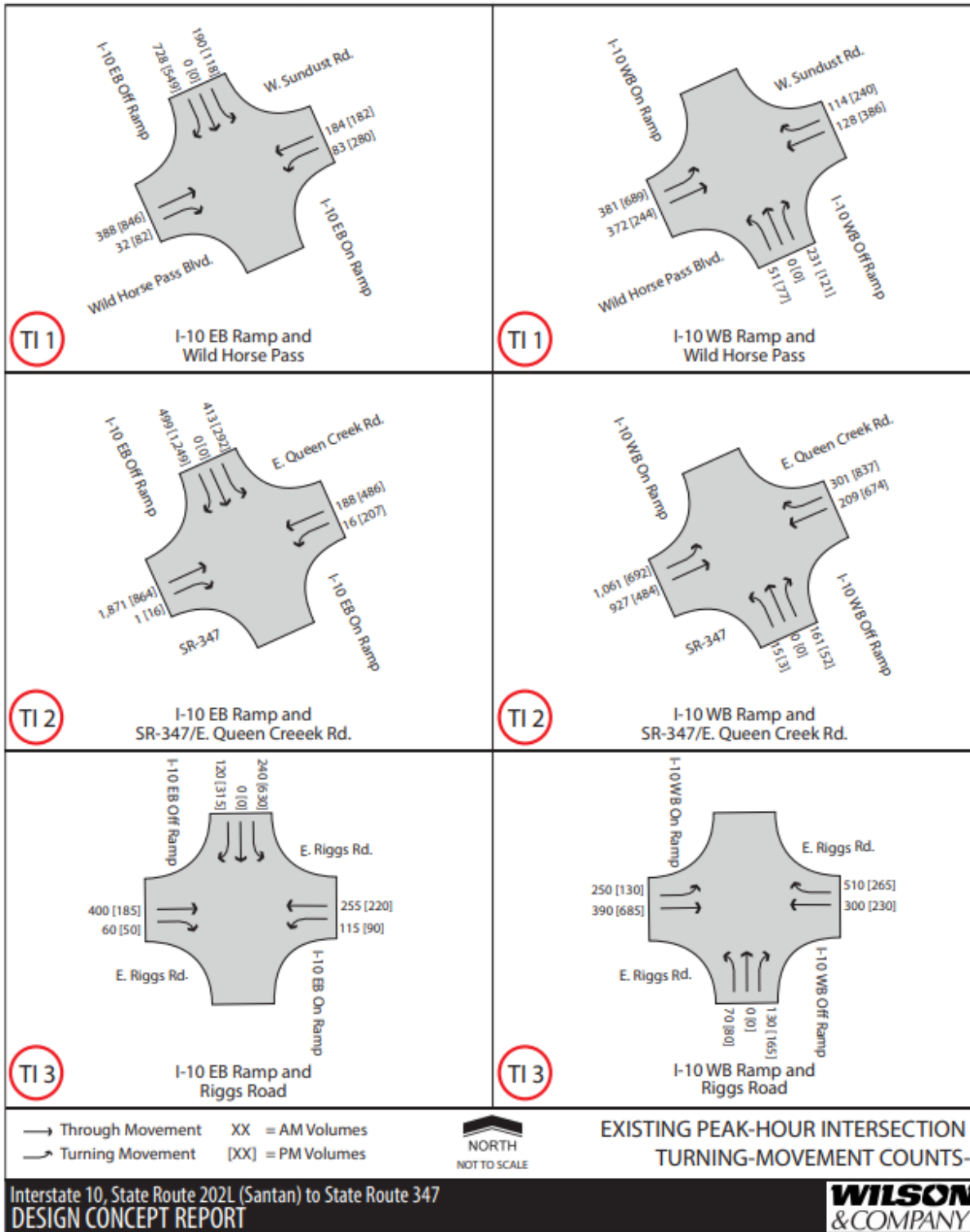


Figure 2: Existing Turning Movement Counts

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

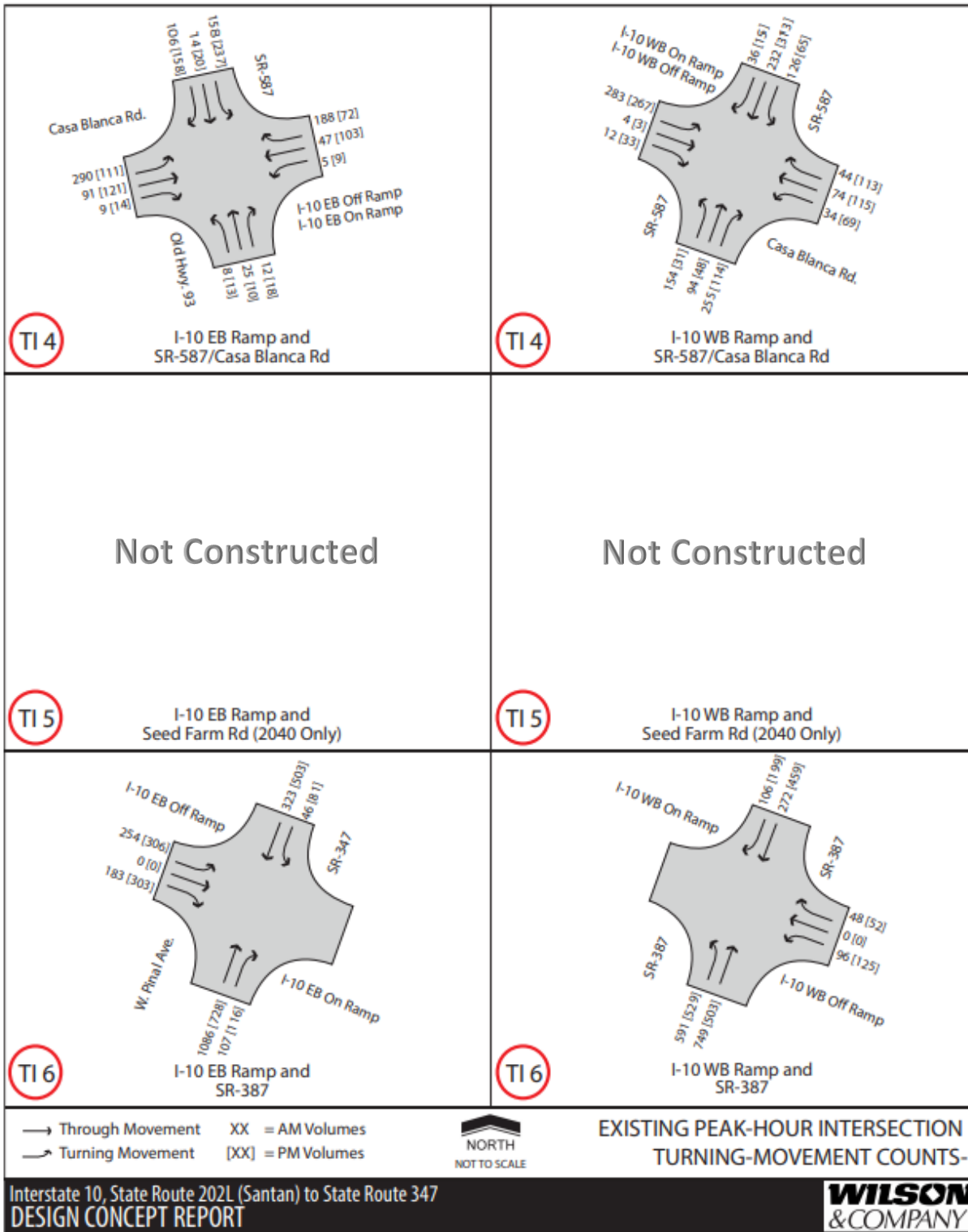


Figure 3: Existing Turning Movement Counts Continued

Table 1: LOS Analysis Results for Existing Conditions

		Wild Horse Pass 2018 - Existing AM Peak Hour Level of Service				Wild Horse Pass 2018 - Existing PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	16.0	-	12.0	24.0	22.0	-	9.0	29.0
	Approach LOS	B	-	B	C	C	-	A	C
	Intersection Delay (Sec)	16.0				17.0			
	Intersection LOS	B				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	10.0	14.0	9.0	-	9.0	17.0	19.0
	Approach LOS	-	A	B	A	-	A	B	B
	Intersection Delay (Sec)	11.0				15.0			
	Intersection LOS	B				B			
		Queen Creek 2018 - Existing AM Peak Hour Level of Service				Queen Creek 2018 - Existing PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	51.0	-	4.0	27.0	41.0	-	23.0	41.0
	Approach LOS	D	-	A	C	D	-	C	D
	Intersection Delay (Sec)	11.0				33.0			
	Intersection LOS	B				C			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	23.0	27.0	10.0	-	60.0	21.0	19.0
	Approach LOS	-	C	C	A	-	E	C	B
	Intersection Delay (Sec)	24.0				40.0			
	Intersection LOS	C				D			
		I-10 & Riggs Rd 2018 - Existing AM Peak Hour Level of Service				I-10 & Riggs Rd 2018 - Existing PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	23.1	-	19.7	14.3	16.4	-	28.9	18.1
	Approach LOS	C	-	B	B	B	-	C	B
	Intersection Delay (Sec)	17.4				23.5			
	Intersection LOS	B				C			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	14.4	25.9	27.7	-	9.7	35.3	37.5
	Approach LOS	-	B	C	C	-	A	D	D
	Intersection Delay (Sec)	23.0				19.5			
	Intersection LOS	C				B			
		Casa Blanca Existing AM Peak Hour Level of Service				Casa Blanca Existing PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	77.1	69.7	48.1	13.9	10.4	47.3	25.1	17.3
	Approach LOS	F	F	E	B	B	E	D	C
	Intersection Delay (Sec)	61.0				28.0			
	Intersection LOS	F				D			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	15.4	13.3	70.6	19.4	7.9	36.0	13.9	13.3
	Approach LOS	C	B	F	C	A	E	B	B
	Intersection Delay (Sec)	38.0				23.0			
	Intersection LOS	E				C			

Table 1: LOS Analysis Results for Existing Conditions (cont.)

		I-10 & SR 387/Pinal Ave 2018 - Existing AM Peak Hour Level of Service				I-10 & SR 387/Pinal Ave 2018 - Existing PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	5.3	0.0	-	3099.0	8.3	0.0	-	4032.4
	Approach LOS	A	A	-	F	A	A	-	F
	Intersection Delay (Sec)	243.5				386.5			
	Intersection LOS	F				F			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	0.0	1.5	984.6	-	0.0	1.5	1034.7	-
	Approach LOS	A	A	F	-	A	A	F	-
	Intersection Delay (Sec)	138.0				183.1			
	Intersection LOS	F				F			

Forecast Years Traffic Conditions

Future traffic conditions were forecasted through year 2040 based on MAG TDM data and refined using localized projections based on input from GRIC and the City of Casa Grande. Projected 2040 daily traffic volumes are depicted in **Figure 7**.

Turning movement data was estimated using a combination of background growth from the MAG TDM as well as growth projections based on phased future development completed by year 2040. **Figures 8 – 13** present the turning movement counts used to analyze the 2040 traffic operations at each of the TI's. Forecasted turning movement volumes were applicable to all future traffic interchange alternative configurations with the exception of the Casa Blanca (SR 587) interchange. The turning movement volumes forecasted for the preferred alternative at the Casa Blanca interchange may be referenced in **Appendix B**.

Interim year traffic conditions were projected for Years 2025 and 2035. Traffic forecasting involved interpolation of existing year data and 2040 data. Additional adjustments to the traffic projections were made at the Wild Horse Pass TI and Queen Creek Rd (SR 347) TI to account for phased development within the GRIC area. Interim year daily traffic and turning movement projections can be referenced in **Appendix B**.

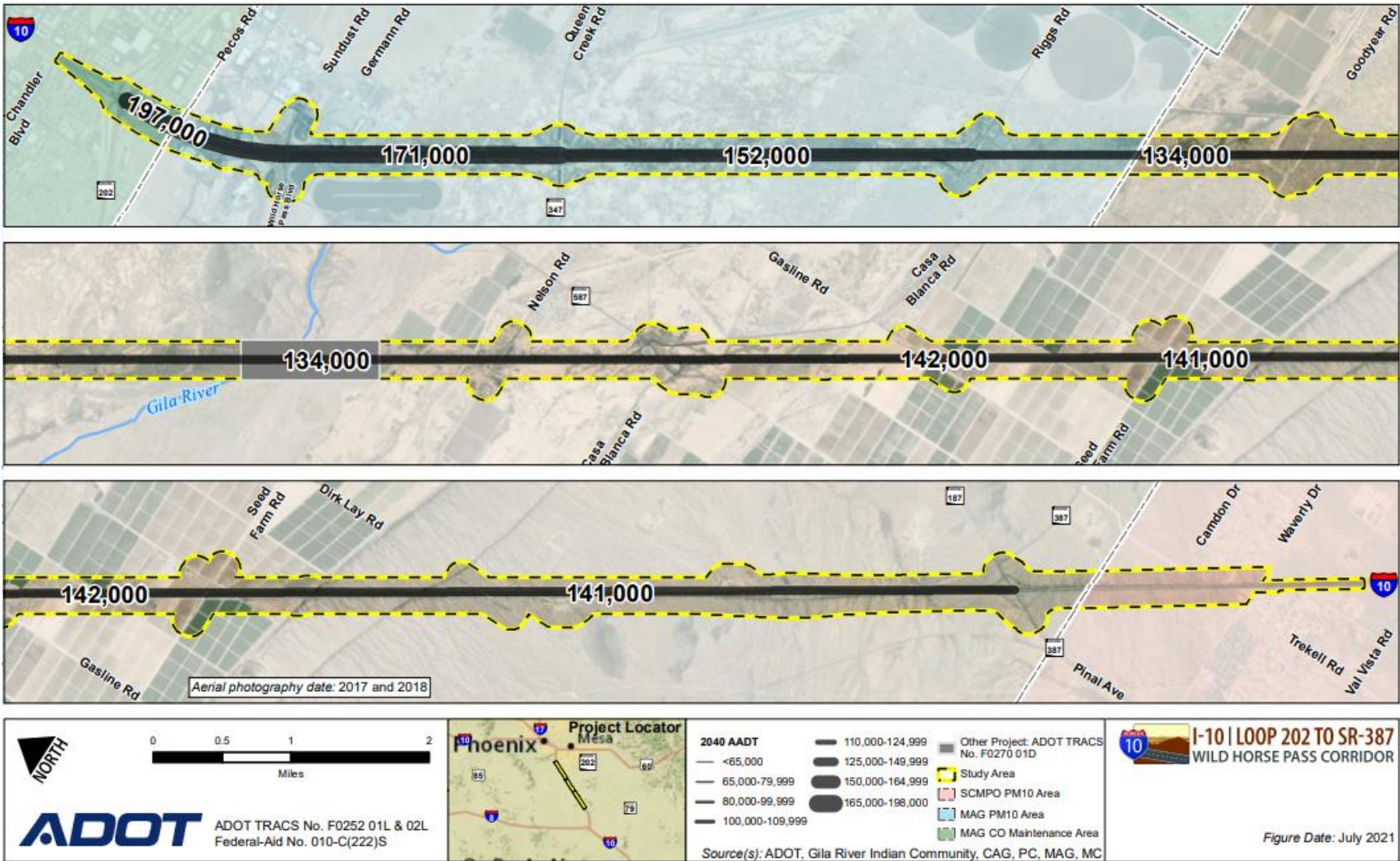


Figure 4: Projected 2040 AADT

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

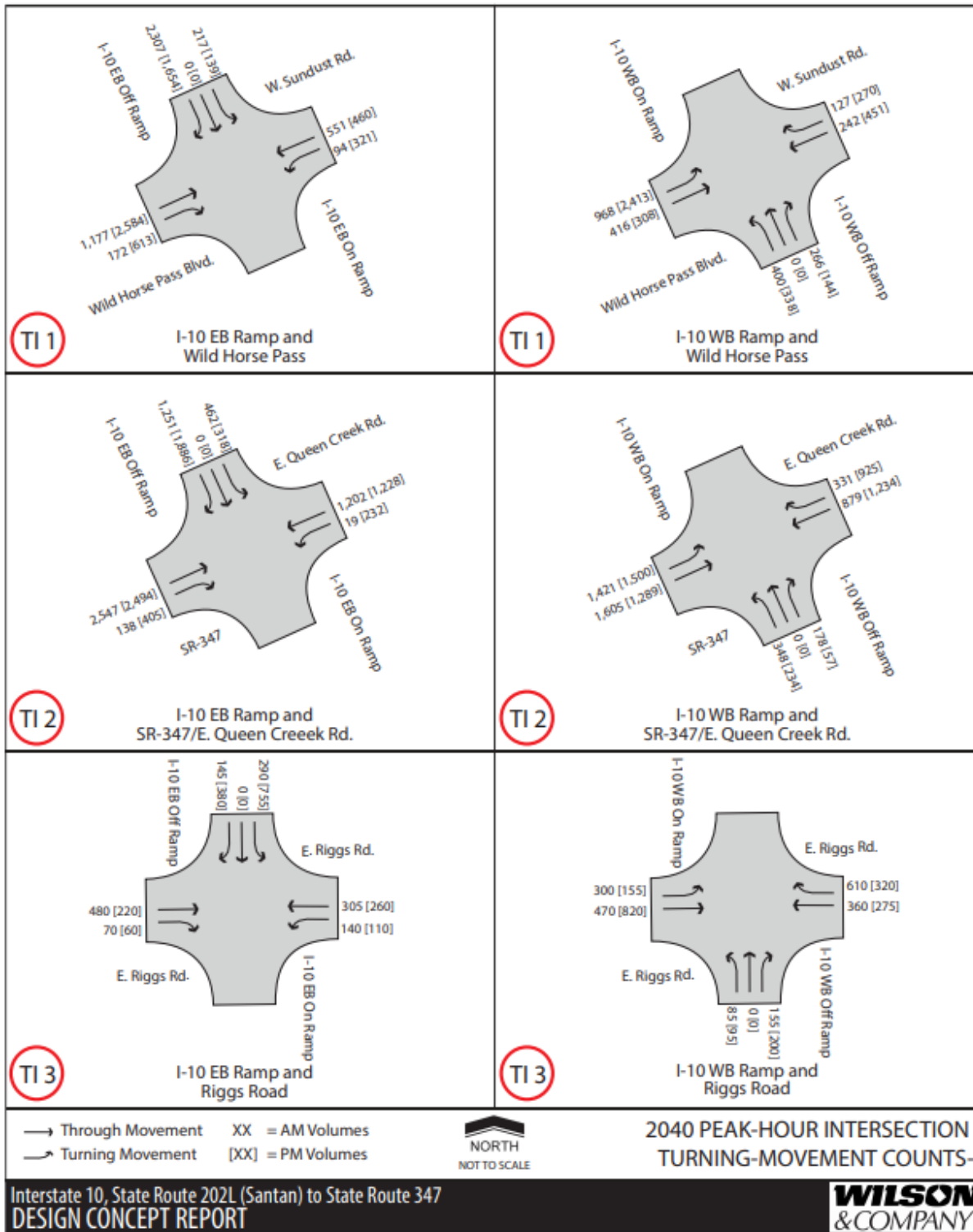


Figure 5: 2040 Turning Movement Counts

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

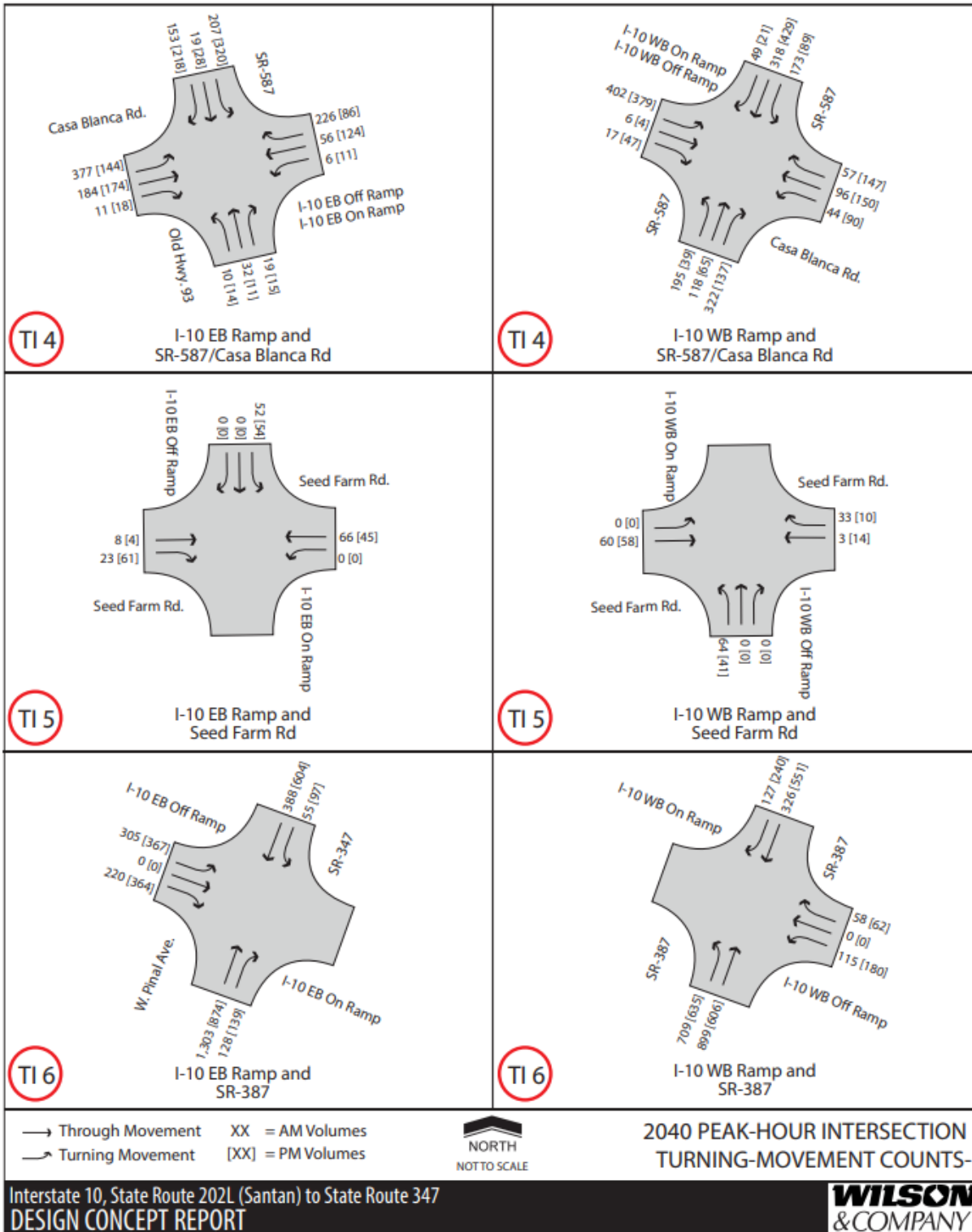


Figure 6: 2040 Turning Movement Counts Continued

Alternatives Analysis

The TI's were analyzed using future traffic forecasts under two scenarios: (1) no improvements are made through Year 2040 ("no build") and (2) the ultimate 2040 preferred alternative is fully functional by the analysis year ("future build"). Both scenarios were analyzed for all years to develop an understanding of the future traffic operations if no improvements were made and the impact of the preferred alternative. The following descriptions represent the ultimate 2040 preferred alternative at each TI.

Wild Horse Pass Traffic Interchange 2040

The preferred alternative for the traffic interchange at Wild Horse Pass involves reconstructing the standard diamond interchange at I-10 to create a Diverging Diamond Interchange (DDI). A DDI moves the cross-street traffic to the left side of the roadway between the signalized ramp intersections. The left-turn signal phase at the ramp terminals is eliminated. Vehicles on the cross street wanting to turn left are allowed to continue to the ramps without conflicting with opposing through traffic and without stopping. DDIs appear to be most applicable where there are heavy left turns onto the ramps or moderate to heavy left turns from the ramps (ADOT 2012). Improvements along Wild Horse Pass Blvd/Sundust Rd would include widening west and east of the I-10 TI to accommodate the DDI configuration. **Figure 14** presents the DDI concept modeled at the Wild Horse Pass location.

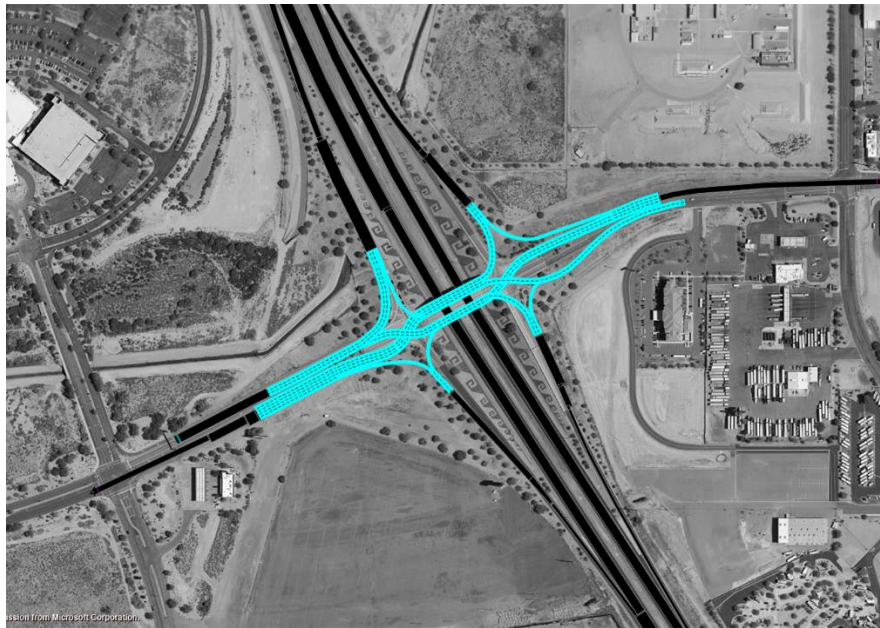


Figure 7: 2040 DDI at Wild Horse Pass Boulevard

Queen Creek (SR 347) Traffic Interchange 2040

The preferred alternative for the traffic interchange at Queen Creek (SR 347) mirrors the reconstruction of the Wild Horse Pass standard diamond interchange into a Diverging Diamond Interchange (DDI). Improvements along Queen Creek Rd/SR 347 would include widening west and east of the I-10 TI to accommodate the DDI configuration. **Figure 15** presents the DDI concept modeled at the Queen Creek (SR 347) location.

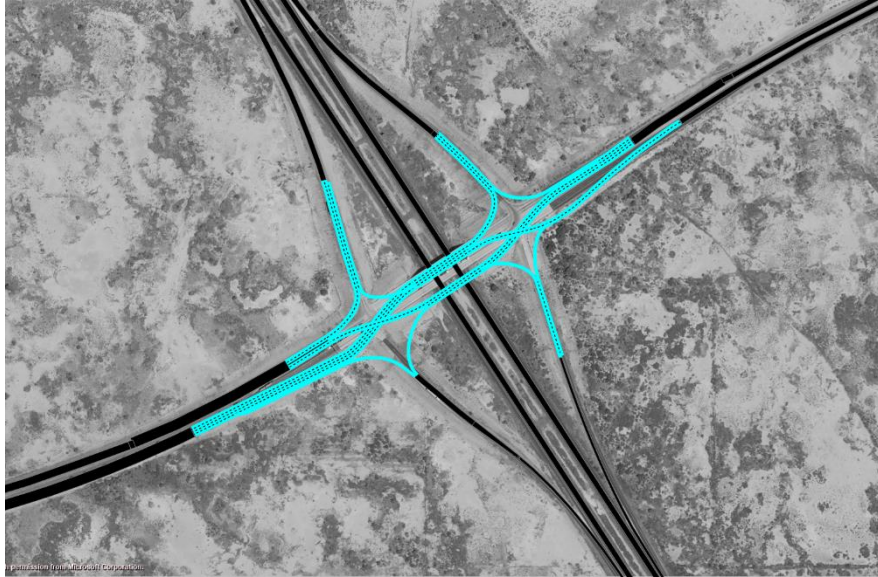


Figure 8: 2040 DDI at Queen Creek Road

Casa Blanca (SR 587) Traffic Interchange 2040

The preferred alternative for the traffic interchange at Casa Blanca (SR 587) involves a complete reconstruction of the partial cloverleaf interchange at I-10 to create a standard diamond interchange controlled by roundabouts at the ramp junctions. A key element of this design concept involves the construction of a new bridge over the I-10, south of the existing TI, to accommodate traffic along Casa Blanca Rd. The second bridge will provide a bypass route for travel along Casa Blanca Rd and will provide connectivity to the TI from the eastbound ramp junction controlled by a roundabout. **Figure 16** presents the TI concept modeled at the Casa Blanca (SR 587) location.

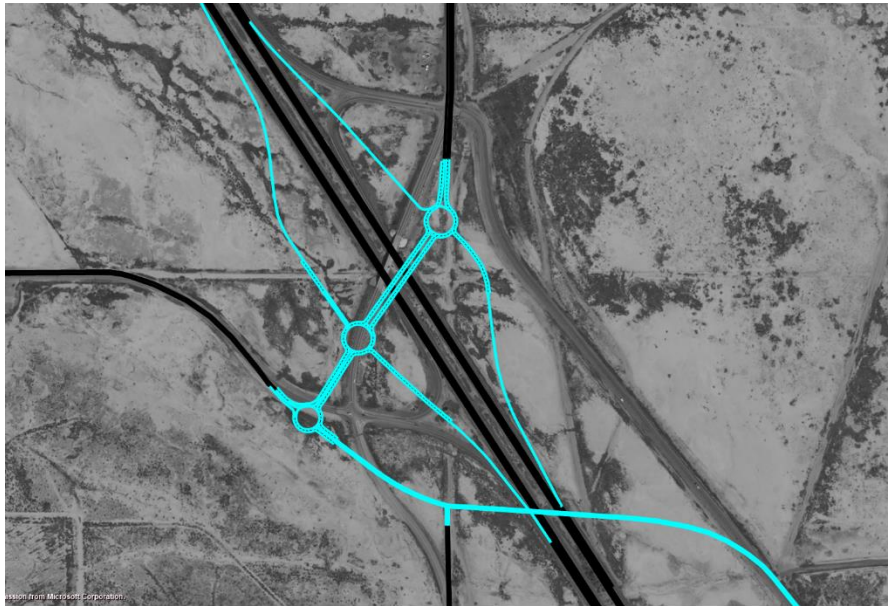


Figure 9: 2040 TI at Casa Blanca Road

The TI's at Riggs Rd, Seed Farm Rd, and Pinal Ave (SR 387) were all modeled in Synchro as standard diamond interchanges. The preferred alternative for the TI's at Riggs Rd, Seed Farm Road, and Pinal Ave (SR 387) have ultimate 2040 configurations as outlined below:

Riggs Road Traffic Interchange 2040

The preferred alternative for the traffic interchange at Riggs Rd includes the following improvements:

- adding an eastbound lane from the western ramp junction over the bridge and through the TI
- adding dual southbound left turn lanes with 300 feet of storage at the eastbound ramp junction
- adding a dedicated southbound right turn lane with 300 feet of storage at the eastbound ramp junction
- adding dual eastbound left turn lanes with 200 feet of storage at the westbound ramp junction

Seed Farm Road Traffic Interchange 2040

The preferred alternative for the new traffic interchange at Seed Farm Rd includes the following:

- single lanes across the bridge with no turn lanes at the ramp terminals
- single lane ramps
- stop controlled ramp terminals with free-flow east-west movements.

Pinal Avenue (SR 387) Traffic Interchange 2040

The preferred alternative for the traffic interchange at Pinal Ave (SR 387) closely mirrors the ultimate configuration at Riggs Rd including the following improvements:

- signalizing the ramp junctions
- converting the eastbound right-turn drop-lane into a shared thru-/right-turn lane at the eastbound ramp junction and adding an eastbound lane over the bridge and through the TI
- adding dual southbound left turn lanes with 250 feet of storage at the eastbound ramp junction (maintaining the dedicated southbound right free-flow lane)
- adding dual eastbound left turn lanes with 250 feet of storage at the westbound ramp junction
- adding a westbound lane, east of the TI, which acts as a right turn drop-lane at the westbound ramp junction
- adding a northbound left turn lane with 200 feet of storage at the westbound ramp junction

The LOS analysis results for all study TI's under both scenarios, "no-build" and "build," are presented by year in **Tables 2-4**.

Table 2: 2025 No Build and Build LOS Analysis Results

		Wild Horse Pass 2025 – No Build AM Peak Hour Level of Service				Wild Horse Pass 2025 – DDI AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	20.0	-	11.0	27.0	24.0	-	4.0	15.0
	Approach LOS	B	-	B	C	C	-	A	B
	Intersection Delay (Sec)	16.0				10.0			
	Intersection LOS	B				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	9.0	14.0	10.0	-	14.0	7.0	14.0
	Approach LOS	-	A	B	A	-	B	A	B
	Intersection Delay (Sec)	11.0				12.0			
	Intersection LOS	B				B			
		Wild Horse Pass 2025 – No Build PM Peak Hour Level of Service				Wild Horse Pass 2025 – DDI PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	25.0	-	8.0	41.0	19.0	-	4.0	15.0
	Approach LOS	C	-	A	D	B	-	A	B
	Intersection Delay (Sec)	20.0				9.0			
	Intersection LOS	B				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	7.0	27.0	26.0	-	12.0	6.0	15.0
	Approach LOS	-	A	C	C	-	B	A	B
	Intersection Delay (Sec)	20.0				10.0			
	Intersection LOS	B				A			

Table 2: 2025 No Build and Build LOS Analysis Results (cont.)

		Queen Creek 2025 – No Build AM Peak Hour Level of Service				Queen Creek 2025 – DDI (free-flow SBR) AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	52.0	-	6.0	37.0	20.6	-	6.4	22.2
	Approach LOS	D	-	A	D	C	-	A	C
	Intersection Delay (Sec)	16.0				11			
	Intersection LOS	B				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	25.0	29.0	9.0	-	12.8	26.8	13.2
	Approach LOS	-	C	C	A	-	B	C	B
	Intersection Delay (Sec)	25.0				20.0			
	Intersection LOS	C				B			
		Queen Creek 2025 – No Build PM Peak Hour Level of Service				Queen Creek 2025 – DDI (free-flow SBR) PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	39.0	-	51.0	61.0	17.5	-	8.8	22.3
	Approach LOS	D	-	D	E	B	-	A	C
	Intersection Delay (Sec)	55.0				16.0			
	Intersection LOS	D				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	138.0	41.0	13.0	-	6.7	24.9	10.5
	Approach LOS	-	F	D	B	-	A	C	B
	Intersection Delay (Sec)	78.0				14.0			
	Intersection LOS	E				B			

Table 2: 2025 No Build and Build LOS Analysis Results (cont.)

		I-10 & Riggs Rd 2025 - No Build AM Peak Hour Level of Service				I-10 & Riggs Rd Year 2025 AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	23.3	-	15.6	26.6	19.5	-	13.9	21.5
	Approach LOS	C	-	B	C	B	-	B	C
	Intersection Delay (Sec)	21.9				18.3			
	Intersection LOS	C				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	14.5	25.4	10.9	-	13.7	20.1	7.9
	Approach LOS	-	B	C	B	-	B	C	A
	Intersection Delay (Sec)	17.6				14.4			
	Intersection LOS	B				B			
		I-10 & Riggs Rd 2025 - No Build PM Peak Hour Level of Service				I-10 & Riggs Rd - Year 2025 PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	14.5	-	20.4	19.7	10.3	-	17.0	26.7
	Approach LOS	B	-	C	B	B	-	B	C
	Intersection Delay (Sec)	19.3				19.0			
	Intersection LOS	B				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	13.1	14.6	15.3	-	7.6	14.6	15.3
	Approach LOS	-	B	B	B	-	A	B	B
	Intersection Delay (Sec)	13.8				10.3			
	Intersection LOS	B				B			

Table 2: 2025 No Build and Build LOS Analysis Results (cont.)

I-10 & Casa Blanca Rd 2025 - No Build AM Peak Hour Level of Service						I-10 & Casa Blanca Rd - Year 2025 AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	77.1	91.2	86.3	26.6	4.4	5.6	-	3.9
	Approach LOS	F	F	F	C	A	A	-	A
	Intersection Delay (Sec)	76.0				5.0			
	Intersection LOS	F				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	25.2	17.1	185.3	69.1	3.8	2.7	5.3	-
	Approach LOS	D	C	F	F	A	A	A	-
	Intersection Delay (Sec)	85.0				4.0			
	Intersection LOS	F				A			
I-10 & Casa Blanca Rd 2025 - No Build PM Peak Hour Level of Service						I-10 & Casa Blanca Rd - Year 2025 PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	10.6	70.3	119.4	23.9	3.5	4.5	-	3.6
	Approach LOS	B	F	F	C	A	A	-	A
	Intersection Delay (Sec)	85.0				4.0			
	Intersection LOS	F				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	8.4	65.5	15.0	13.3	3.0	2.5	5.5	-
	Approach LOS	B	F	C	B	A	A	A	-
	Intersection Delay (Sec)	37.0				4.0			
	Intersection LOS	E				A			

Table 2: 2025 No Build and Build LOS Analysis Results (cont.)

		I-10 & SR 387/Pinal Ave 2025 - No Build AM Peak Hour Level of Service				I-10 & SR 387/Pinal Ave - Year 2025 AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	5.8	0.0	-	4693.1	13.1	21.9	-	24.5
	Approach LOS	A	A	-	F	B	C	-	C
	Intersection Delay (Sec)	366.6				15.7			
	Intersection LOS	F				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	0.0	1.6	1331.7	-	10.5	3.6	27.3	-
	Approach LOS	A	A	F	-	A	A	A	-
	Intersection Delay (Sec)	186.3				11.5			
	Intersection LOS	F				B			
		I-10 & SR 387/Pinal Ave 2025 - No Build PM Peak Hour Level of Service				I-10 & SR 387/Pinal Ave - Year 2025 PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	9.8	0.0	-	6645.1	18.3	25.7	-	31.0
	Approach LOS	A	A	-	F	B	C	-	C
	Intersection Delay (Sec)	633.8				22.1			
	Intersection LOS	F				C			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	0.0	1.5	1392.7	-	4.5	5.2	24.3	-
	Approach LOS	A	A	F	-	A	A	C	-
	Intersection Delay (Sec)	246.1				8.2			
	Intersection LOS	F				A			

Table 3: 2035 No Build and Build LOS Analysis Results

		Wild Horse Pass 2035 - No Build AM Peak Hour Level of Service				Wild Horse Pass 2035 - DDI AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	29.0	-	9.0	30.0	20.0	-	3.0	15.0
	Approach LOS	C	-	A	C	B	-	A	B
	Intersection Delay (Sec)	18.0				9.0			
	Intersection LOS	B				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	151.0	17.0	18.0	-	15.0	8.0	20.0
	Approach LOS	-	F	B	B	-	B	A	B
	Intersection Delay (Sec)	84.0				14.0			
	Intersection LOS	F				B			
		Wild Horse Pass 2035 - No Build PM Peak Hour Level of Service				Wild Horse Pass 2035 - DDI PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	41.0	-	9.0	94.0	17.0	-	6.0	16.0
	Approach LOS	D	-	A	F	B	-	A	B
	Intersection Delay (Sec)	38.0				9.0			
	Intersection LOS	D				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	14.0	58.0	26.0	-	12.0	11.0	21.0
	Approach LOS	-	B	E	C	-	B	B	C
	Intersection Delay (Sec)	33.0				13.0			
	Intersection LOS	C				B			

Table 3: 2035 No Build and Build LOS Analysis Results (cont.)

		Queen Creek 2035 - No Build AM Peak Hour Level of Service				Queen Creek 2035 - DDI (free-flow SBR) AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	100.0	-	7.0	152.0	18.4	-	6.3	31.3
	Approach LOS	F	-	A	F	B	-	A	C
	Intersection Delay (Sec)	53.0				14			
	Intersection LOS	D				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	51.0	50.0	8.0	-	11.4	28.9	28.7
	Approach LOS	-	D	D	A	-	B	C	C
	Intersection Delay (Sec)	42.0				23.0			
	Intersection LOS	D				C			
		Queen Creek 2035 - No Build PM Peak Hour Level of Service				Queen Creek 2035 - DDI (free-flow SBR) PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	58.0	-	68.0	53.0	16.3	-	7.2	29.0
	Approach LOS	E	-	E	D	B	-	A	C
	Intersection Delay (Sec)	60.0				17.0			
	Intersection LOS	E				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	210.0	93.0	10.0	-	6.5	30.4	19.6
	Approach LOS	-	F	F	A	-	A	C	B
	Intersection Delay (Sec)	113.0				20.0			
	Intersection LOS	F				B			

Table 3: 2035 No Build and Build LOS Analysis Results (cont.)

		I-10 & Riggs Rd 2035 - No Build AM Peak Hour Level of Service				I-10 & Riggs Rd TI - Year 2035 AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	29.8	-	15.3	29.8	21.6	-	13.6	22.4
	Approach LOS	C	-	B	C	C	-	B	C
	Intersection Delay (Sec)	24.2				18.9			
	Intersection LOS	C				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	15.6	31.1	10.8	-	14.9	21.0	7.5
	Approach LOS	-	B	C	B	-	B	C	A
	Intersection Delay (Sec)	20.1				14.9			
	Intersection LOS	C				B			
		I-10 & Riggs Rd- Year 2035 - No Build PM Peak Hour Level of Service				I-10 & Riggs Rd TI - Year 2035 PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	16.5	-	19.9	18.9	11.2	-	16.6	27.7
	Approach LOS	B	-	B	B	B	-	B	C
	Intersection Delay (Sec)	19.0				19.3			
	Intersection LOS	B				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	18.3	14.1	14.9	-	8.7	14.1	14.9
	Approach LOS	-	B	B	B	-	A	B	B
	Intersection Delay (Sec)	16.9				10.8			
	Intersection LOS	B				B			

Table 3: 2035 No Build and Build LOS Analysis Results (cont.)

I-10 & Casa Blanca Rd 2035 - No Build AM Peak Hour Level of Service						I-10 & Casa Blanca Rd - Year 2035 AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	76.7	107.1	142.3	15.8	4.7	6.6	-	4.3
	Approach LOS	F	F	F	C	A	A	-	A
	Intersection Delay (Sec)	93.0				5.0			
	Intersection LOS	F				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	29.3	15.9	235.8	140.4	4.8	3.0	6.0	-
	Approach LOS	D	C	F	F	A	A	A	-
	Intersection Delay (Sec)	120.0				5.0			
	Intersection LOS	F				A			
I-10 & Casa Blanca Rd 2035 - No Build PM Peak Hour Level of Service						I-10 & Casa Blanca Rd - Year 2035 PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	11.5	96.9	29.3	47.1	3.8	5.3	-	4.3
	Approach LOS	B	F	F	E	A	A	-	A
	Intersection Delay (Sec)	78.0				5.0			
	Intersection LOS	F				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	8.5	86.1	18.1	14.2	3.0	2.5	5.5	-
	Approach LOS	A	F	C	B	A	A	A	-
	Intersection Delay (Sec)	46.0				4.0			
	Intersection LOS	E				A			

Table 3: 2035 No Build and Build LOS Analysis Results (cont.)

I-10 & SR 387/Pinal Ave 2035 - No Build AM Peak Hour Level of Service						I-10 & SR 387/Pinal Ave - Year 2035 AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	6.6	0.0	-	9433.2	13.8	22.8	-	24.9
	Approach LOS	A	A	-	F	B	C	-	C
	Intersection Delay (Sec)	737.5				16.5			
	Intersection LOS	F				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	0.0	1.8	1994.1	-	12.4	4.0	27.1	-
	Approach LOS	A	A	F	-	B	A	C	-
	Intersection Delay (Sec)	279.1				12.7			
	Intersection LOS	F				B			
I-10 & SR 387/Pinal Ave 2035 - No Build PM Peak Hour Level of Service						I-10 & SR 387/Pinal Ave - Year 2035 PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	13.8	0.0	-	17380.3	19.3	28.2	-	31.6
	Approach LOS	B	A	-	F	B	C	-	C
	Intersection Delay (Sec)	1649.9				23.6			
	Intersection LOS	F				C			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	0.0	1.6	2062.8	-	5.1	5.9	24.1	-
	Approach LOS	A	A	F	-	A	A	C	-
	Intersection Delay (Sec)	364.3				8.7			
	Intersection LOS	F				A			

Table 4: 2040 No Build and Build LOS Analysis Results

		Wild Horse Pass 2040 - No Build AM Peak Hour Level of Service				Wild Horse Pass 2040 - DDI AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	29.0	-	9.0	31.0	23.0	-	3.0	15.0
	Approach LOS	C	-	A	C	C	-	A	B
	Intersection Delay (Sec)	18.0				10.0			
	Intersection LOS	B				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	164.0	29.0	13.0	-	18.0	8.0	22.0
	Approach LOS	-	F	C	B	-	B	A	C
	Intersection Delay (Sec)	88.0				16.0			
	Intersection LOS	F				B			
		Wild Horse Pass 2040 - No Build PM Peak Hour Level of Service				Wild Horse Pass 2040 - DDI PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	45.0	-	9.0	120.0	18.0	-	8.0	17.0
	Approach LOS	D	-	A	F	B	-	A	B
	Intersection Delay (Sec)	45.0				11.0			
	Intersection LOS	D				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	75.0	55.0	26.0	-	13.0	20.0	22.0
	Approach LOS	-	E	D	C	-	B	B	C
	Intersection Delay (Sec)	58.0				18.0			
	Intersection LOS	E				B			

Table 4: 2040 No Build and Build LOS Analysis Results (cont.)

		Queen Creek 2040 - No Build AM Peak Hour Level of Service				Queen Creek 2040 - DDI (free-flow SBR) AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	370.0	-	6.0	165.0	27.2	-	6.1	37.4
	Approach LOS	F	-	A	F	C	-	A	D
	Intersection Delay (Sec)	83.0				16.0			
	Intersection LOS	F				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	153.0	51.0	8.0	-	11.0	34.1	36.2
	Approach LOS	-	F	D	A	-	B	C	D
	Intersection Delay (Sec)	78.0				28.0			
	Intersection LOS	E				C			
		Queen Creek 2040 - No Build PM Peak Hour Level of Service				Queen Creek 2040 - DDI (free-flow SBR) PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	97.0	-	66.0	51.0	19.3	-	8.0	33.9
	Approach LOS	F	-	E	D	B	-	A	C
	Intersection Delay (Sec)	61.0				19.0			
	Intersection LOS	E				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	217.0	91.0	9.0	-	7.8	37.3	23.9
	Approach LOS	-	F	F	A	-	A	D	C
	Intersection Delay (Sec)	111.0				24.0			
	Intersection LOS	F				C			

Table 4: 2040 No Build and Build LOS Analysis Results (cont.)

		I-10 & Riggs Rd 2040 - No Build AM Peak Hour Level of Service				I-10 & Riggs Rd TI - Year 2040 AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	34.0	-	15.5	34.8	23.2	-	13.4	23.1
	Approach LOS	C	-	B	C	C	-	B	C
	Intersection Delay (Sec)	27.2				19.4			
	Intersection LOS	C				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	17.1	25.8	10.1	-	15.4	21.5	7.3
	Approach LOS	-	B	C	B	-	B	C	A
	Intersection Delay (Sec)	18.3				15.3			
	Intersection LOS	B				B			
		I-10 & Riggs Rd- Year 2040 - No Build PM Peak Hour Level of Service				I-10 & Riggs Rd TI - Year 2040 PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	17.5	-	19.7	18.5	11.7	-	16.4	28.2
	Approach LOS	B	-	B	B	B	-	B	C
	Intersection Delay (Sec)	19.0				19.4			
	Intersection LOS	B				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	-	23.2	13.8	14.7	-	9.2	13.8	14.7
	Approach LOS	-	C	B	B	-	A	B	B
	Intersection Delay (Sec)	19.9				11.1			
	Intersection LOS	B				B			

Table 4: 2040 No Build and Build LOS Analysis Results (cont.)

		I-10 & Casa Blanca Rd 2040 - No Build AM Peak Hour Level of Service				I-10 & Casa Blanca Rd - Year 2040 AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	77.3	107.2	144.3	17.0	5.2	7.2	-	5.1
	Approach LOS	F	F	F	C	A	A	-	A
	Intersection Delay (Sec)	93.0				6.0			
	Intersection LOS	F				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	34.0	19.0	233.5	144.9	5.8	3.3	6.5	-
	Approach LOS	D	C	F	F	A	A	A	-
	Intersection Delay (Sec)	122.0				6.0			
	Intersection LOS	F				A			
		I-10 & Casa Blanca Rd 2040 - No Build PM Peak Hour Level of Service				I-10 & Casa Blanca Rd - Year 2040 PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	11.6	99.1	132.7	74.4	4.2	5.8	-	4.7
	Approach LOS	B	F	F	F	A	A	-	A
	Intersection Delay (Sec)	85.0				5.0			
	Intersection LOS	F				A			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	8.4	89.4	20.5	14.8	4.4	2.9	6.1	-
	Approach LOS	A	F	C	B	A	A	A	-
	Intersection Delay (Sec)	47.0				5.0			
	Intersection LOS	E				A			

Table 4: 2040 No Build and Build LOS Analysis Results (cont.)

I-10 & SR 387/Pinal Ave 2040 - No Build AM Peak Hour Level of Service						I-10 & SR 387/Pinal Ave - Year 2040 AM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	7.3	0.0	-	14852.0	14.2	23.3	-	25.1
	Approach LOS	A	A	-	F	B	C	-	C
	Intersection Delay (Sec)	1155.0				16..9			
	Intersection LOS	F				B			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	0.0	1.8	2461.0	-	13.5	4.3	-	-
	Approach LOS	A	A	F	-	B	A	-	-
	Intersection Delay (Sec)	344.9				13.5			
	Intersection LOS	F				B			
I-10 & SR 387/Pinal Ave 2040 - No Build PM Peak Hour Level of Service						I-10 & SR 387/Pinal Ave - Year 2040 PM Peak Hour Level of Service			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 WB ON/OFF RAMPS	Approach Delay (Sec)	17.2	0.0	-	36495.6	20.0	29.9	-	31.9
	Approach LOS	B	A	-	F	B	C	-	C
	Intersection Delay (Sec)	3457.4				24.6			
	Intersection LOS	F				C			
Name	Performance Measure	NB	SB	EB	WB	NB	SB	EB	WB
Jct I-10 EB ON/OFF RAMPS	Approach Delay (Sec)	0.0	1.6	2481.3	-	5.3	6.3	24.1	-
	Approach LOS	A	A	F	-	A	A	C	-
	Intersection Delay (Sec)	438.1				9.0			
	Intersection LOS	F				A			

Additional Data

To support the analysis of air quality, the daily traffic forecasts were used to determine the amount of traffic entering each TI for all analysis years and scenarios. In addition to the total daily traffic, the volume data was further broken down by vehicle distribution to determine the percentage of truck traffic entering the TI's and traveling along the I-10 mainline. Truck traffic included heavy and medium sized trucks often associated with commercial vehicle types. **Tables 5 and 6** present the summary of daily traffic and truck distribution prepared for air quality analysis. A condensed summary of LOS results was also prepared for air quality analysis and is depicted in **Table 7**.

Table 5: Summary of Daily Traffic Traveling within Interstate 10 Study Area

AADT and Truck Volumes		2018 Existing		2025 No-Build		2025 Build		2035 No-Build		2035 Build		2040 No-Build		2040 Build	
		AADT	Truck AADT	AADT	Truck AADT	AADT	Truck AADT	AADT	Truck AADT	AADT	Truck AADT	AADT	Truck AADT	AADT	Truck AADT
Mainline	Wild Horse Pass Blvd	123,800	19,000	142,400	25,700	148,700	28,600	163,900	34,500	181,200	37,700	162,800	39,300	197,000	43,600
	SR 347/Queen Creek Rd	107,100	18,400	126,600	24,800	133,800	27,300	146,500	33,400	164,600	36,700	137,500	37,700	171,100	42,000
	Riggs Rd	82,800	17,200	97,000	23,600	104,400	25,800	109,100	31,600	128,800	34,900	116,700	36,600	152,200	41,000
	SR 587/ Casa Blanca Rd	65,200	16,000	76,700	21,300	83,700	23,200	92,400	29,700	107,400	32,400	100,100	34,500	133,500	38,200
	Seed Farm Rd	69,800	17,200	80,900	22,400	87,000	24,500	98,900	31,500	113,500	34,400	107,500	36,600	141,500	40,600
	SR 387/ SR 187/Pinal Ave	69,800	17,200	80,900	22,400	87,000	24,500	99,100	31,300	113,700	34,200	108,100	36,300	141,100	40,400

Note: Truck% include heavy truck and medium truck. AADT at intersections include volumes on approach lanes.

Table 6: Summary of Daily Traffic Accessing Traffic Interchanges on Interstate 10 Study Area

AADT and Truck Volumes		2018 Existing		2025 No-Build		2025 Build		2035 No-Build		2035 Build		2040 No-Build		2040 Build	
		AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)
Intersection	Wild Horse Pass Blvd & EB I-10	24,800	1,100	42,600	2,200	42,600	2,300	78,300	4,400	78,300	4,400	96,200	5,800	96,200	6,100
	Wild Horse Pass Blvd & WB I-10	19,600	1,300	34,800	3,000	34,800	3,100	65,200	6,100	65,200	6,100	80,400	6,800	80,400	7,100
	Queen Creek Rd & EB I-10	38,000	1,800	49,000	2,100	49,000	2,300	71,000	3,500	71,000	3,800	82,000	4,500	82,000	4,600
	Queen Creek Rd & WB I-10	28,000	1,500	37,400	1,900	37,400	2,000	56,100	3,000	56,100	3,300	65,500	3,900	65,500	4,000
	Riggs Rd & EB I-10	14,200	1,500	16,200	1,600	16,200	1,400	20,300	1,700	20,300	1,900	22,300	2,200	22,300	2,500
	Riggs Rd & WB I-10	17,800	1,600	19,200	2,000	19,200	2,000	21,900	2,100	21,900	2,200	23,300	2,500	23,300	2,700
	Casa Blanca Rd & EB I-10	8,000	900	10,900	1,300	19,100	2,100	16,600	2,300	21,900	2,800	19,400	2,900	23,500	3,400
	Casa Blanca Rd & WB I-10	12,800	1,600	16,200	2,100	17,800	2,400	23,100	3,600	20,900	3,400	26,500	4,500	22,700	4,200
	Seed Farm Rd & EB I-10	-	-	-	-	-	-	-	-	2,200	200	-	-	2,200	200
	Seed Farm Rd & WB I-10	-	-	-	-	-	-	-	-	1,900	200	-	-	1,900	200
	Pinal Ave & EB I-10	20,900	2,300	24,400	3,200	24,400	3,200	31,400	4,600	31,400	5,000	34,900	5,600	34,900	5,900
	Pinal Ave & WB I-10	15,100	1,800	19,400	2,700	19,400	2,700	28,100	4,400	28,100	4,700	32,500	5,600	32,500	5,800

Note: Truck% include heavy truck and medium truck. AADT at intersections include volumes on approach lanes.

Table 7: Level of Service Summary

Level of Service (LOS)	2018 Existing				2025 No-Build				2025 Build				2035 No-Build				2035 Build				2040 No-Build				2040 Build				
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
Intersection LOS (overall, not for each link)	Wild Horse Pass Blvd & EB I-10	B	11	B	15	B	11	B	20	B	12	A	10	F	84	C	33	B	14	B	13	F	88	E	58	B	16	B	18
	Wild Horse Pass Blvd & WB I-10	B	16	B	17	B	16	B	20	A	10	A	9	B	18	D	38	A	9	A	9	B	18	D	45	A	10	B	11
	Queen Creek Rd & EB I-10	C	24	D	40	C	25	E	78	B	20	B	14	D	42	F	111	C	23	B	20	E	78	F	111	C	28	C	24
	Queen Creek Rd & WB I-10	B	11	C	33	B	16	D	55	B	11	B	16	D	53	E	61	B	14	B	17	F	83	E	61	B	16	B	19
	Riggs Rd & EB I-10	C	23	B	19.5	B	17.6	B	13.8	B	14.4	B	10.3	C	20.1	B	16.9	B	14.9	B	10.8	B	18.3	B	19.9	B	15.3	B	11.1
	Riggs Rd & WB I-10	B	17.4	C	23.5	C	21.9	B	19.3	B	18.3	B	19	C	24.2	B	19	B	18.9	B	19.3	C	27.2	B	19	B	19.4	B	19.4
	Casa Blanca Rd & EB I-10	E	38	C	23	F	85	E	37	A	4	A	4	F	120	E	46	A	5	A	4	F	122	E	47	A	6	A	5
	Casa Blanca Rd & WB I-10	F	61	D	28	F	76	F	64	A	5	A	4	F	93	F	78	A	5	A	5	F	93	F	85	A	6	A	5
	Seed Farm Rd & EB I-10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	3.6	A	3.2	-	-	-	-	A	3.2	A	3
	Seed Farm Rd & WB I-10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	A	3.4	A	3	-	-	-	-	A	3.7	A	3
Pinal Ave & EB I-10	F	138.0	F	183.1	F	186.3	F	246.1	B	11.5	A	8.2	F	279.1	F	364.3	B	12.7	A	8.7	F	344.9	F	438.1	B	13.5	A	9	
Pinal Ave & WB I-10	F	243.5	F	386.5	F	366.6	F	633.8	B	15.7	C	22.1	F	737.5	F	1649.9	B	16.5	C	23.6	F	1155	F	3457.4	B	16.9	C	24.6	

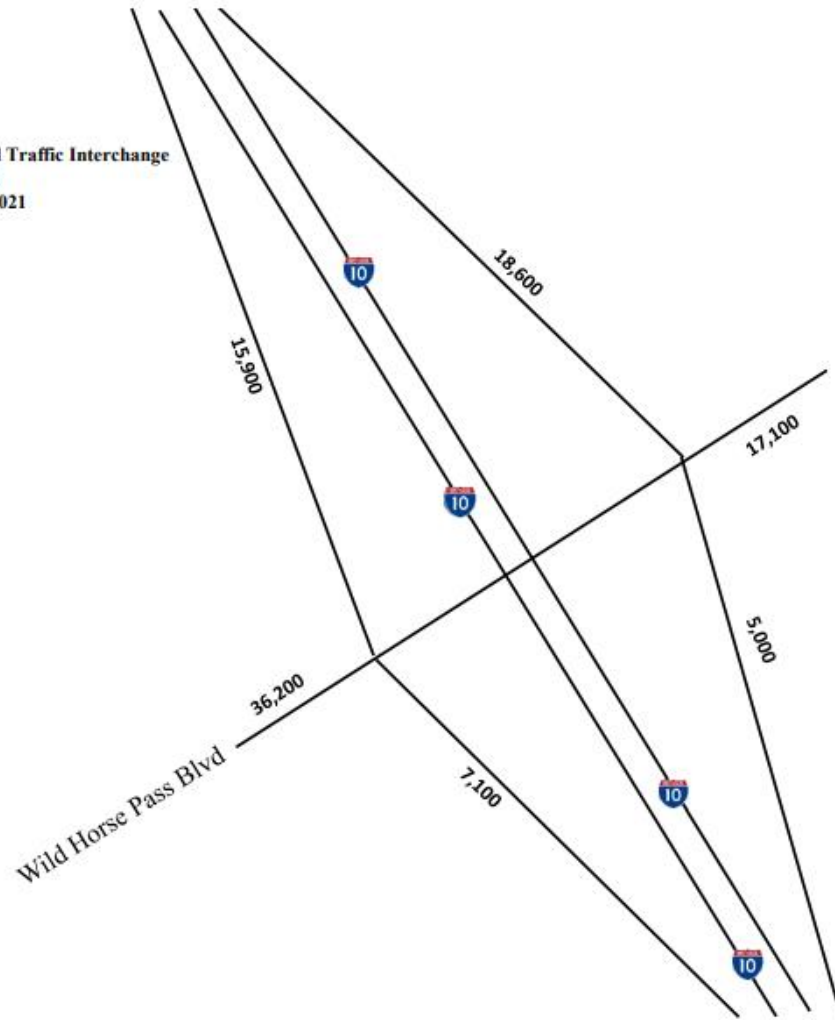
Appendix A: Daily Traffic Forecasts

Existing Annual Average Daily Traffic and 2040 Forecast

2019 ADOT Traffic Interchange Volume Counts Daily										
Traffic Interchange	I-10 Ramp Volumes				Cross Street Volumes					
	Westbound		Eastbound		West of I-10		Bridge over I-10		East of I-10	
	On	Off	On	Off	WB	EB	WB	EB	WB	EB
SR 387/Pinal Ave	5,000	1,300	1,600	6,700	15,000		13,600		13,500	
SR587/Casa Blanca	1,500	2,800	3,400	1,700	4,500		6,500		5,200	
Riggs Rd	6,400	2,200	1,700	7,100	6,800		12,800		12,800	
SR374/Queen Creek	18,000	600	700	17,800	29,100		-		19,100	
Wild Horse Pass	9,900	4,000	4,300	11,200	18,800		-		11,100	

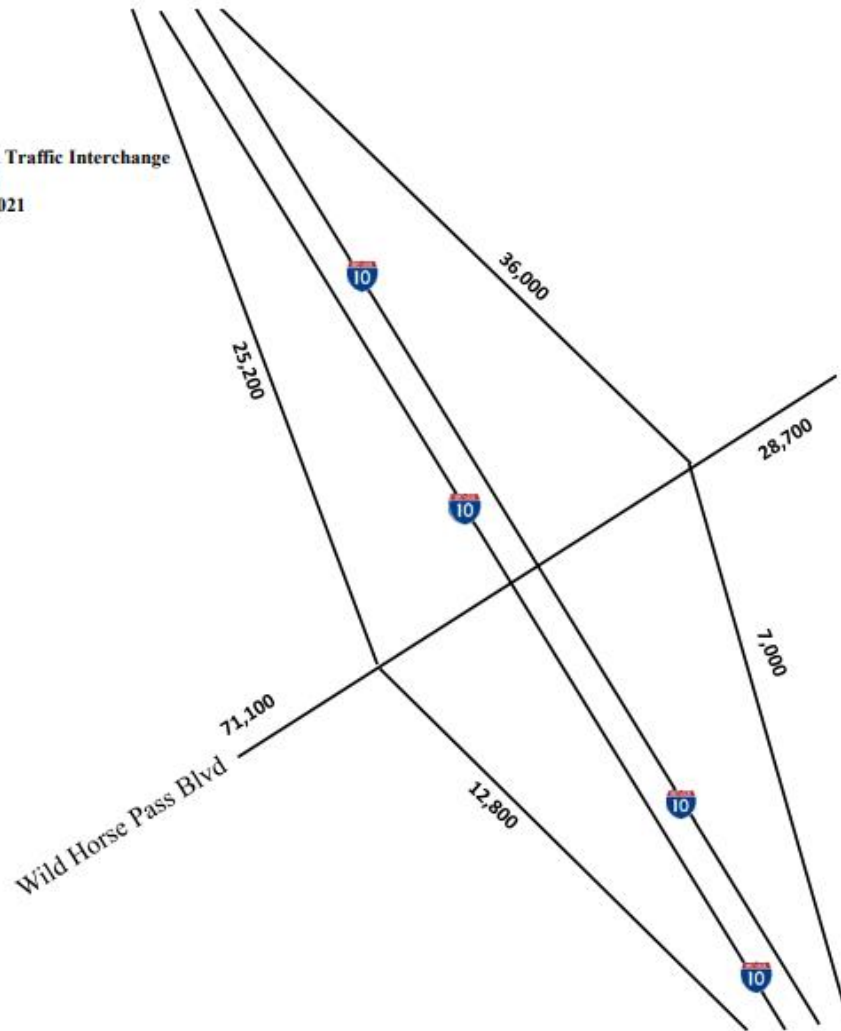
2040 Projected Daily Traffic										
Traffic Interchange	I-10 Ramp Volumes				Cross Street Volumes					
	Westbound		Eastbound		West of I-10		Bridge over I-10		East of I-10	
	On	Off	On	Off	WB	EB	WB	EB	WB	EB
SR387	12,500	3,500	3,400	10,400	28,300		27,700		20,800	
SR587/Casa Blanca	3,400	7,500	8,400	3,883	19,000		15,700		18,700	
Riggs	5,900	3,700	2,100	14,200	11,500		16,800		20,200	
SR374/Queen Creek	30,300	3,600	8,000	27,600	75,200		53,100		43,800	
Wild Horse Pass	44,700	8,000	15,600	29,900	88,500		58,400		34,500	

Location: I-10 and Wild Horse Pass Blvd Traffic Interchange
Analysis Year: 2025
Date Prepared: 06/02/2021



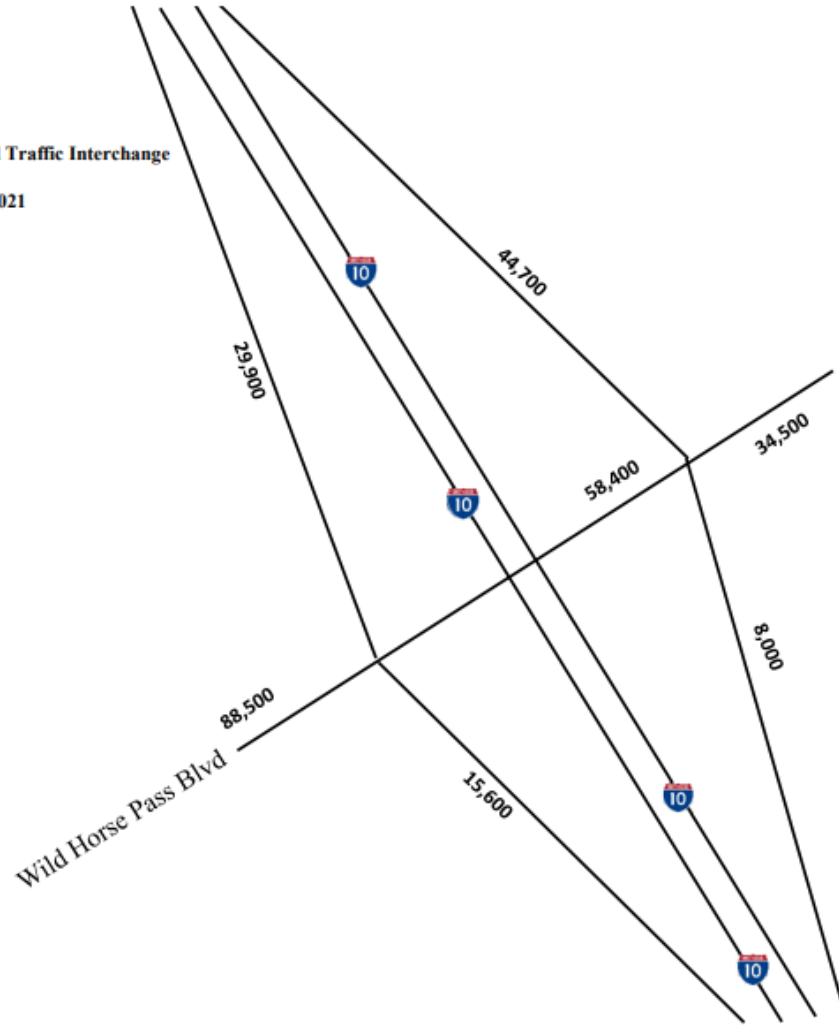
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X,XXX Approach Volume (ADT)

Location: I-10 and Wild Horse Pass Blvd Traffic Interchange
Analysis Year: 2035
Date Prepared: 06/02/2021



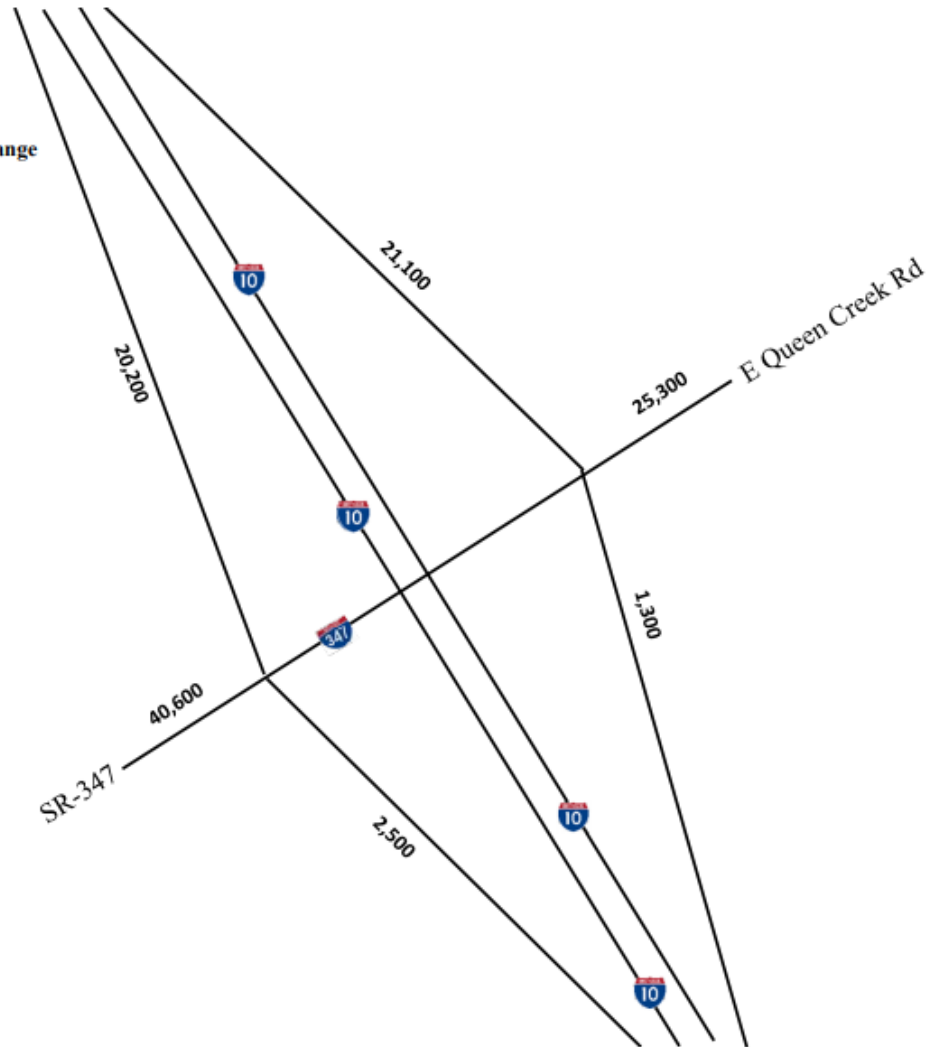
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Analysis Year: 2040
Date Prepared: 06/02/2021



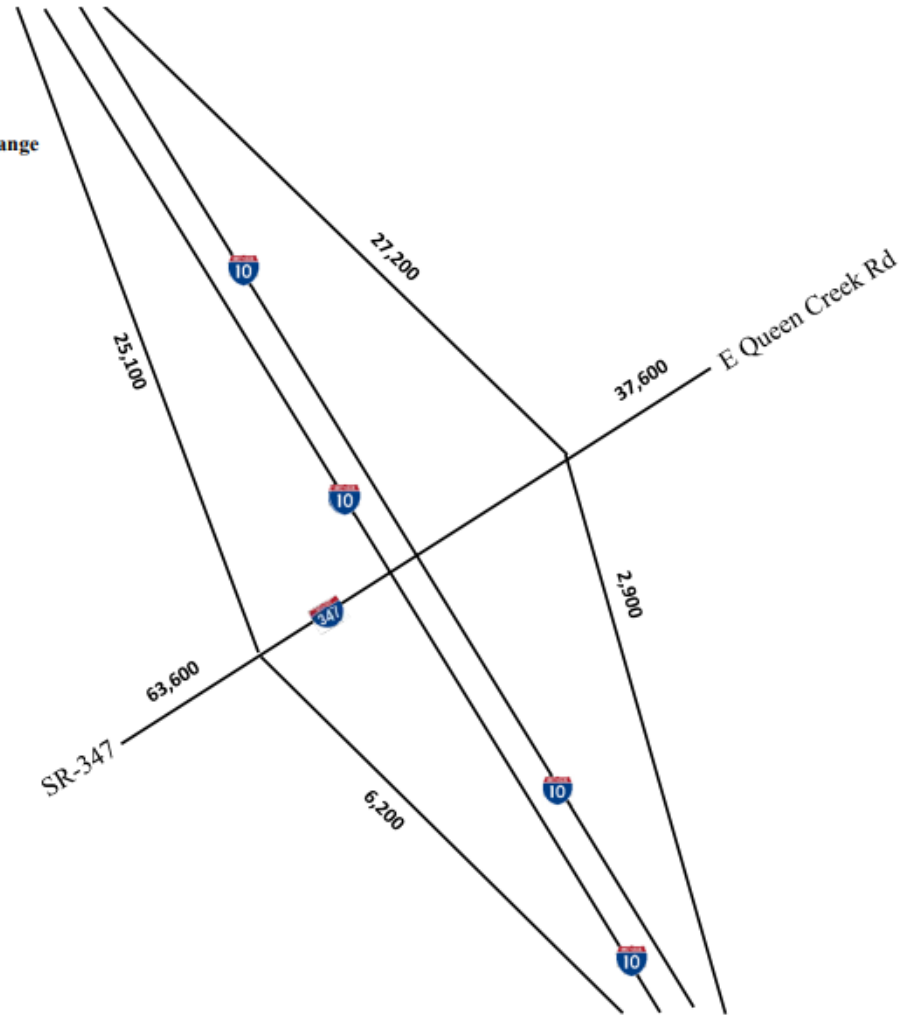
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Analysis Year: 2025
Date Prepared: 06/02/2021



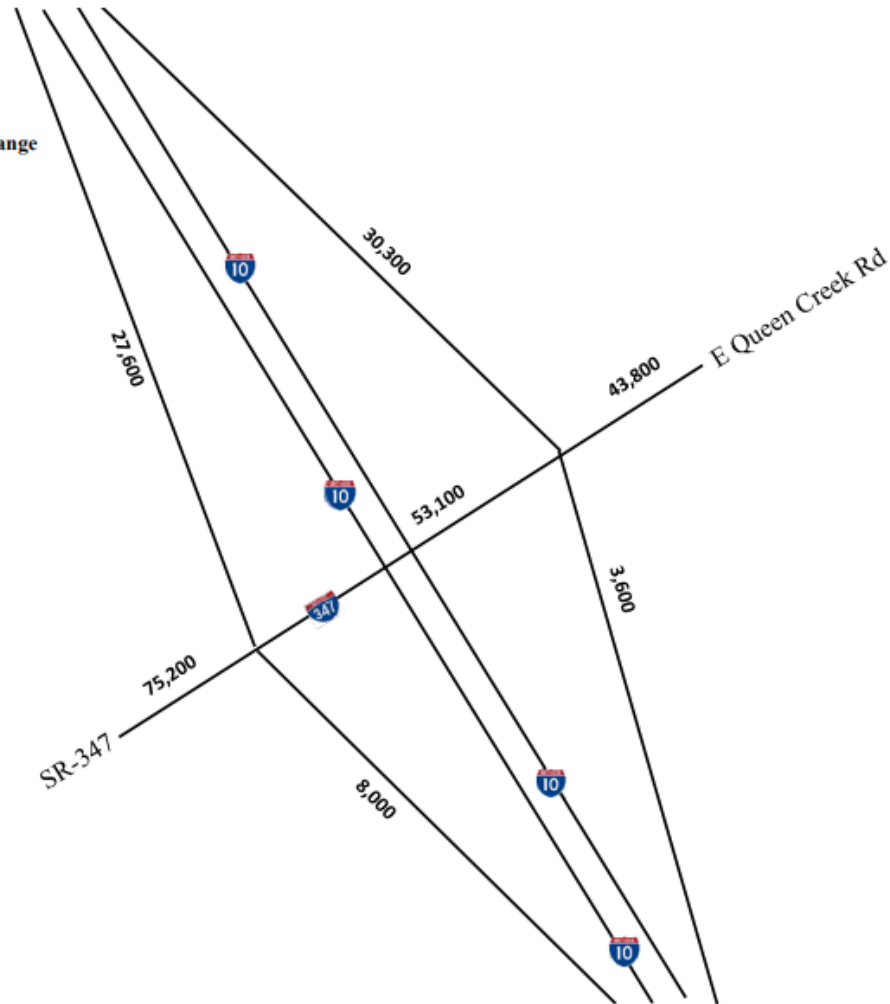
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Analysis Year: 2035
Date Prepared: 06/02/2021



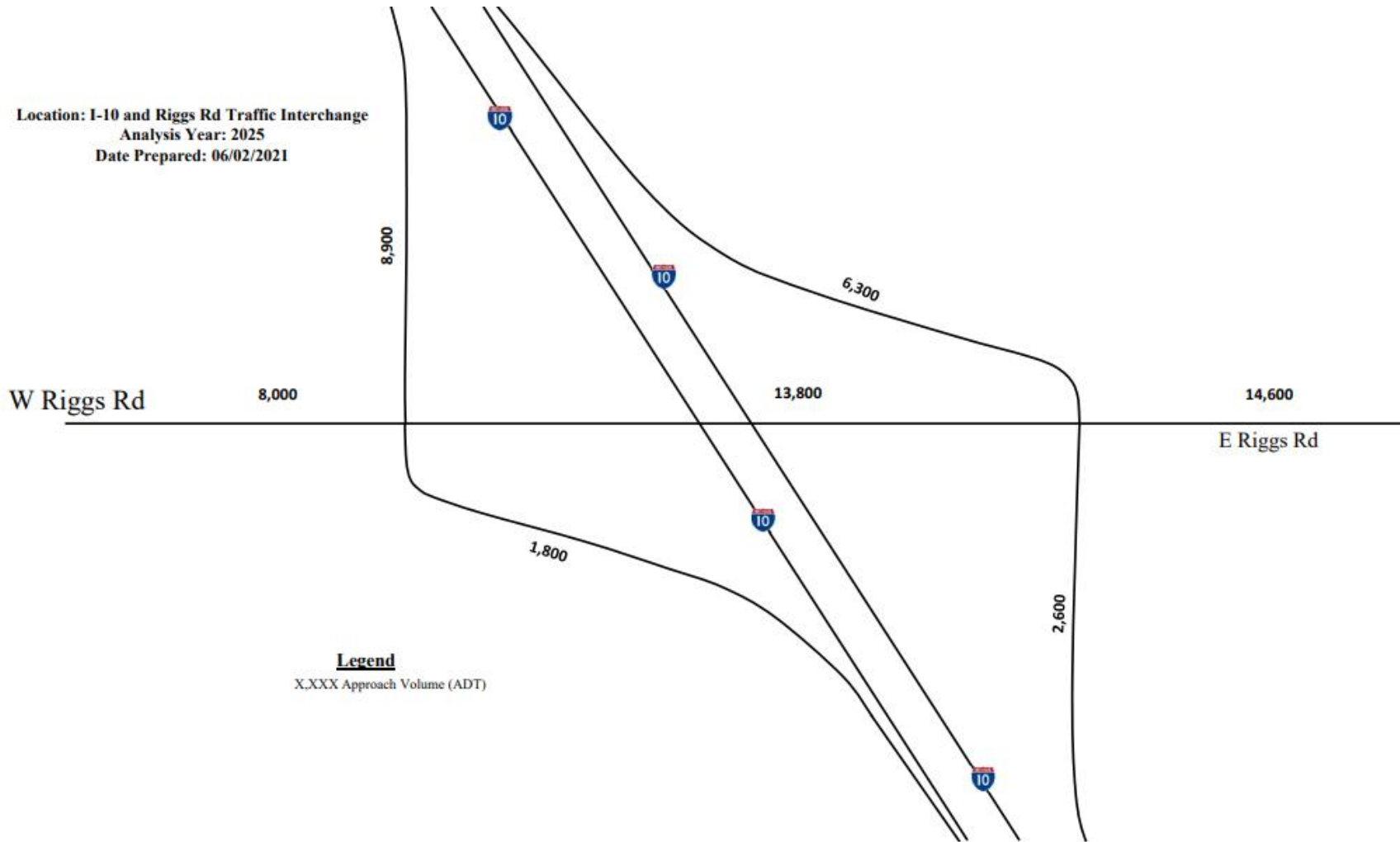
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Location: I-10 and Queen Creek Rd Traffic Interchange
Analysis Year: 2040
Date Prepared: 06/02/2021



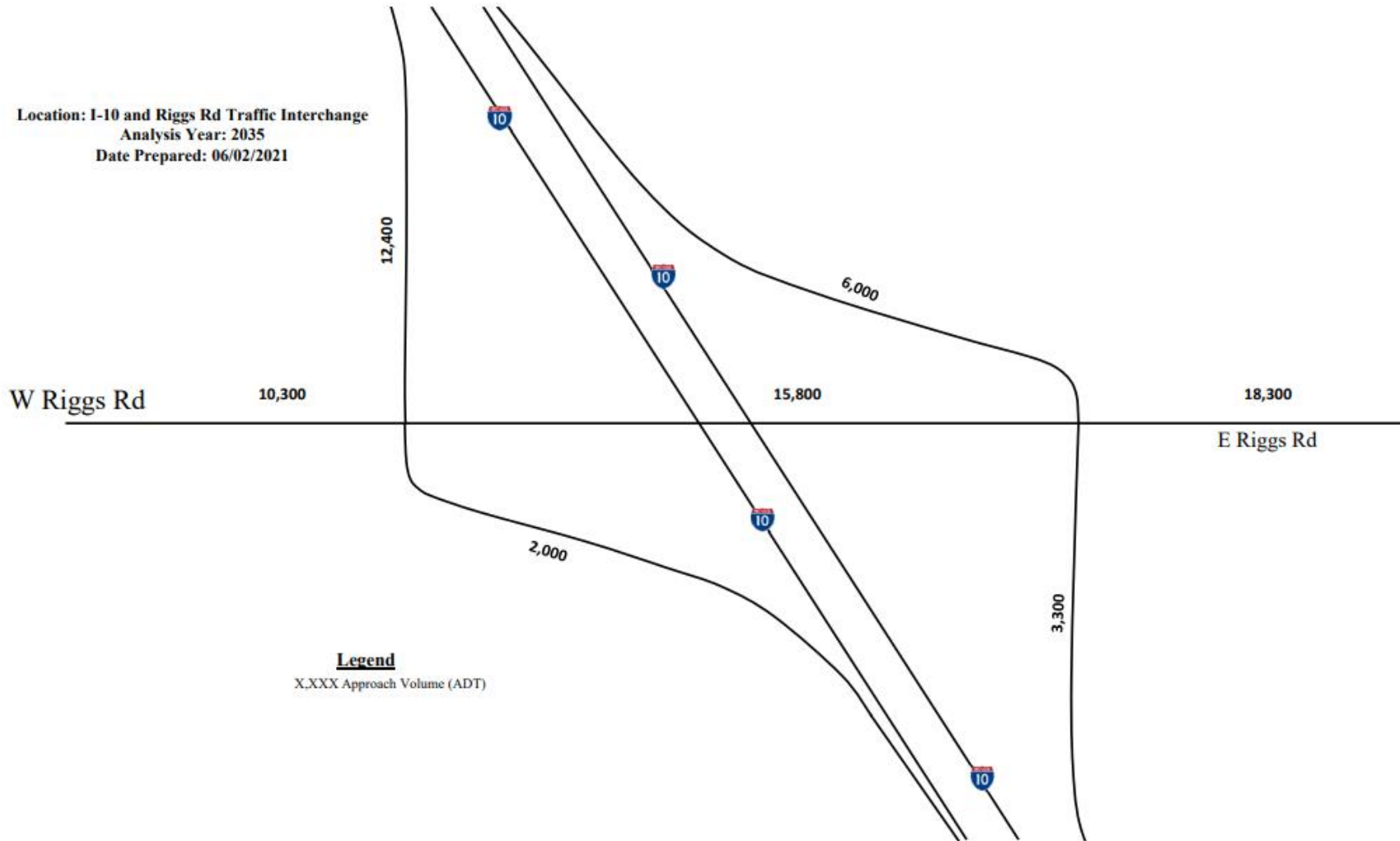
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Location: I-10 and Riggs Rd Traffic Interchange
Analysis Year: 2025
Date Prepared: 06/02/2021



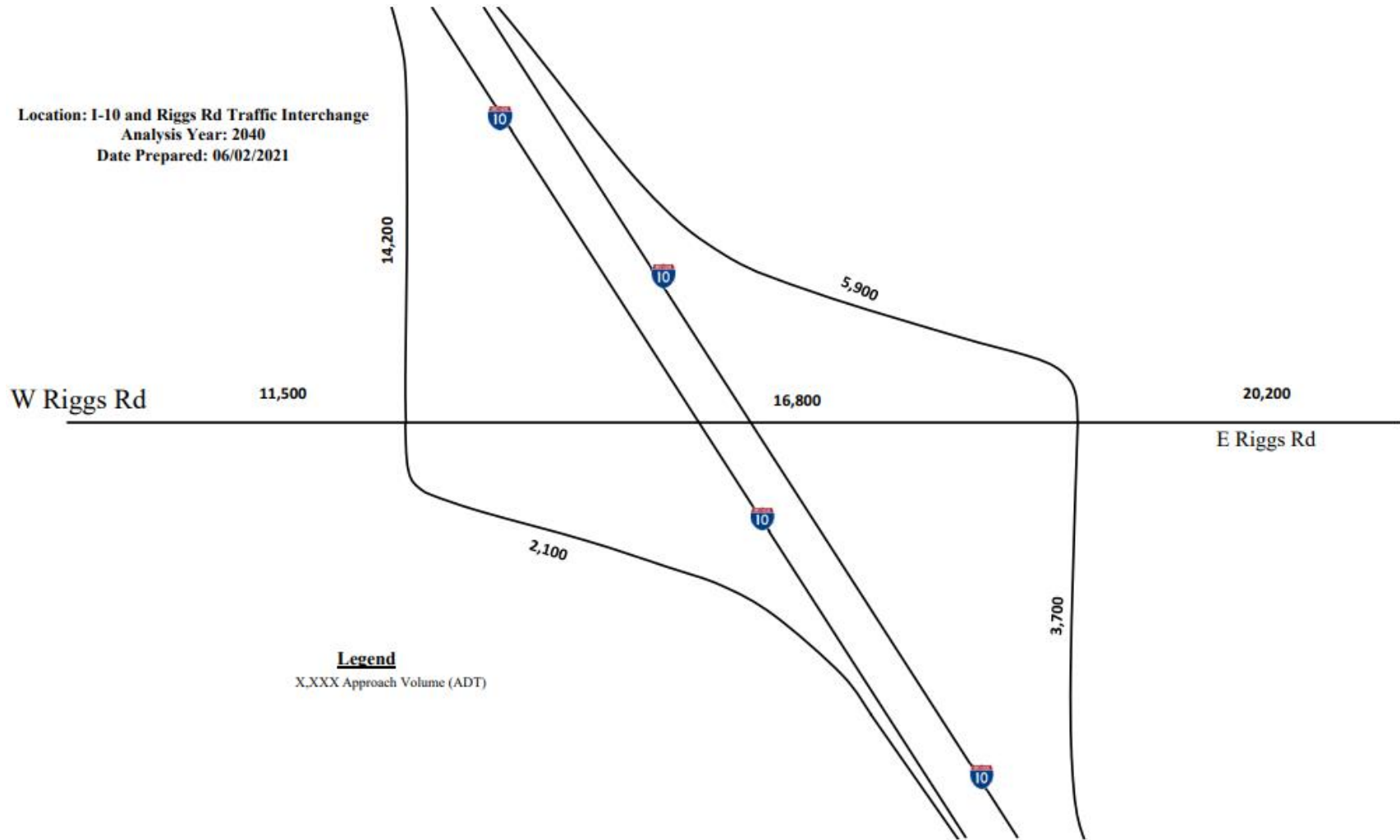
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X,XXX Approach Volume (ADT)

Location: I-10 and Riggs Rd Traffic Interchange
Analysis Year: 2035
Date Prepared: 06/02/2021

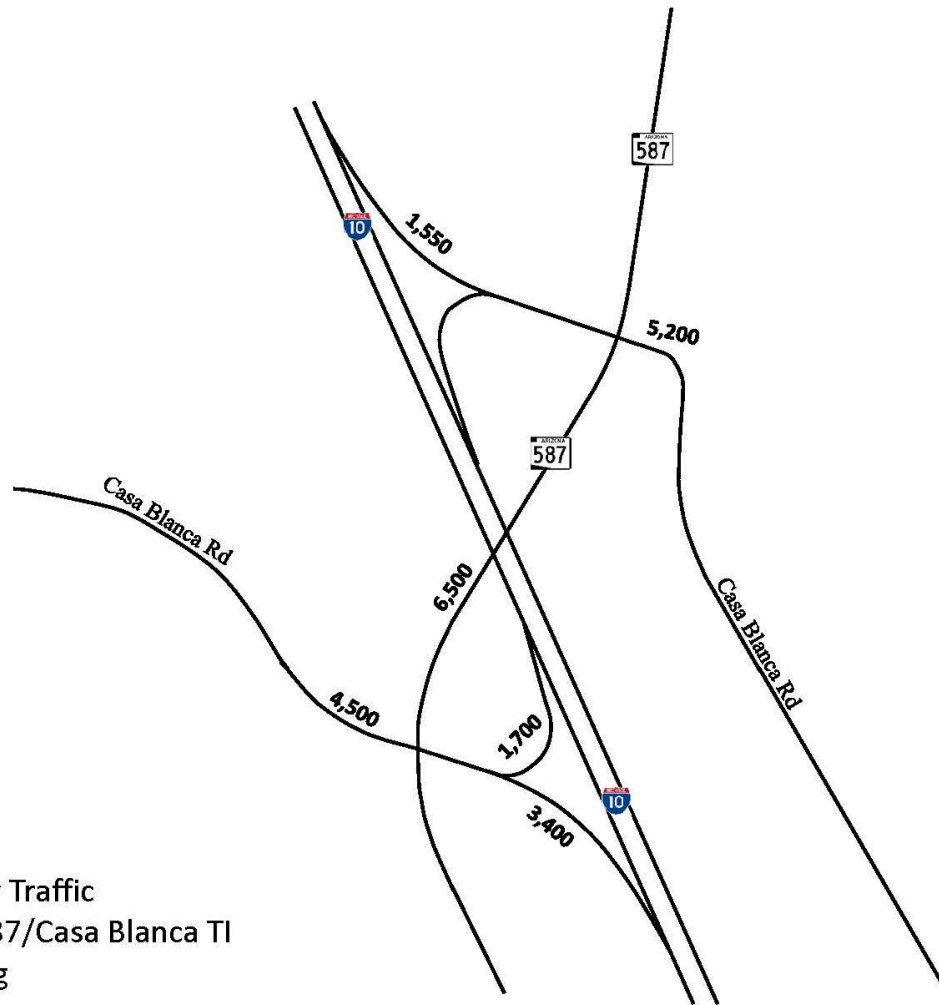


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X,XXX Approach Volume (ADT)

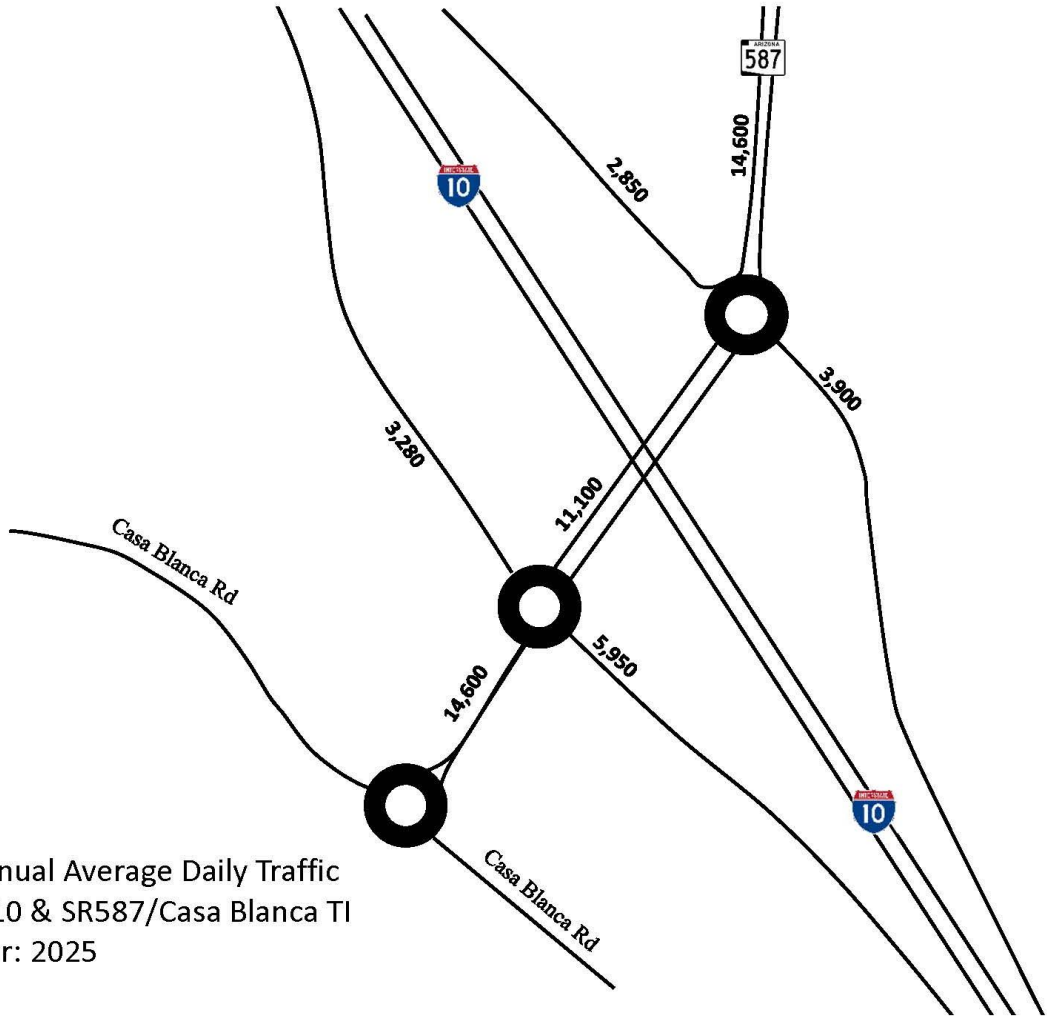
Location: I-10 and Riggs Rd Traffic Interchange
Analysis Year: 2040
Date Prepared: 06/02/2021



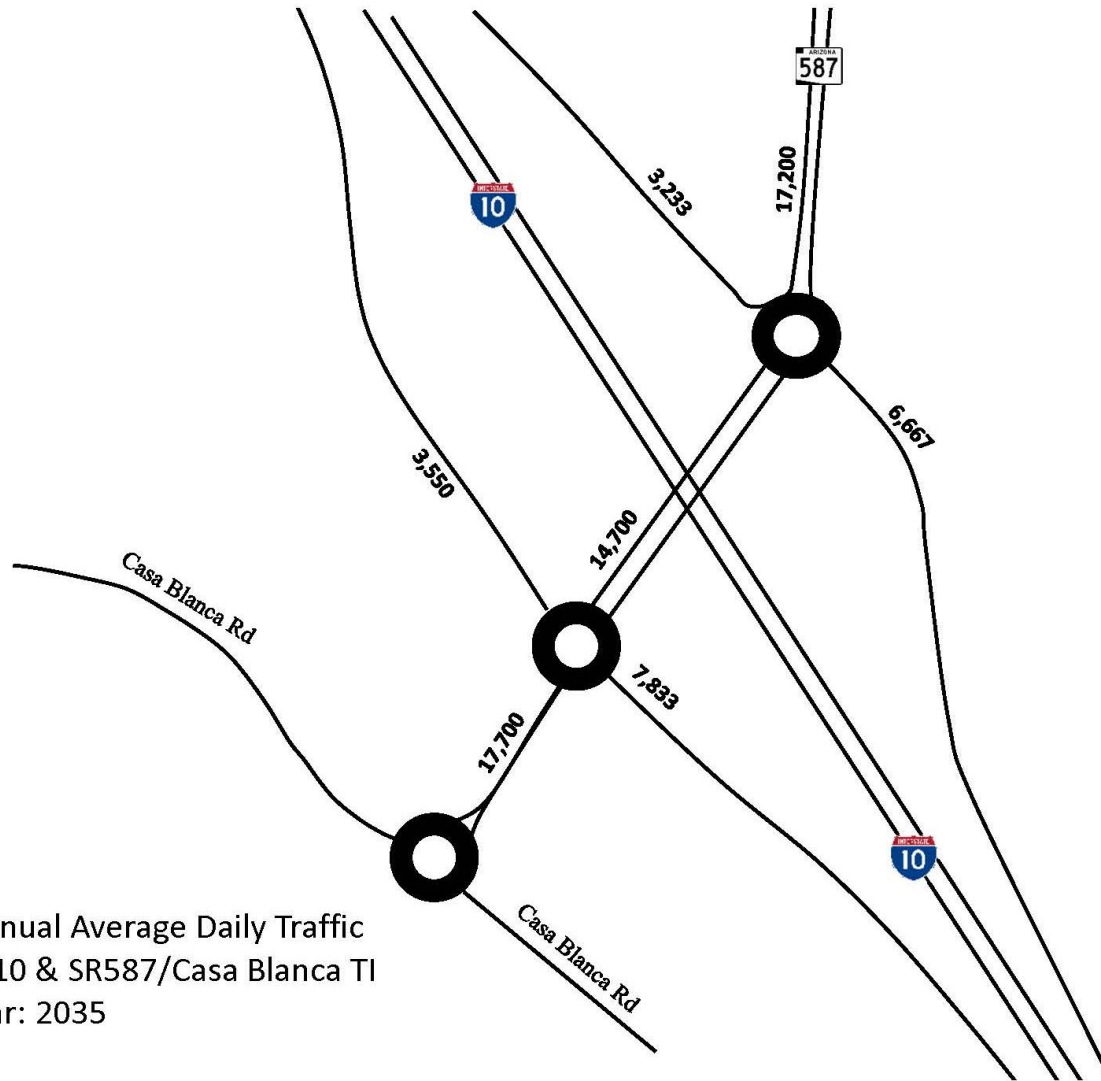
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X,XXX Approach Volume (ADT)



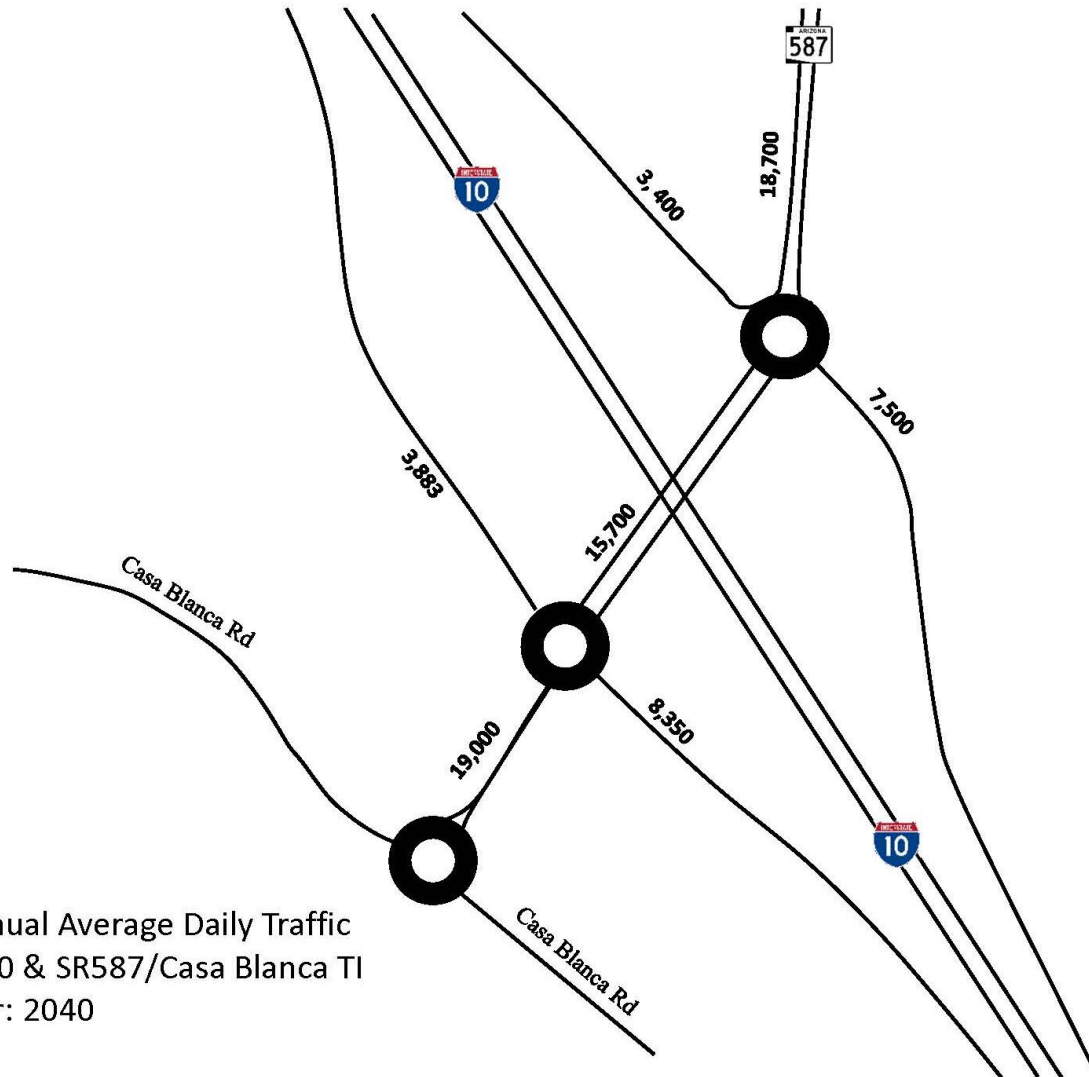
Annual Average Daily Traffic
 Location: I-10 & SR587/Casa Blanca TI
 Analysis Year: Existing



Forecast Annual Average Daily Traffic
 Location: I-10 & SR587/Casa Blanca TI
 Analysis Year: 2025

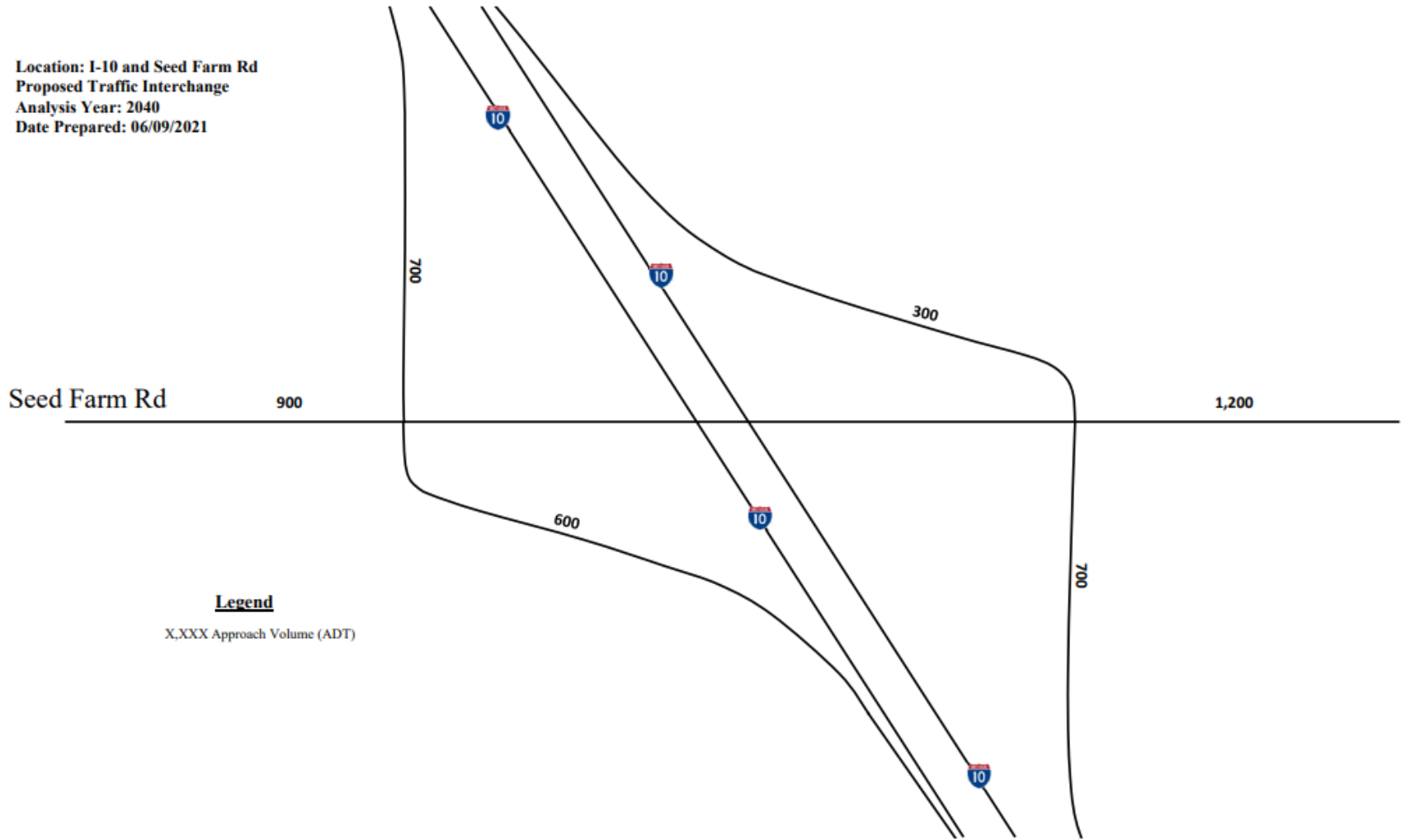


Forecast Annual Average Daily Traffic
 Location: I-10 & SR587/Casa Blanca TI
 Analysis Year: 2035



Forecast Annual Average Daily Traffic
 Location: I-10 & SR587/Casa Blanca TI
 Analysis Year: 2040

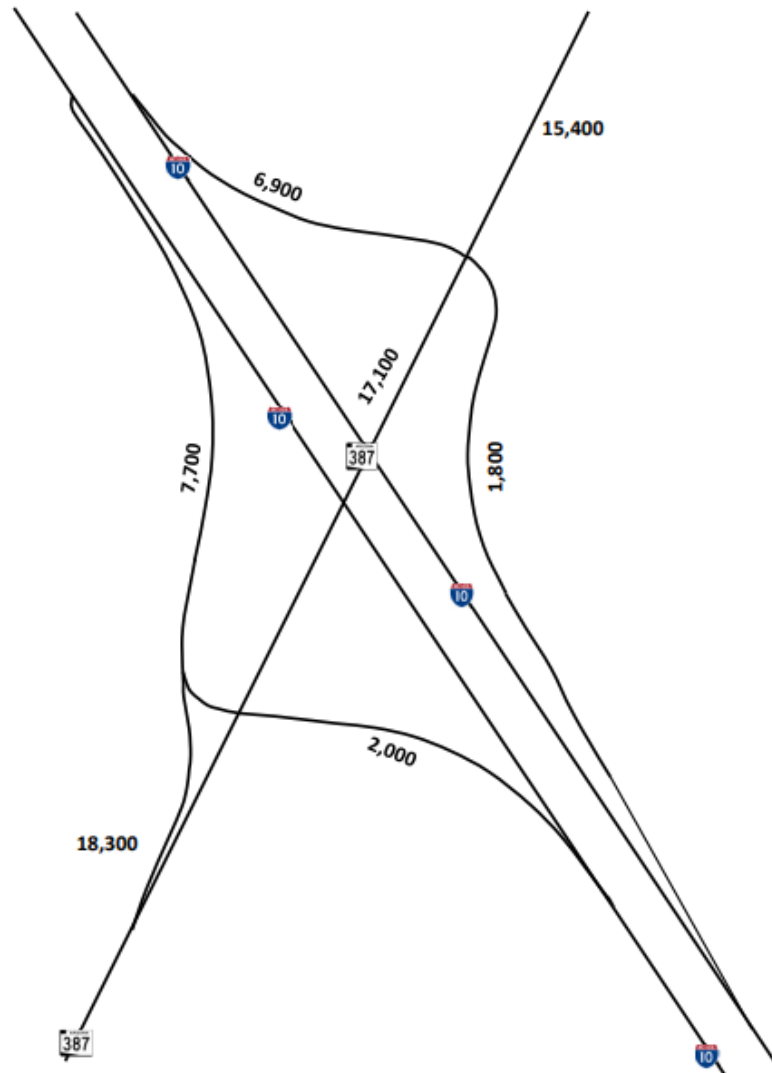
Location: I-10 and Seed Farm Rd
Proposed Traffic Interchange
Analysis Year: 2040
Date Prepared: 06/09/2021



Legend

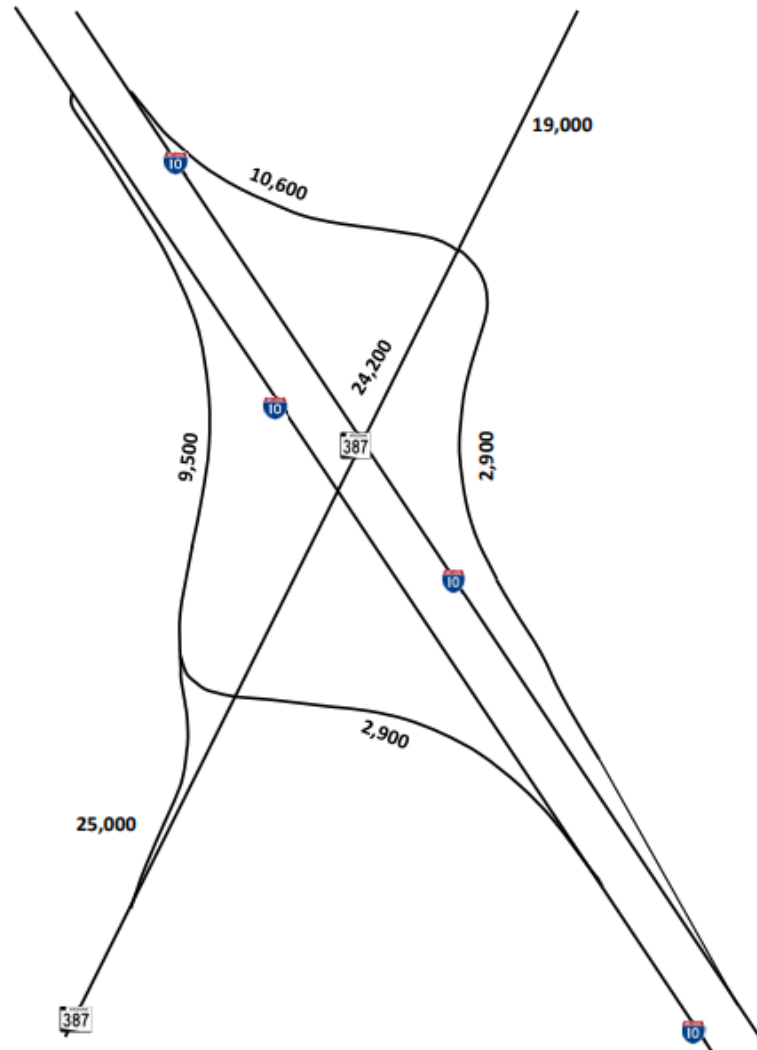
X,XXX Approach Volume (ADT)

Location: I-10 and SR-387 Traffic Interchange
Analysis Year: 2025
Date Prepared: 06/02/2021



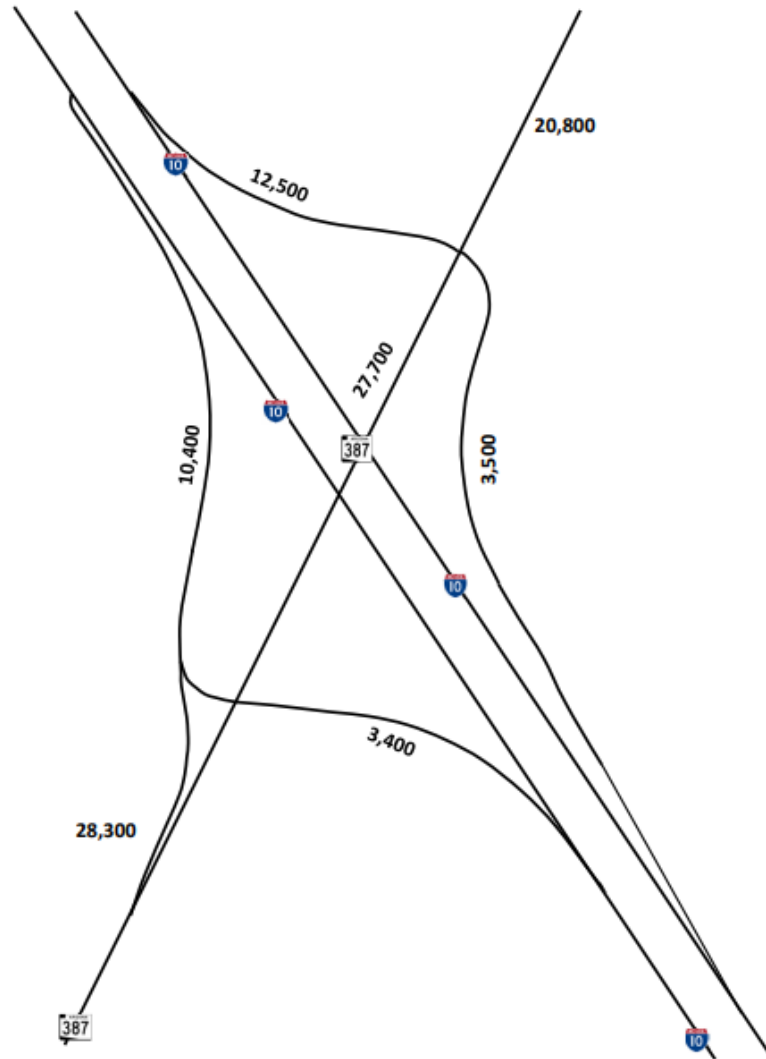
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X,XXX Approach Volume (ADT)

Location: I-10 and SR-387 Traffic Interchange
Analysis Year: 2035
Date Prepared: 06/02/2021



Legend
X,XXX Approach Volume (ADT)

Location: I-10 and SR-387 Traffic Interchange
Analysis Year: 2040
Date Prepared: 06/02/2021

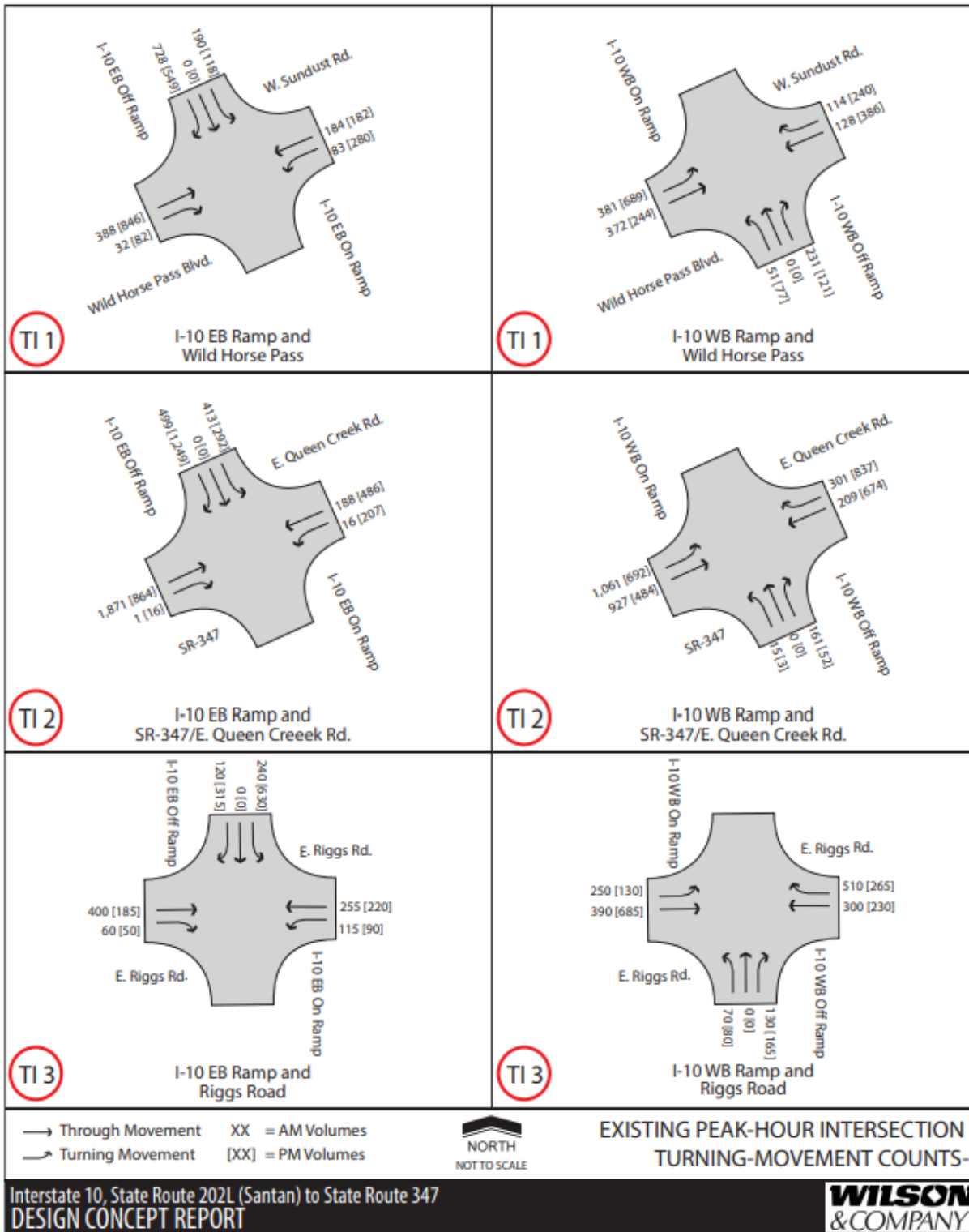


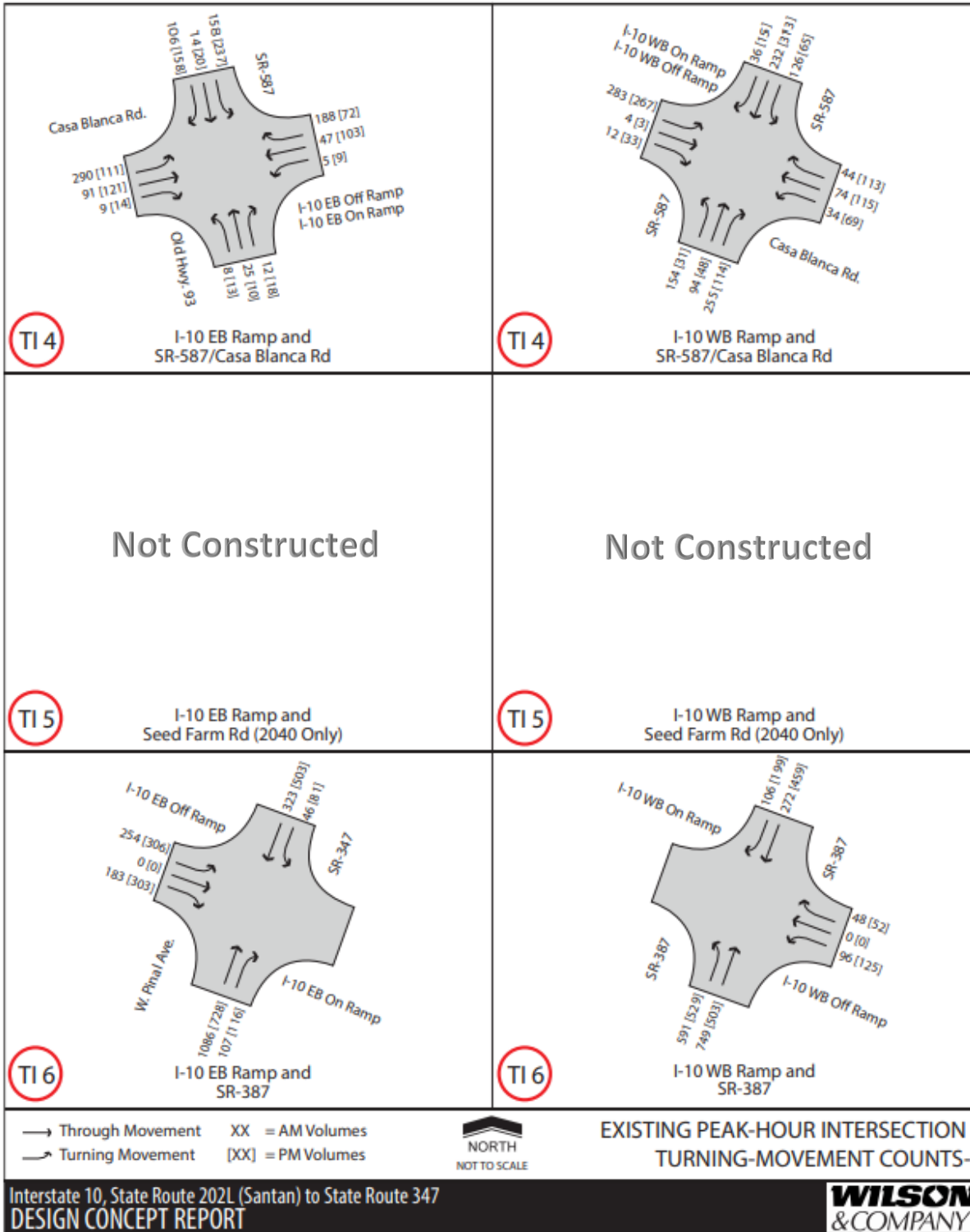
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Appendix B: Turning Movement Volumes

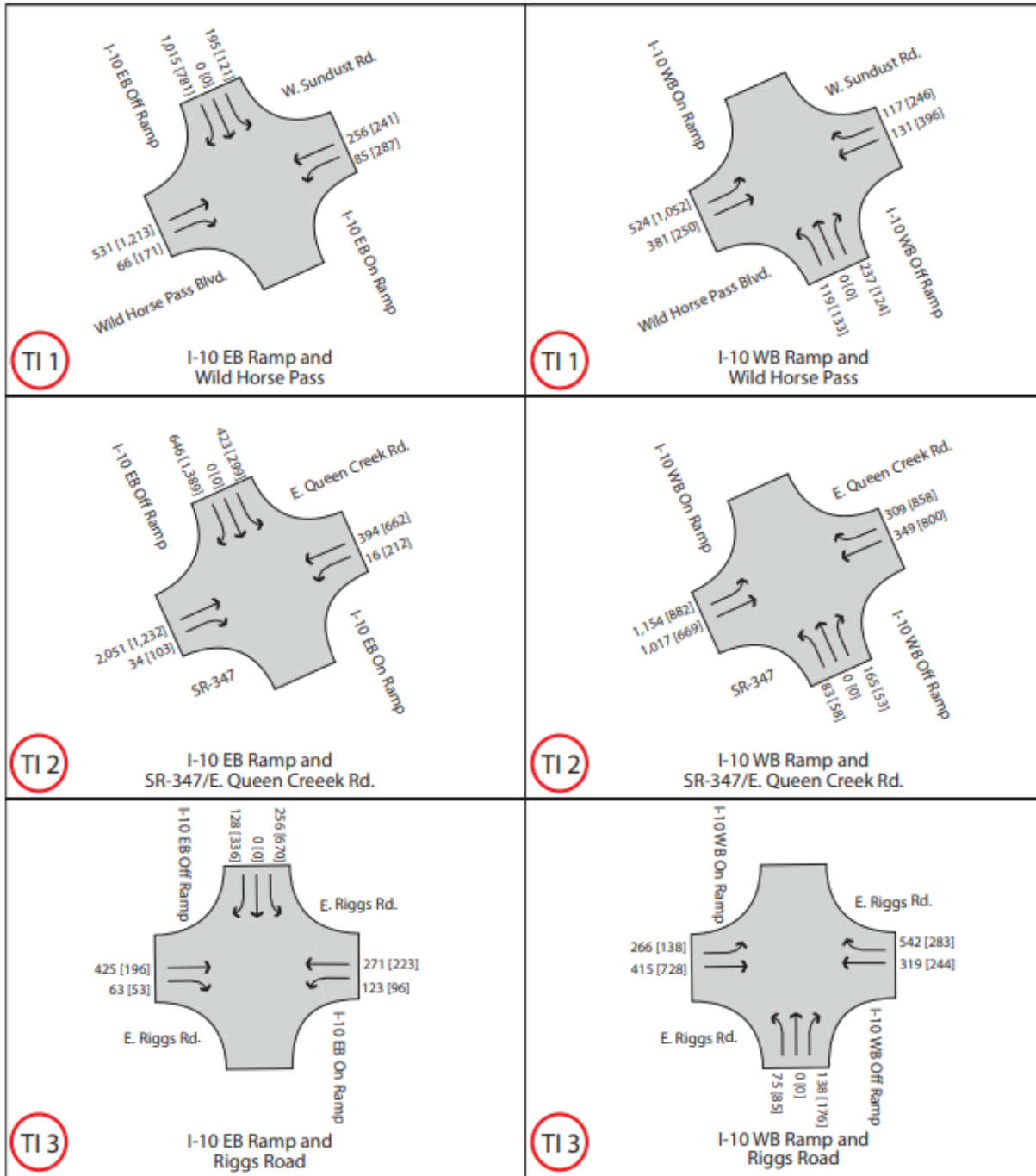


I-10 | LOOP 202 TO SR-387
WILD HORSE PASS CORRIDOR





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



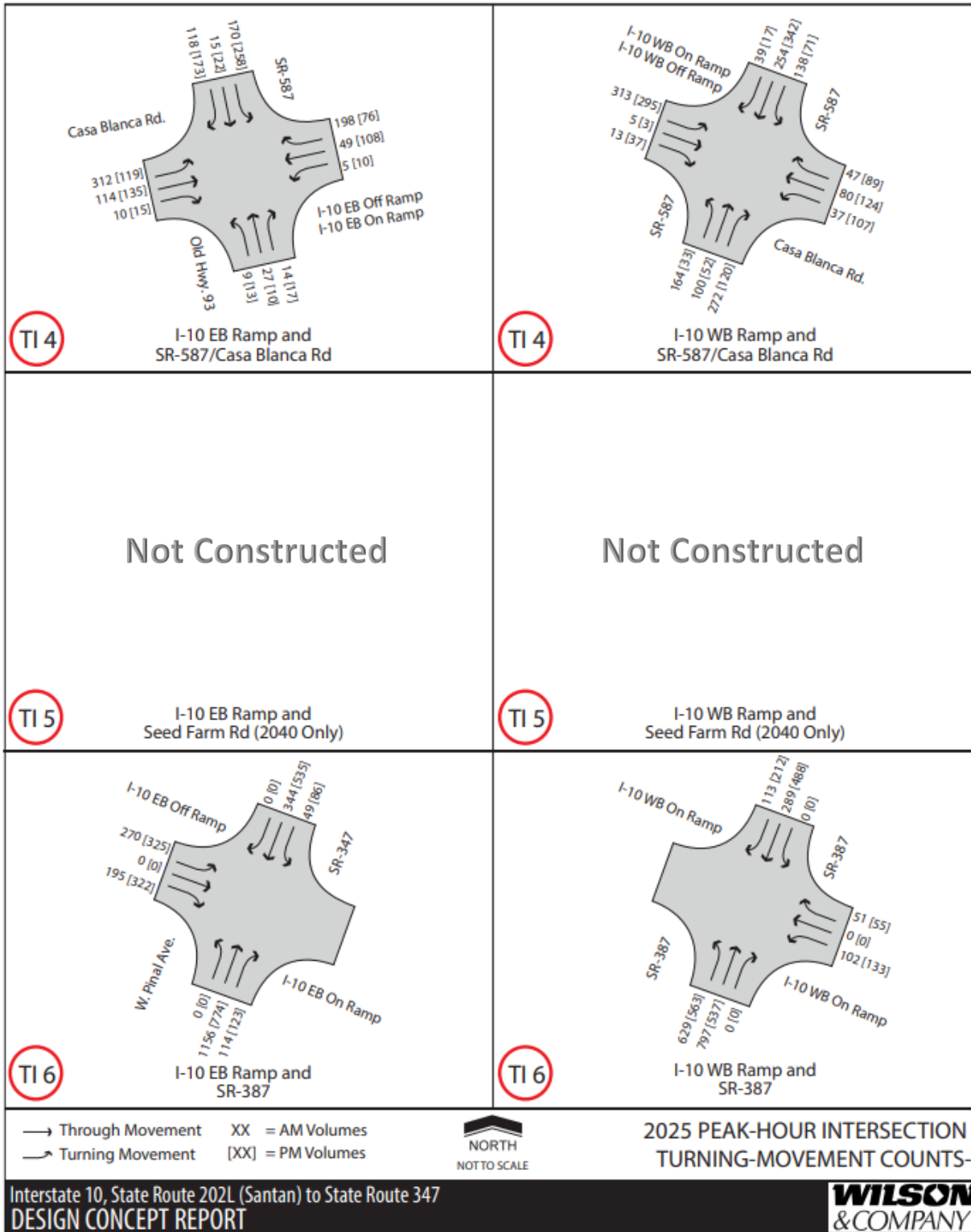
→ Through Movement XX = AM Volumes
 ↪ Turning Movement [XX] = PM Volumes



**2025 PEAK-HOUR INTERSECTION
 TURNING-MOVEMENT COUNTS-**

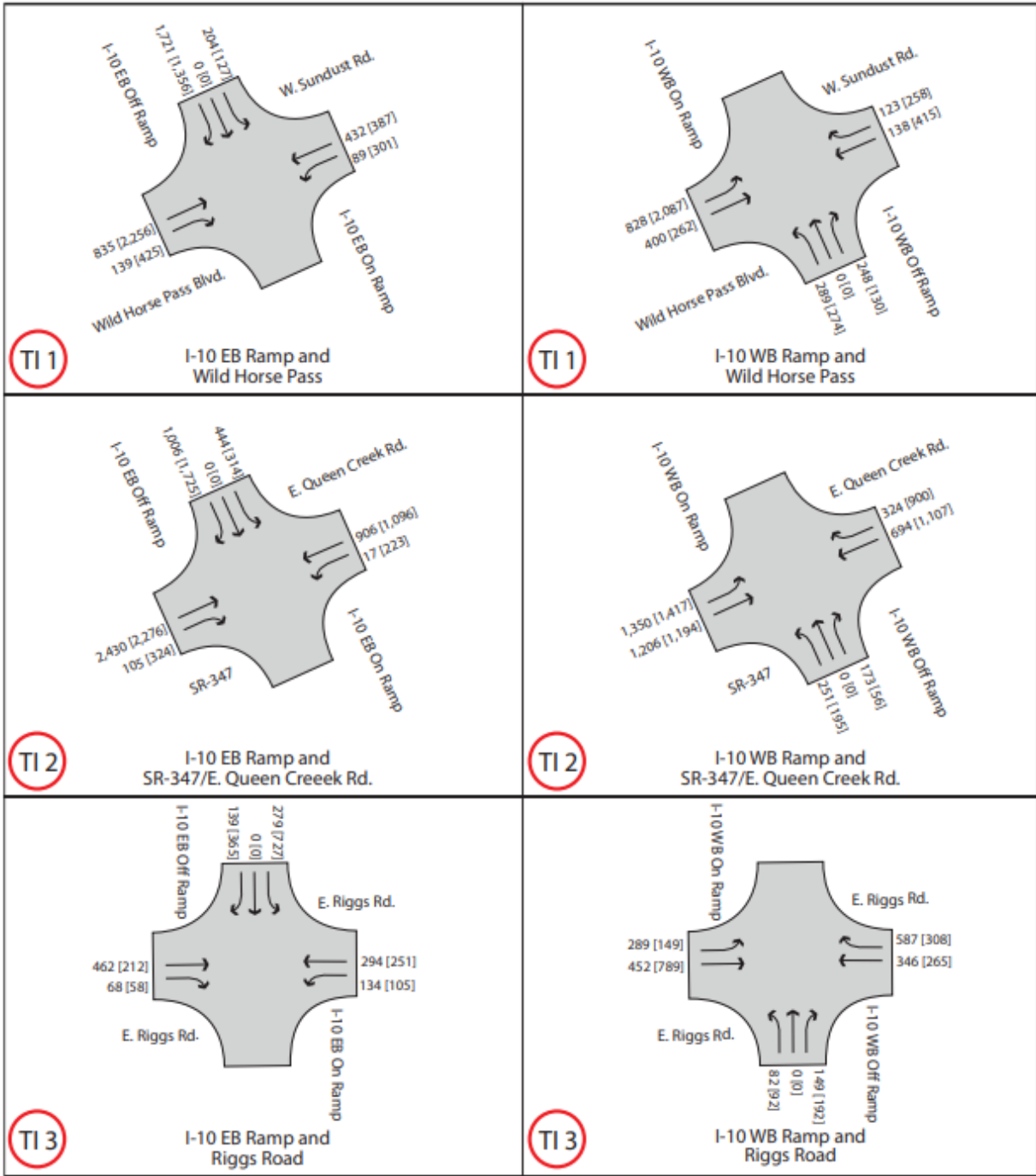


I-10 | LOOP 202 TO SR-387
WILD HORSE PASS CORRIDOR





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



→ Through Movement XX = AM Volumes
 ↘ Turning Movement [XX] = PM Volumes

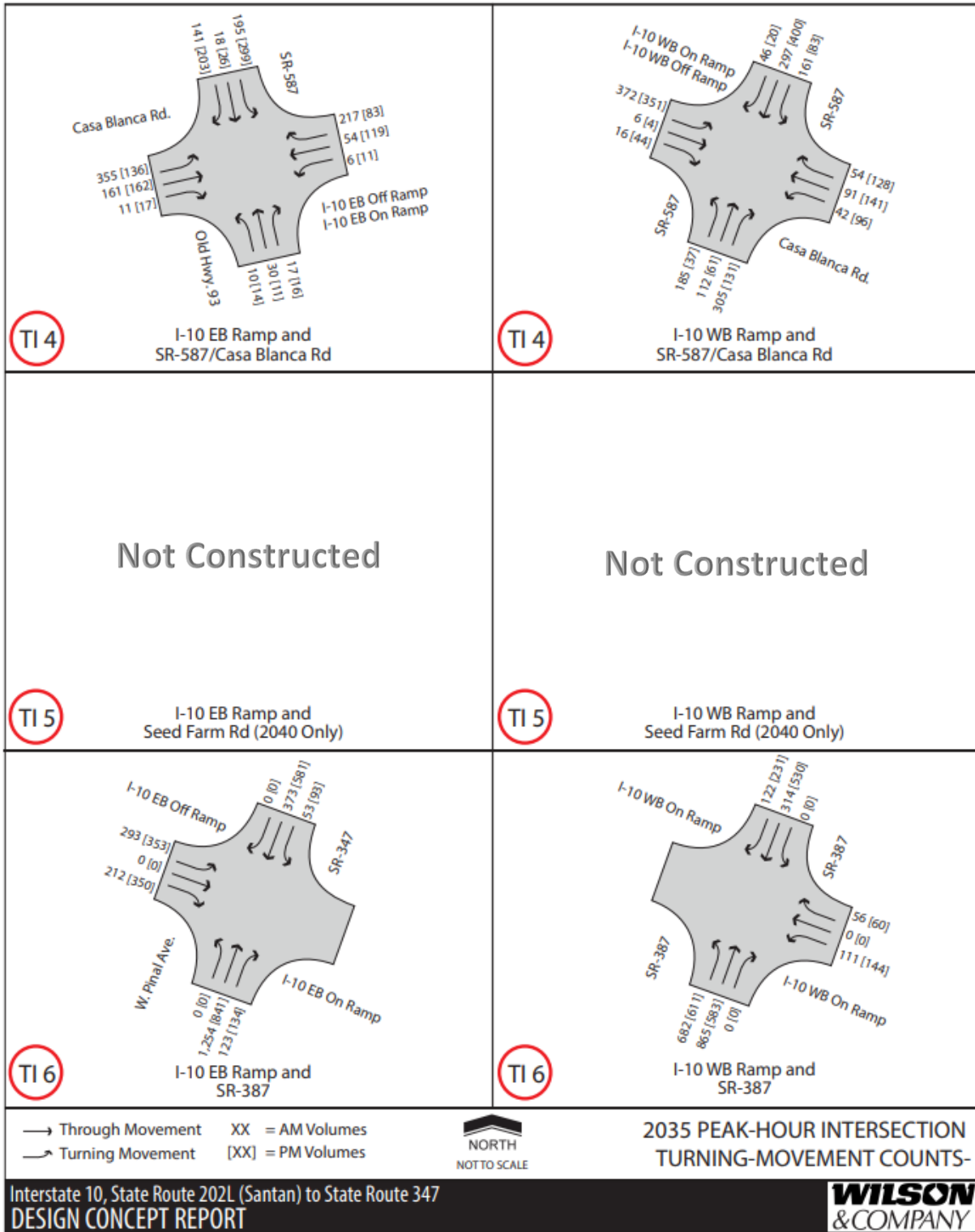


2035 PEAK-HOUR INTERSECTION TURNING-MOVEMENT COUNTS-





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

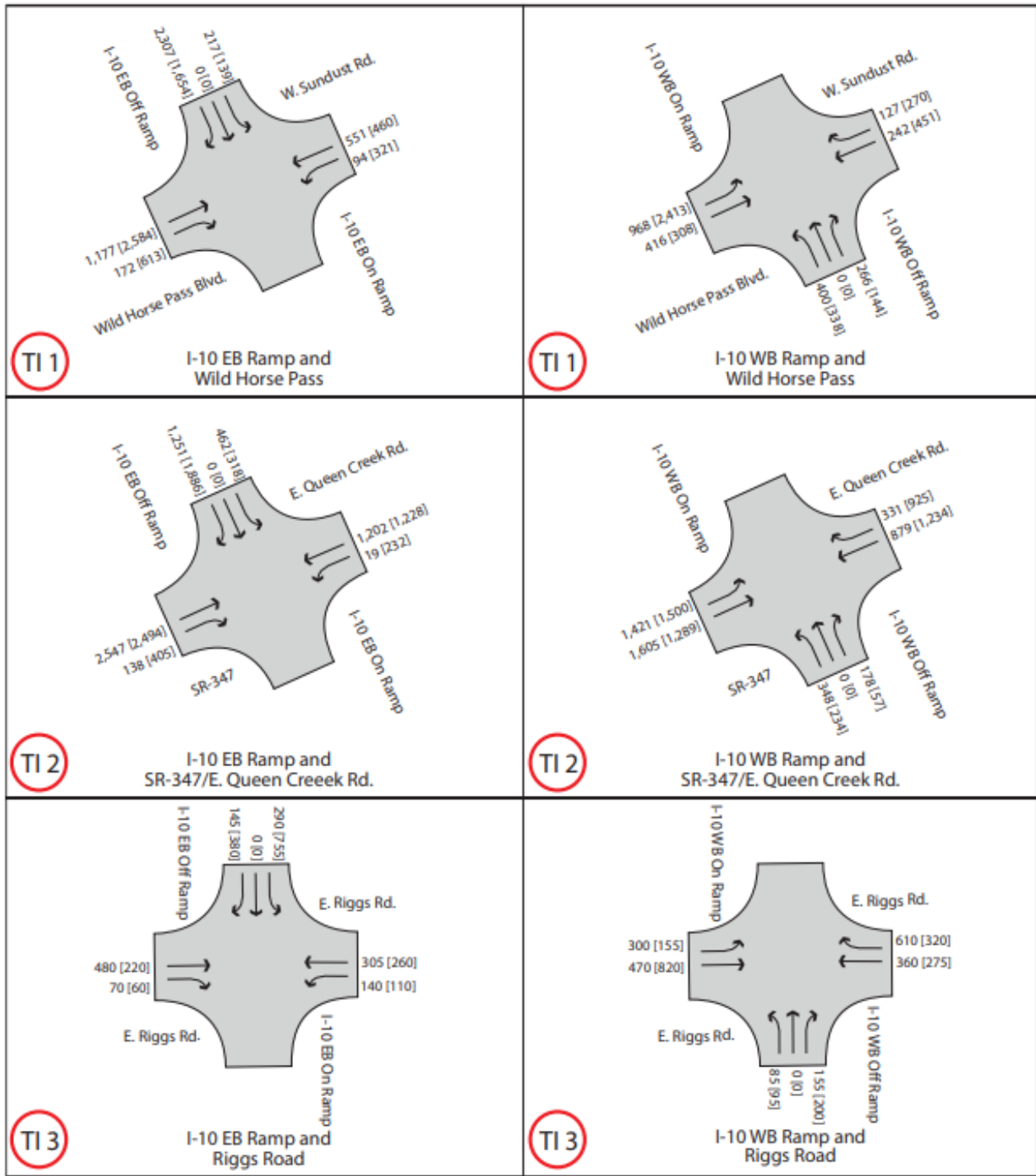


Interstate 10, State Route 202L (Santan) to State Route 347
DESIGN CONCEPT REPORT





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



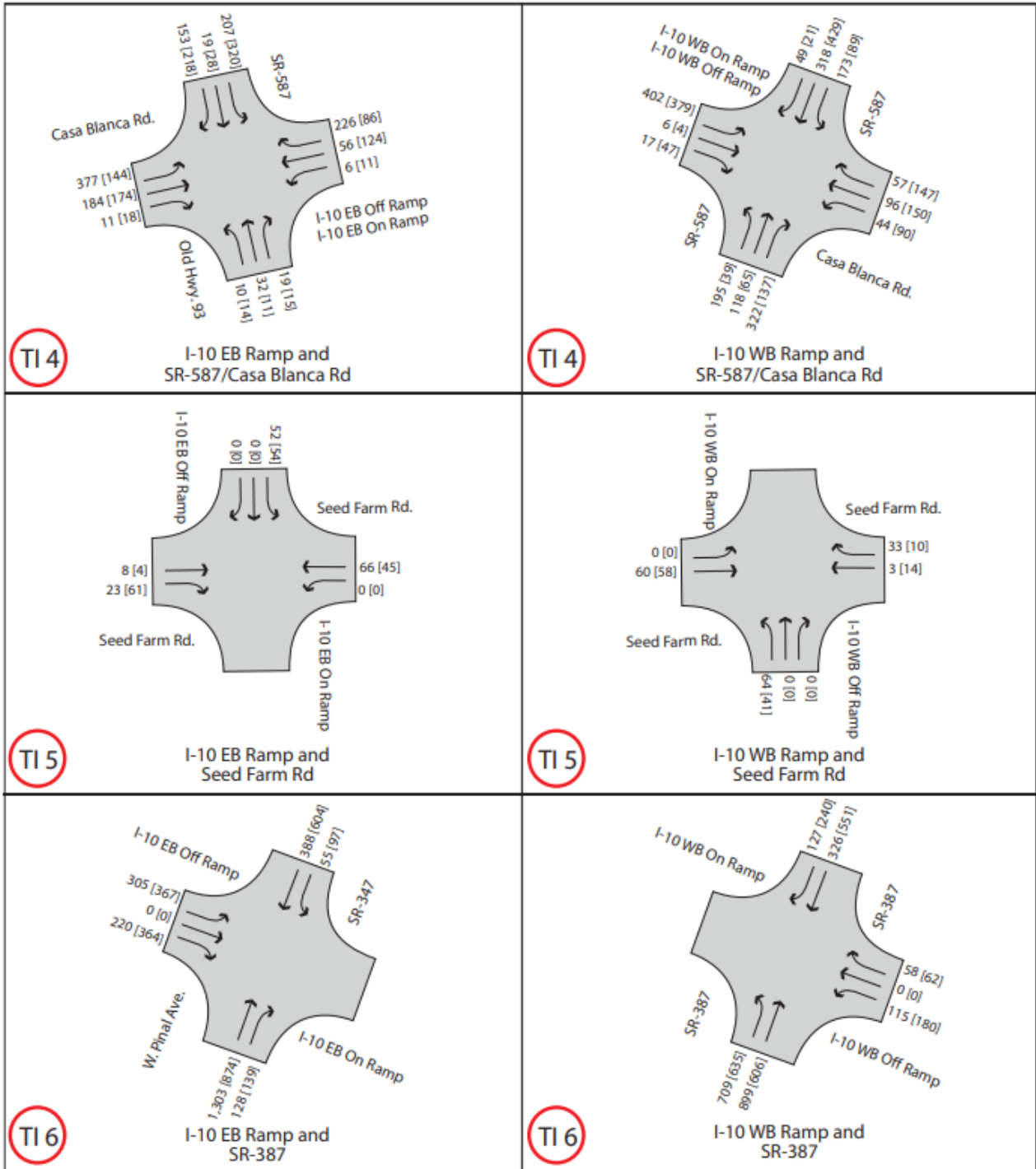
→ Through Movement XX = AM Volumes
 ↪ Turning Movement [XX] = PM Volumes



2040 PEAK-HOUR INTERSECTION
TURNING-MOVEMENT COUNTS-



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



→ Through Movement XX = AM Volumes
 ↘ Turning Movement [XX] = PM Volumes



2040 PEAK-HOUR INTERSECTION TURNING-MOVEMENT COUNTS-

Casa Blanca (SR 587) Traffic Interchange – Forecasted Turning Movement Volumes for Preferred Alternative



→ Through Movement XX = AM Volumes
 ↘ Turning Movement [XX] = PM Volumes



**PEAK-HOUR INTERSECTION
TURNING-MOVEMENT VOLUMES (BUILD)**

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Appendix F. Air Quality Report

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Draft Air Quality Report

I-10, SR 202L to SR 387

Maricopa and Pinal Counties, Arizona

*ADOT Project Nos. F0252 01L and F0252 02L
Federal Aid No. 010-C(222)S*

May 2022

ADOT

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

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Executive Summary

This air quality technical report has been developed in support of the Design Concept Report (DCR) for the proposed widening of Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The approximately 26-mile corridor is located primarily within the Gila River Indian Community as well as the cities of Phoenix and Chandler in Maricopa County, Arizona, and the City of Casa Grande in Pinal County. The primary purpose of the project is to increase the vehicular capacity of I-10 in the study area.

The National Environmental Policy Act (NEPA) of 1969 and the Clean Air Act (CAA) Amendments of 1990 require the air quality impacts be addressed in the preparation of environmental documents for federal projects. The level of effort utilized to evaluate these impacts may vary from a qualitative description analysis to a quantitative modeling analysis. The project area is located in the Phoenix maintenance area for carbon monoxide (CO) for less than one mile beginning at MP 161. CO is one of the six criteria pollutants that were established in the National Ambient Air Quality Standards (NAAQS) in 1970 under the CAA. It was determined that CO hot-spot analysis was not warranted. In addition, this project is not a project of air quality concern and does not require a PM₁₀ quantitative analysis.

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the CAA, and seven of these 21 MSATs are defined by the FHWA as priority MSATs. There is no EPA approved methodology currently available for quantifying future potential impacts to ambient levels of MSATs from vehicular emissions. A qualitative evaluation was conducted for MSATs in relation to the proposed project.

Section 176c of the CAA requires that transportation projects conform to the approved air quality SIP for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments. The conformity determinations for federal actions related to transportation projects must meet the requirements of 40 CFR Parts 51 and 93. This project is not likely to cause or contribute to the severity or number of violations of the NAAQS. Currently this entire project is not included in the *FY 2022 – 2025 MAG Transportation Improvement Program (TIP)*; it is included in the *Sun Corridor MPO Draft TIP FY 2020 – 2029 Amendment #12*. This project is required to be included in the conforming metropolitan transportation plan and TIP for project-level conformity determination. It is anticipated that the MAG transportation plan and TIP will be revised to include this project before the final EA approval.

1 Introduction

The Arizona Department of Transportation (ADOT) is planning to increase capacity of Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The approximately 26-mile corridor is located primarily within the Gila River Indian Community as well as the cities of Phoenix and Chandler in Maricopa County, Arizona, and the City of Casa Grande in Pinal County, Arizona (Figure 1 – State Map and Figure 2 – Vicinity Map).

I-10 at the SR 202L (Santan) TI is an urban freeway with six 12-foot-wide lanes, 3 northbound and 3 southbound. South of Pecos Road, at approximately MP 162.5, I-10 leaves the metropolitan Phoenix area, becomes a rural freeway, dropping to 2 lanes in each direction around MP 164.2. I-10 remains a rural facility through the Gila River Indian Community. Near Casa Grande, at approximately MP 187, the I-10 once again transitions to 3 lanes in each direction. Within the study area, the I-10 is mostly a divided freeway separated by open desert, with the exception of the northern mile of the proposed project which includes a median barrier system. The median shoulder widths along I-10 vary from approximately 2 to 4 feet, and are generally 10 feet on the outside.

The purpose of the project is to increase the vehicular capacity of I-10 in the study area. I-10 is a major transportation arterial route for freight and passenger vehicular traffic, connecting Arizona's largest major metropolitan cities of Phoenix and Tucson. Additionally, the I-10 corridor provides a principle link for freight traffic from the ports of California, provides movement of international commerce, and plays a key role in the transportation infrastructure of Arizona, contributing to its economic success. The sections of I-10 both north and south of the study area have already been expanded to three lanes in each direction by ADOT, as noted above, and this proposed action would continue those expansion efforts on this existing 4-lane section of I-10 in the study area to meet the need of increased travel demand and traffic congestion by improving the overall capacity of I-10 in Maricopa and Pinal Counties.

The project limits are generally located within ADOT's I-10 easement via agreement with the Gila River Indian Community. New right-of-way (ROW) may be needed at the TIs and the grade separations being replaced. As design progresses, ROW may be required in other locations.

Figure 1. Project Location Map

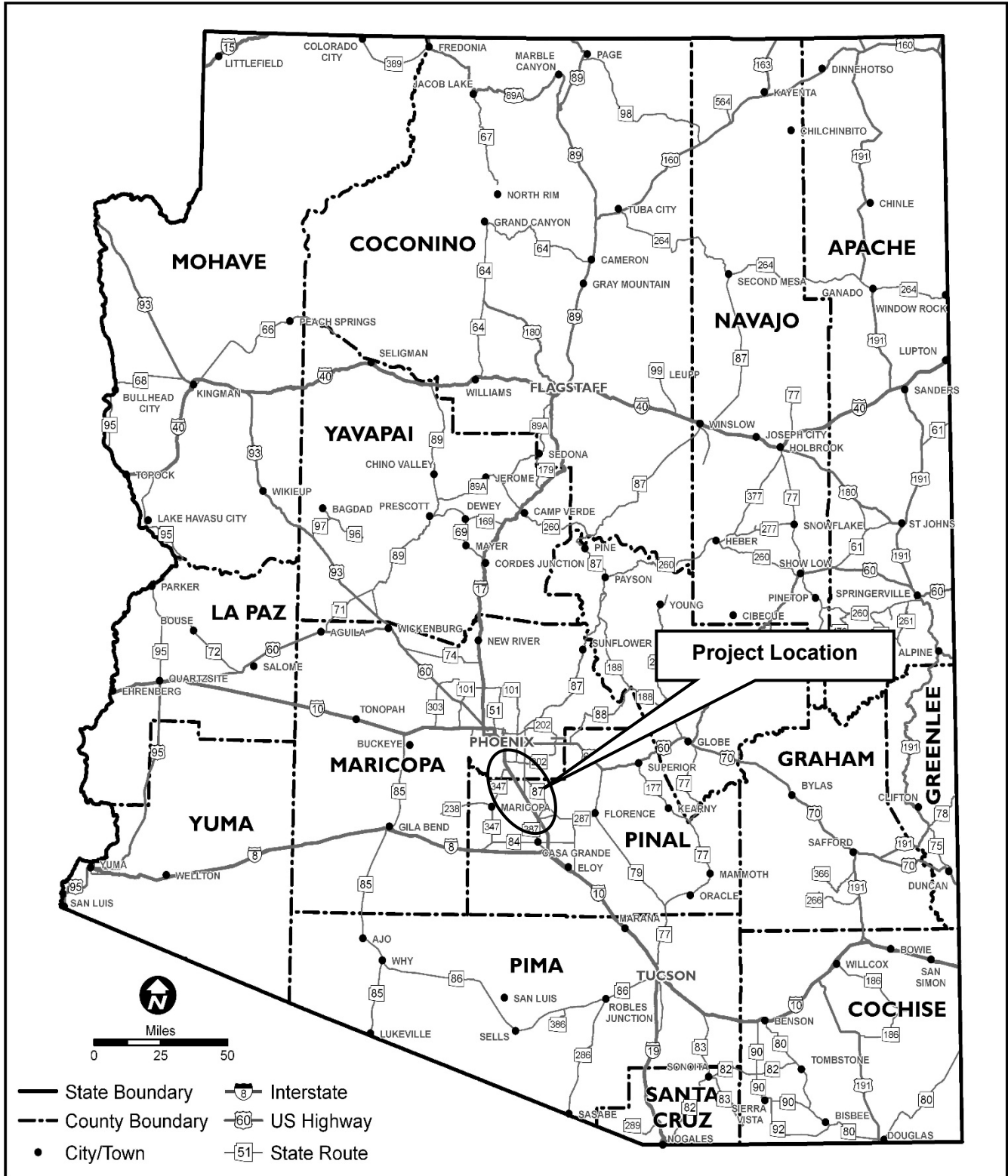
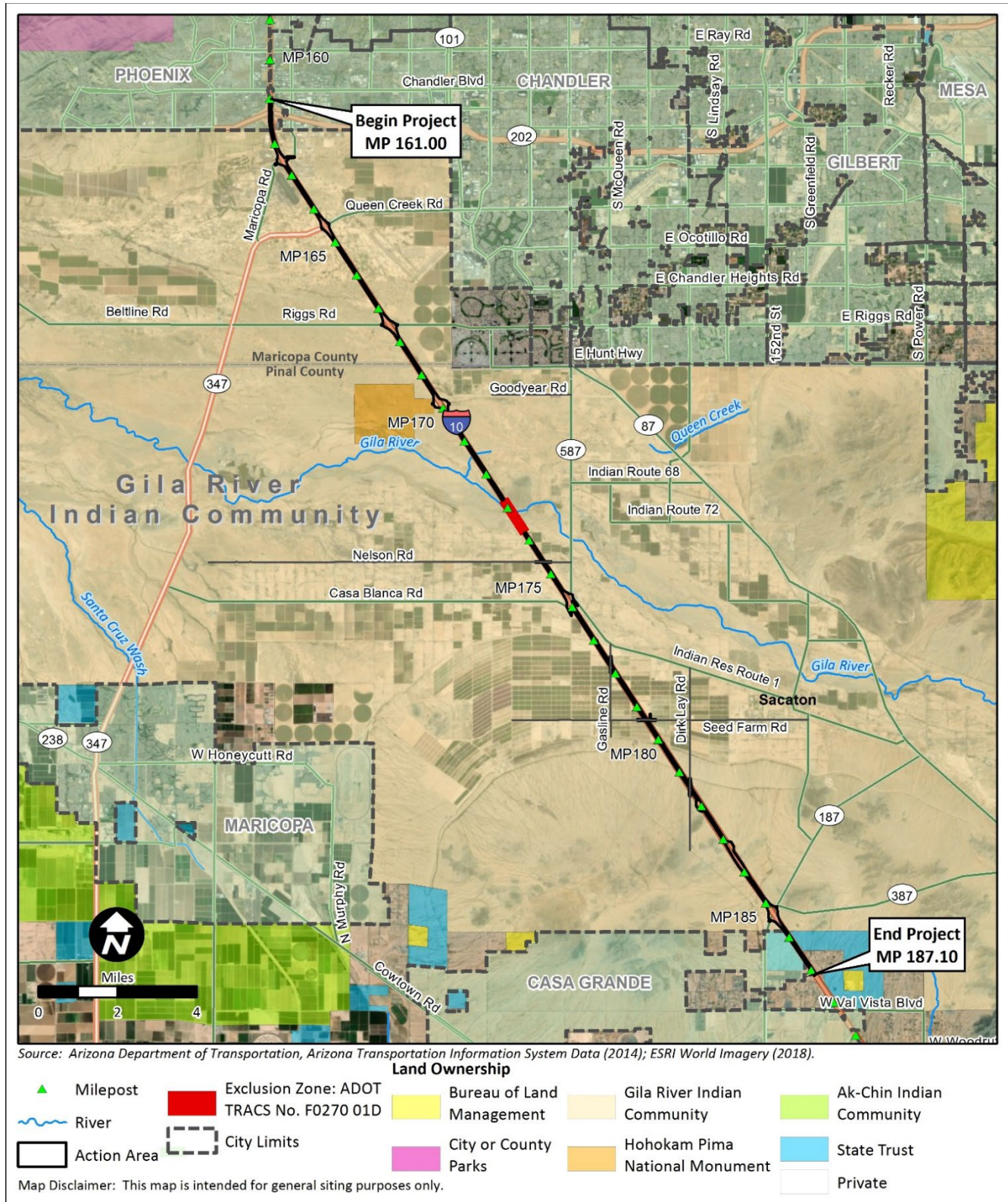


Figure 2. Project Vicinity Map



2 Affected Environment

2.1 Regional Climatology

The Study Area elevation is approximately 1,100 – 1,600 feet above sea level. It lies in the Sonoran Desert, with a climate characterized by extremely hot summers, mild winters, and low precipitation. Average daily maximum temperatures during the summer months range between 104 and 106 degrees Fahrenheit (°F). Average minimum daily temperatures in the winter months range between 45°F and 46°F. Annual precipitation averages just less than 9 inches and occurs in the form of rain associated with afternoon showers or thunderstorms during the late summer months and with eastward-moving Pacific storms during the winter months. Snowfall is rare. A summary of average temperature and precipitation as recorded at the weather station at the Phoenix Sky Harbor International Airport, is presented in Table 1.

Table 1. Climate Data for Phoenix Sky Harbor International Airport, Arizona (1981–2010)

Month	Average temperature (°F) ^a	Average maximum temperature (°F)	Average minimum temperature (°F)	Average precipitation (inches)
January	56.4	67.2	45.6	0.91
February	59.7	70.7	48.7	0.92
March	65.2	76.9	53.5	0.99
April	72.7	85.2	60.2	0.28
May	82.1	94.8	69.4	0.11
June	90.8	103.9	77.7	0.02
July	94.8	106.1	83.5	1.05
August	93.6	104.4	82.7	1.00
September	88.4	99.8	76.9	0.64
October	76.7	88.5	64.8	0.58
November	64.1	75.5	52.7	0.65
December	55.4	66.0	44.8	0.88
Annual	75.1	86.7	63.5	8.03

Source: Western Regional Climate Center, accessed in 2021

^a in degrees Fahrenheit

2.2 Air Quality Standards

The federal Clean Air Act (CAA) of 1970 was the first comprehensive legislation aimed at reducing levels of air pollution throughout the country. The 1970 law required the U.S. Environmental Protection Agency (EPA) to establish the National Ambient Air Quality Standards (NAAQS), which set maximum allowable concentrations for six criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀)/fine particulate matter (PM_{2.5}), sulfur dioxide (SO₂), and lead, as shown in Table 2 and briefly described below.

Table 2. National Ambient Air Quality Standards

Pollutant	Averaging time	Primary standard	Secondary standard
Carbon monoxide (CO)	1-hour	35 ppm ^a	No standard
	8-hour	9 ppm	No standard
Nitrogen dioxide (NO ₂)	1-hour	0.100 ppm	No standard
	Annual	0.053 ppm	0.053 ppm
Ozone (O ₃)	8-hour	0.070 ppm	0.070 ppm
Particulate matter (PM ₁₀)	24-hour	150 µg/m ³ ^b	150 µg/m ³
Fine particulate matter (PM _{2.5})	24-hour	35 µg/m ³	35 µg/m ³
	Annual	12 µg/m ³	15 µg/m ³
Sulfur dioxide (SO ₂)	1-hour	0.075 ppm	No standard
	3-hour	No standard	0.5 ppm
Lead	Rolling 3-month average	0.15 µg/m ³	0.15 µg/m ³

Source: 40 Code of Federal Regulations (C.F.R.) § 50

Note: The 1-hour standard for O₃ listed here was phased out in June 2005, but is still applicable to previously designated nonattainment areas.

^a parts per million ^b micrograms per cubic meter

- CO is a colorless, odorless gas resulting from the incomplete combustion of carbon-based fuels, including petroleum products. In most areas, vehicle emissions are the primary source of CO. Mobile sources (on-road motor vehicle exhaust) are the primary source of CO in both Maricopa County and in the U.S. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Prolonged exposure to high levels of CO can cause headaches, drowsiness, loss of equilibrium, or heart disease. CO levels are generally highest in the colder months of the year when inversion conditions (where warmer air traps colder air near the ground) are more frequent.
- Ozone (O₃) is a colorless toxic gas and is found in both the Earth's upper and lower atmospheric levels. In the upper atmosphere, O₃ is a naturally occurring gas that helps to prevent the sun's harmful ultraviolet rays from reaching the Earth. In the lower layer of the atmosphere, O₃ is human made. O₃ is produced through a complex chemical reaction in which precursor compounds, such as hydrocarbons and nitrogen oxides, are



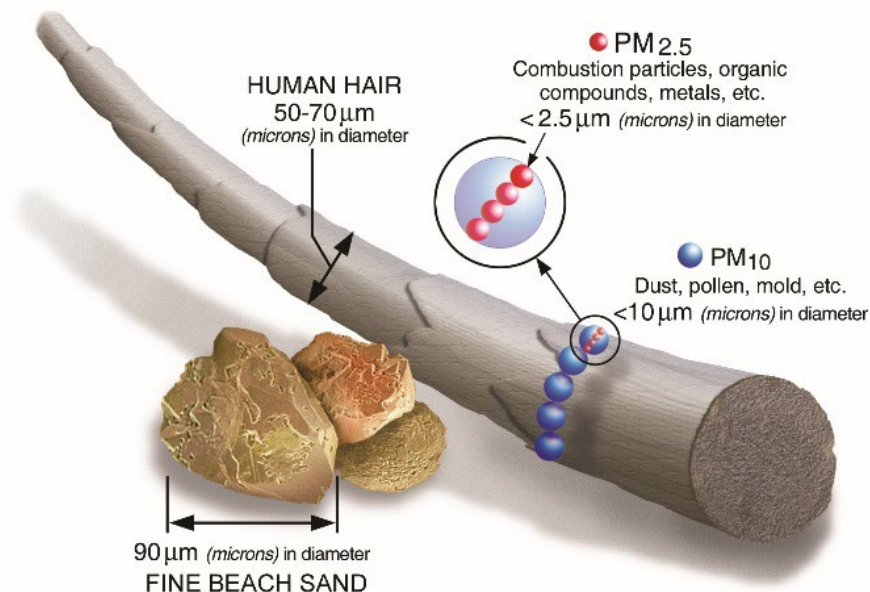
Source: EPA

Figure 3. Ozone in the Atmosphere

transformed by sunlight into ozone molecules, which consist of three oxygen atoms. The primary sources for O₃ precursors are vehicular and industrial emissions.

- NO₂ is a yellowish-orange to reddish-brown gas resulting from high-temperature combustion. Diesel vehicles and power plants are major sources of NO₂.
- PM₁₀ and PM_{2.5} consist of suspended dust, fibers, combustion ash, and other fine particles. The major source is industrial emissions, but these pollutants also result from diesel vehicle emissions, unpaved roadways, agricultural activity, and dirt on paved roads kicked up by passing vehicles. PM₁₀ is inhalable particles, with diameters that are generally 10 micrometers and smaller; and PM_{2.5} is fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller. Figure 4 shows the sizes of PM₁₀ and PM_{2.5} relative to fine beach sand and human hair.

Figure 4. Size Comparisons for PM Particles



Source: EPA

- SO₂ is a colorless gas with a rotten egg odor that results from the combustion of fuels containing sulfur. Primary sources are coal-fired power plants, industrial plants, and metal smelters, with some emissions from diesel vehicles burning low-grade fuels.
- Lead in the atmosphere results primarily from the burning of leaded fuels. Lead pollution has been drastically reduced in the United States in recent years with the banning of leaded automobile fuels.

Amendments to the CAA were passed in 1977 and 1990. Among many other revisions included in the amendments are requirements for nonattainment areas and State Implementation Plans (SIPs) for areas that do not meet the standards.

For most of the six criteria pollutants, two standards have been established: a primary standard and a secondary standard. Although there is little difference between the two, the primary standard was established with the goal of protecting the public health, while the secondary standard is intended for the protection of the public welfare.

2.3 Mobile Source Air Toxics

In addition to the criteria air pollutants for which there are NAAQS, EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), and stationary sources (e.g., factories or refineries).

MSATs are a subset of 21 of the 188 air toxics defined by the CAA. The MSATs are compounds that are emitted not only from stationary sources such as power plants, factories, oil refineries, dry cleaners and gas stations, but also from highway vehicles and nonroad equipment. A subset of the 21 MSATs have been labeled by the Federal Highway Administration (FHWA) as the seven priority MSATs. These are acrolein, benzene, 1,3 butadiene, diesel particulate matter plus diesel exhaust organic gases, formaldehyde, naphthalene and polycyclic organic matter. These seven are currently considered the priority transportation toxics, but the list may be modified in the future.

Acrolein is a nearly clear to yellow liquid that burns easily, is easily volatilized, and has a disagreeable odor. Acrolein can be formed from the breakdown of certain pollutants found in outdoor air, from tobacco burning, or from burning gasoline. Exposure to acrolein causes upper respiratory tract irritation and congestion in low concentrations and may cause death in high concentrations. Not enough information is available on acrolein to evaluate its carcinogenicity.

Benzene is a volatile, colorless, highly flammable liquid that dissolves easily in water and has sweet odor. Benzene is found in emissions from burning coal and oil, motor vehicle exhaust, evaporation from gasoline service stations, and in industrial solvents. Tobacco smoke contains benzene and accounts for nearly half the national exposure to benzene. Benzene exposure causes drowsiness, dizziness, headaches, unconsciousness, vomiting, convulsions, and irritation to the eyes, skin, and upper respiratory tract. Benzene is a known human carcinogen. Chronic exposure to benzene causes blood disorders and chromosomal aberrations.

1,3-butadiene is a colorless gas with a mild, gasoline-like odor. Sources of 1,3-butadiene in the air include motor vehicle exhaust, manufacturing and processing facilities, forest fires or other combustion, and cigarette smoke. Exposure to 1,3-butadiene causes irritation of the eyes, nasal passages, throat, and lungs in low concentrations and blurred vision, fatigue, headache, and vertigo in higher concentrations. 1,3-butadiene has recently been reclassified from a probable human carcinogen to a known human carcinogen.

Diesel particulate matter is a collection of various-sized particles emitted from diesel powered vehicles, including primarily elemental carbon, organic carbon, and sulfate particles, with trace amounts of nitrate, metals, and other particles. Diesel particulate matter of concern for MSAT analyses are those particles sized 10 microns or smaller. Although particulate matter may be derived from a number of sources, diesel particulate matter by definition is derived exclusively from diesel vehicle exhaust. Exposure to diesel particulate matter results in irritation to the eyes, nose, throat, and lungs, and may exacerbate asthma. Diesel particulate matter is considered a probable human carcinogen.

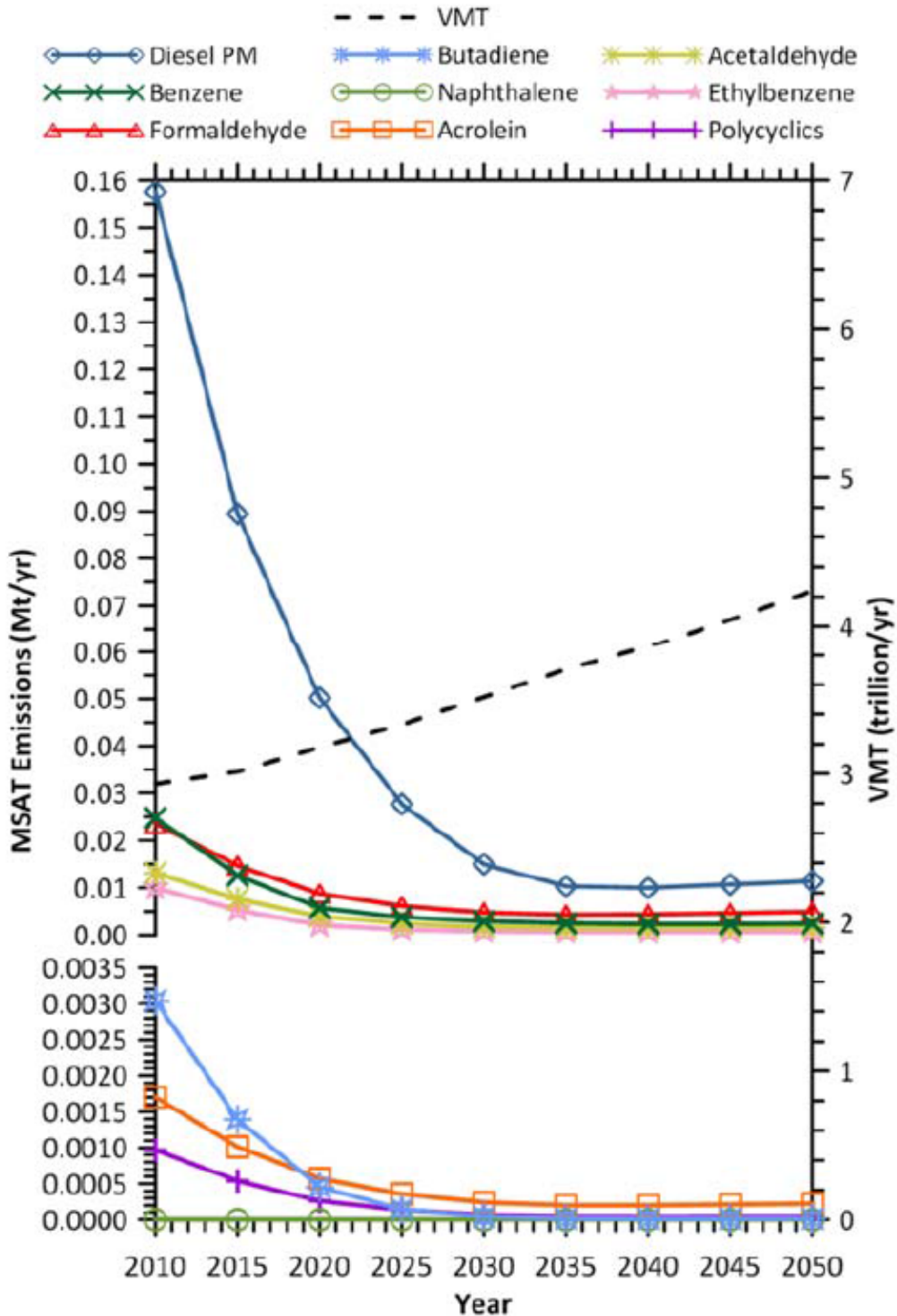
Formaldehyde is a colorless gas with a pungent, suffocating odor that is readily soluble in water. High levels of formaldehyde have been detected in indoor air, where it is released from various consumer products such as building materials and home furnishings. Major sources of outdoor concentrations of formaldehyde include power plants, manufacturing facilities, incinerators, and automobile exhaust emissions. Exposure to formaldehyde results in irritation to the eyes, nose, and throat; coughing; chest pains; and bronchitis. Formaldehyde is classified as a probable human carcinogen.

Polycyclic organic matter (POM) is a class of compounds that includes all organic structures having two or more fused aromatic rings, that have a boiling point greater than that of water, and that are extremely insoluble in water. There are eight major categories of POM, the most common being polycyclic aromatic hydrocarbon compounds (PAHs). POM compounds are formed primarily from combustion and are present in the atmosphere in particulate form. Major sources of POM include cigarette smoke, vehicle exhaust, and wood burning, among others. No information is available on the effects of short-term exposure to POM and PAHs. However, the EPA has classified several PAHs as probable human carcinogens, and evidence suggests possible reproductive toxicity, chronic blood and liver effects, and chronic respiratory effects from POM.

Naphthalene is a white solid or powder that is insoluble in water and has a strong, mothball odor. Primary sources of naphthalene in the air include the burning of coal and oil, the use of mothballs, and from cigarette smoke. Exposure to naphthalene results in headache, nausea, vomiting, liver damage, cataracts, neurological damage in infants, and chronic inflammation of the lungs and nasal passages. Naphthalene is classified as a possible human carcinogen.

While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules. According to EPA's latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), controls are required to dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. Based on an FHWA analysis using MOVES2014a, as shown in Figure 5, even if vehicle miles traveled (VMT) increases by 45 percent as assumed from 2010 to 2050, a combined reduction of 91 percent in the total annual emissions for the priority MSAT is projected for the same time period (FHWA, 2016).

Figure 5. FHWA Predicted National MSAT trends, 2010–2050, for Vehicles Operating on Roadways



Source: EPA MOVES2014a model runs conducted by FHWA, September 2016

2.4 Nonattainment Areas

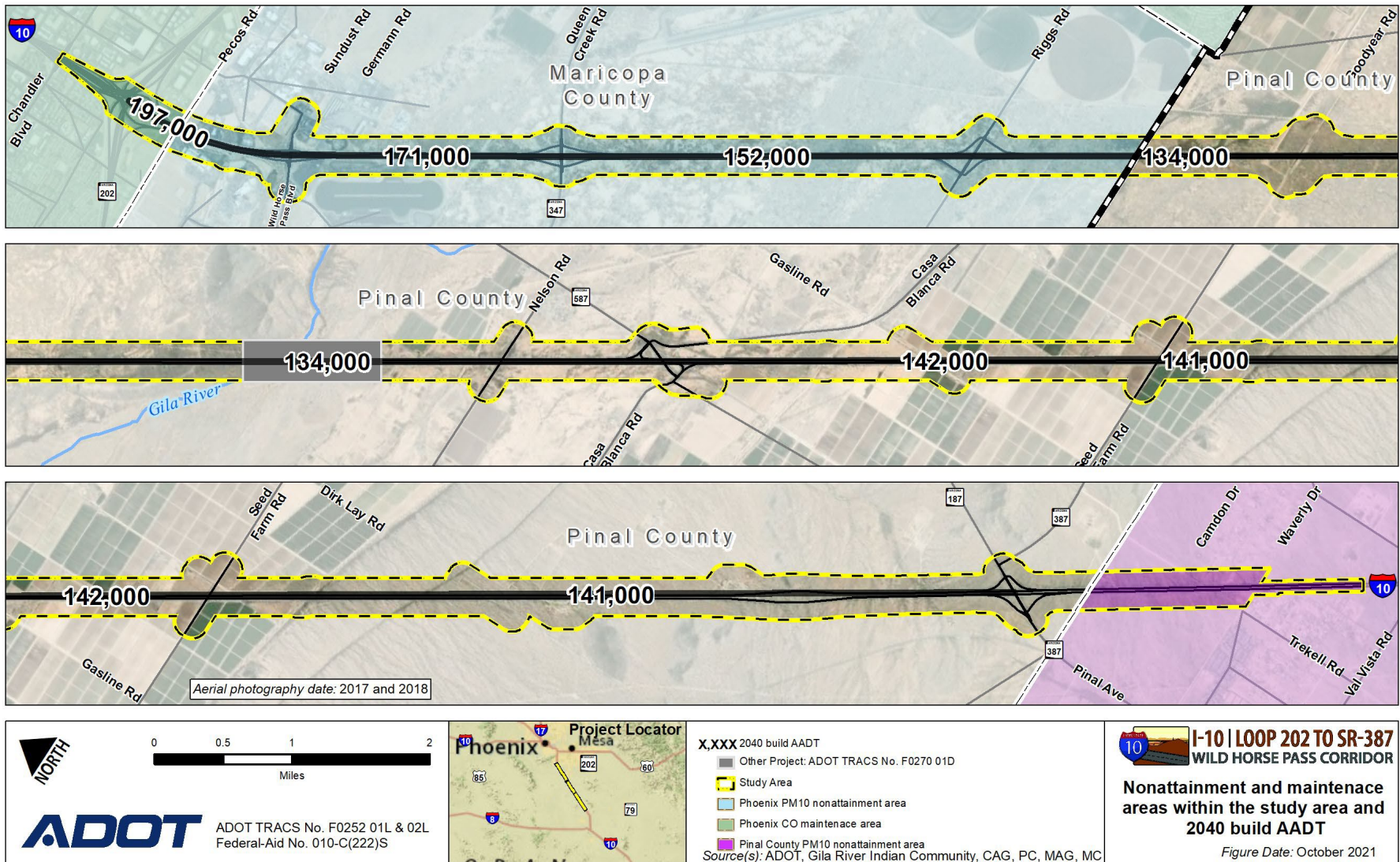
The CAA amendments of 1977 and 1990 authorized EPA to designate areas that have not met the NAAQS as nonattainment areas and to classify the severity of the nonattainment. Each nonattainment area requires a SIP that outlines actions to reduce air pollution to levels that comply with the NAAQS.

The proposed I-10 study area lies in the Phoenix Maintenance Area for CO and Nonattainment Area for Ozone beginning at MP 161 for less than one mile. In addition, approximately the first eight miles of the study area (MP 161 to MP 169) are located in the Phoenix Nonattainment Area for PM₁₀ and the last one mile of the study area (MP 186 to MP 187) is located in the Pinal County PM₁₀ Nonattainment Area (see Figure 6). The Phoenix Ozone Nonattainment Area encompasses most of central and eastern Maricopa County, including the Phoenix metropolitan area and a portion of northern Pinal County, including Apache Junction. The Phoenix Carbon Monoxide Maintenance Area is defined as the boundaries of the Maricopa Association of Governments (MAG) planning area, which includes the Phoenix metropolitan area but excludes Apache Junction in Pinal County. The Phoenix Particulate Matter Nonattainment Area is defined as an area within eastern Maricopa County, approximately 60 miles long by 48 miles wide, and an additional area within Pinal County, 6 miles by 6 miles in size. It encompasses the Phoenix metropolitan area, including Apache Junction.

The Phoenix Ozone Nonattainment Area was originally designated a “moderate” nonattainment area in 1991 for not meeting the 1-hour O₃ NAAQS and was required to reach attainment by November 15, 1996. EPA reclassified the Phoenix area to “serious” nonattainment on February 13, 1998, for failing to attain the 1-hour O₃ standard. The State of Arizona requested attainment redesignation in December 2000, after 3 years had passed with no O₃ violation. On May 15, 2001, EPA determined that the Phoenix area had attained the 1-hour O₃ standard. A maintenance plan and a redesignation request were submitted on April 21, 2004, and the area was redesignated to attainment on June 14, 2005.

However, the 1-hour standard was revoked on June 15, 2005, and replaced with the 8-hour standard (called the 1997 standard because it was proposed in 1997, but implementation was delayed by litigation). Many of the control measures included in the 1-hour ozone maintenance plan are required to remain in place to ensure progress toward the 8-hour standard. In 2015, based on EPA’s review of the air quality criteria for O₃ and related photochemical oxidants and for O₃, EPA revised the levels of both standards. EPA revised the primary and secondary O₃ standard levels to 0.070 parts per million (ppm), and retained their indicator (O₃), forms (fourth-highest daily maximum, average across three consecutive years) and averaging times (eight hours). MAG submitted a 2017 Eight-Hour Ozone Moderate Area Plan for the 2008 ozone standards on January 1, 2017, which is pending approval.

Figure 6. Nonattainment and Maintenance Areas in Maricopa and Pinal Counties



The Phoenix Carbon Monoxide Maintenance Area was originally classified as a “moderate” nonattainment area in November 1990 and attainment was required by December 1995. The Phoenix area did not attain the CO standard by that date, and the area was reclassified as a “serious” nonattainment area on June 10, 1996. The required SIP was submitted on July 8, 1999, with a revised submittal on April 18, 2001. On October 9, 2001, EPA determined that the plan was complete. On September 22, 2003, EPA found that the Phoenix area had attained the CO standard. In October 2004, EPA redesignated the Phoenix area to attainment with a maintenance plan. The maintenance plan requires many of the same restrictions as the SIP for the nonattainment designation and will remain in effect for a period of approximately 10 years to ensure that the NAAQS continue to be met.

The Phoenix Particulate Matter Nonattainment Area was originally classified in November 1990 as “moderate.” The area was reclassified in June 1996 to “serious,” requiring attainment by 2001. The State of Arizona submitted a revised plan to achieve attainment and requested a 5-year extension of the attainment deadline for the 24-hour and annual PM₁₀ standards for the Phoenix area. On January 10, 2002, EPA announced approval of the plan and granted the extension to December 2006. Despite the Most Stringent Measures and Best Available Control Measures adopted and implemented earlier, the Phoenix area failed to attain the PM₁₀ standard by the December 2006 deadline. The failure triggered a special requirement under Section 189(d) of the CAA that SIP revisions provide for annual reductions of PM₁₀ and PM₁₀ precursors of not less than 5 percent of the most recent emissions inventory until the NAAQS is attained. The SIP revision was submitted to EPA in December 2007, demonstrating the necessary 5 percent annual reductions through revisions to county dust control regulations, new agriculture best management practices, and paving unpaved roads and shoulders, among other control measures. On September 9, 2010, EPA proposed to approve in part and disapprove in part the SIP revisions. However, on January 25, 2011, prior to EPA’s final action on the SIP revisions, the State of Arizona withdrew the submitted plan from EPA’s consideration to be able to make improvements on the plan. This withdrawal triggered EPA to find, on February 14, 2011, that Arizona failed to make the required submittal under Section 189(d) of the CAA. The failure triggers an 18-month clock for mandatory application of sanctions (including loss of federal highway funds in 24 months) and a 2-year clock for a federal implementation plan. These sanctions clocks will stop when a new plan is submitted and EPA determines that the new plan is complete. The State of Arizona adopted and submitted the 2012 5% Plans on May 25, 2012, and submitted supplemental information June 22 and July 2, 2012. The EPA found the plans complete on July 20, 2012, stopping sanctions clocks. EPA concurred with Exceptional Events flags in letters dated September 6, 2012, and July 1, 2013. The EPA approved fugitive dust statutes for the plans on December 3, 2013. EPA published a Notice of Adequacy of the Motor Vehicle Emissions Budget on December 5, 2013. On June 10, 2014, EPA published the final rule approving the MAG 2012 5% Plan for PM₁₀.

2.5 Ambient Pollutant Levels

The Maricopa County Air Quality Department (MCAQD) and the Pinal County Air Quality Control District (PCAQCD) maintain a network of air monitoring sites throughout the Maricopa and Pinal counties. Monitoring sites vary in terms of the number of pollutants monitored, with some sites monitoring one pollutant and others monitoring up to five pollutants. Some monitoring sites operate for the entire year, while others operate for the peak pollutant season only. There are no monitoring sites within the proposed I-10 Study Area. The nearest monitoring site in Maricopa County is the West Chandler site (located at Frye Rd & Ellis St, Chandler). This monitoring site collects data on concentrations of CO, O₃, and PM₁₀. The West Chandler site recorded exceedances of the O₃ and PM₁₀ standards in 2020. The nearest monitoring site in Pinal County is the Casa Grande Airport (located at 660 W Aero Dr, Casa Grande). This monitoring site collects data on concentrations of O₃ and recorded exceedances of the O₃ standard in 2019. Table 3 summarizes concentrations monitored at the West Chandler Site and at the Casa Grande Airport.

Table 3. West Chandler and Casa Grande Airport Sites Air Quality Data

Monitoring site	Pollutant	Averaging time	Concentration	Number of exceedances
West Chandler	CO	8-hour	1.3 ppm	0
	O ₃	8-hour	0.081 ppm	5
	PM ₁₀	24-hour	263 µg/m ³	1
		Annual	30.7 µg/m ³	---
Casa Grande Airport	O ₃	8-hour	0.077 µg/m ³	2

Source: Maricopa County Air Quality Department, 2020 Air Monitoring Network Review and 2021 Plan
Pinal County Air Quality Control District, 2020 Ambient Monitoring Network Plan and 2019 Data Summary

3 Environmental Consequences

Project-level air quality analyses for proposed roadways typically focus on vehicle emissions of CO, PM₁₀, and MSATs. Although vehicle emissions include other pollutants, the concentrations of CO, PM₁₀, and MSATs are the most easily assessed and provide a convenient measure of the local air quality impacts from a proposed roadway. Other pollutants, such as O₃, nitrogen oxides, and hydrocarbons, are regional in nature, making a project-level evaluation meaningless. Project-level analyses can be completed using qualitative or quantitative methods, depending on the scale of the project, the level of design information available for the analysis, and the overall purpose of the analysis.

This section describes the methods, impact criteria, and results of air quality analyses of the proposed project. The analyses use guidelines and procedures provided in applicable air quality analysis protocols from EPA and FHWA. The Project Level CO Hot-Spot Analysis Questionnaire determined that conformity analysis wasn't warranted for CO analysis. A qualitative analysis was conducted below for CO NEPA analysis based on the FHWA Technical Advisory T 6640.8A. In addition, the Project Level PM Quantitative Hot-Spot Analysis – Project of Air Quality Concern Questionnaire determined that this project is not a project of air quality concern and does not require a PM₁₀ quantitative analysis.

3.1 CO NEPA Analysis

The FHWA Technical Advisory T 6640.8A notes “A microscale CO analysis is unnecessary where such impacts (project CO contribution plus background) can be judged to be well below the 1- and 8-hour National Ambient Air Quality Standards (or other applicable State or local standards). This judgment may be based on (1) previous analyses for similar projects; (2) previous general analyses for various classes of projects; or (3) simplified graphical or "look-up" table evaluations. In these cases, a brief statement stating the basis for the judgment is sufficient.”

As a similar project, I-10 Broadway Curve project is a widening project located just north of the proposed I-10 project. The predicted worst-case one-hour and eight-hour CO concentrations from the I-10 Broadway Curve project are well below National Ambient Air Quality Standards at the selected intersections. Therefore, it can be inferred that the proposed I-10 project would not result in CO impacts.

3.2 Mobile Source Air Toxics

According to the FHWA interim guidance, a quantitative MSAT analysis should be considered for transportation projects located in proximity to populated areas that create new capacity or add significant capacity to urban roadways with projected annual average daily traffic (AADT) of at least 140,000 vehicles, or create (or significantly alter) a major intermodal freight facility involving significant numbers of diesel vehicles. Most of this project is not in populated areas. As a result, a qualitative MSAT analysis was conducted.

For each action alternative, the amount of MSATs emitted would be proportional to the VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for the Action alternative is slightly higher than the No-Action Alternative within the study area. The emission for the Action Alternative is reduced somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOVES2014a model, emissions of all of the priority MSATs will decrease as speed increase. Also, regardless of the alternative chosen, emissions will likely be significantly lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, EPA's projected reductions are so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases. As a similar project, I-10 Broadway Curve project MSAT study area included I-10 segment north of Riggs Road. The analysis results showed that in the design year, regional MSAT would be substantially lower under both No-Build and Build conditions, when compared to Existing MSAT emissions. Build MSAT burdens would be lower than No-Build emissions. The same conclusion should be valid for this project.

Construction activity may generate a temporary increase in MSAT emissions. Project-level assessments that render a decision to pursue construction emission mitigation will benefit from a number of technologies and operational practices that should help lower short-term MSATs. In addition, the SAFETEA-LU has emphasized a host of diesel retrofit technologies in the law's CMAQ provisions - technologies that are designed to lessen a number of MSATs.¹

Construction mitigation includes strategies that reduce engine activity or reduce emissions per unit of operating time. Operational agreements that reduce or redirect work or shift times to avoid community exposures can have positive benefits when sites are near vulnerable populations. For example, agreements that stress work activity outside normal hours of an adjacent school campus would be operations-oriented mitigation. Also for construction emissions, technological adjustments to equipment, such as off-road dump trucks and bulldozers, could be used to reduce emissions. This equipment could include particulate matter traps, oxidation catalysts, and other devices that provide an after-treatment of exhaust emissions. The use of clean fuels, such as ultra-low sulfur diesel, also can be a very cost-beneficial strategy.

The EPA has listed a number of approved diesel retrofit technologies; many of these can be deployed as emissions mitigation measures for equipment used in construction. This listing can be found at:

<http://www.epa.gov/otaq/retrofit/verif-list.htm>

¹ SAFETEA-LU, Public Law 109-59, August 10, 2005

Incomplete or Unavailable Information for Project MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the CAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effect" (EPA, <http://www.epa.gov/iris/>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, <http://pubs.healtheffects.org/view.php?id=282>) or in the future as vehicle emissions substantially decrease (HEI, <http://pubs.healtheffects.org/view.php?id=306>).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70-year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (<http://pubs.healtheffects.org/view.php?id=282>). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (<http://www.epa.gov/risk/basicinformation.htm#g>) and the HEI (<http://pubs.healtheffects.org/getfile.php?u=395>) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the CAA to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA’s approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weight this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities, in addition to improved access for emergency response, that are better suited for a quantitative analysis.

MSAT Conclusions

What we know about mobile source air toxics is still evolving. Information is currently incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with each of the project Alternatives. Under each of the build alternatives, there may be slightly lower MSAT emissions in the design year relative to the No Build Alternative due to speed increase. In addition, EPA’s vehicle and fuel regulations are expected to result in significantly lower MSAT levels in the future than exist today due to cleaner engine standards coupled with fleet turnover. The magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the

study area are likely to be significantly lower in the future than they are today, regardless of the preferred alternative.

3.3 Greenhouse Gas

Global Climate Change (GCC) refers to changes in average climatic conditions on earth as a whole, including temperature, wind patterns, precipitation and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O), which are known as greenhouse gases (GHGs). These gases allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiant heat from escaping, thus warming the Earth's atmosphere. Gases that trap heat in the atmosphere are often called greenhouse gases, analogous to a greenhouse. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth's temperature. Without these natural GHGs, the Earth's temperature would be about 61° Fahrenheit cooler. Emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere.

GHGs have been at the center of a widely contested political, economic, and scientific debate surrounding GCC. Although the conceptual existence of GCC is generally accepted, the extent to which GHGs contribute to it remains a source of debate. GCC refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. GCC may result from natural factors, natural processes, and/or human activities that change the composition of the atmosphere and alter the surface and features of land.

To date, no national standards have been established regarding GHGs, nor has EPA established criteria or thresholds for ambient GHG emissions pursuant to its authority to establish motor vehicle emission standards for CO₂ under the CAA. However, there is a considerable body of scientific literature addressing the sources of GHG emissions and their adverse effects on climate, including reports from the Intergovernmental Panel on Climate Change, the U.S. National Academy of Sciences, EPA, and other federal agencies. GHGs are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for CO₂ and other GHG emissions is the entire planet. In addition, from a quantitative perspective, global climate change is the cumulative result of numerous and varied emissions sources (in terms of both absolute numbers and types), each of which makes a relatively small addition to global atmospheric GHG concentrations. In contrast to broad-scale actions such as those involving an entire industrial sector or very large geographic areas, it is difficult to isolate and understand the GHG emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions.

Under NEPA, detailed environmental analysis should focus on issues that are significant and meaningful to decision-making [40 C.F.R. 1500.1(b), 1500.2(b), 1500.4(g), and 1501.7]. Based on the nature of GHG emissions and the exceedingly small potential GHG impacts of the proposed action, GHG emissions from the proposed action will not result in “reasonably foreseeable significant adverse impacts on the human environment” [40 C.F.R 1502.22(b)].

3.4 Environmental Commitments and Mitigation Measures

The discussion of environmental commitments and mitigation measures in this document does not obligate ADOT to their implementation. ADOT may choose to modify, delete, or add to these measures.

Gila River Indian Community Department of Transportation

- Prior to the opening of the new Seed Farm Road traffic interchange, the Gila River Indian Community would pave Seed Farm Road from Sacaton to Interstate 10 to reduce fugitive dust concerns from the increased traffic that would use this new traffic interchange.

Contractor Responsibility

- Fugitive dust generated from construction activities must be controlled in accordance with Maricopa County Rule 310, the Gila River Indian Community Air Quality Ordinance (GRIC Code – Title 17, Chapter 9), and the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 104.08 (2021 edition), special provisions, and other local rules and ordinances.

4 Conformity

Section 176c of the CAA requires that transportation projects conform to the approved air quality SIP for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments. The conformity determinations for federal actions related to transportation projects must meet the requirements of 40 CFR Parts 51 and 93. This project is not likely to cause or contribute to the severity or number of violations of the NAAQS. Currently this entire project is not included in the *FY 2022 – 2025 MAG Transportation Improvement Program (TIP)*; it is included in the *Sun Corridor MPO Draft TIP FY 2020 – 2029 Amendment #12*. This project is required to be included in the conforming metropolitan transportation plan and TIP for project-level conformity determination. It is anticipated that the MAG transportation plan and TIP will be revised to include this project before the final EA approval.

5 References

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Appendix A. Interagency Consultation Documentation

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Project Level PM Quantitative Hot-Spot Analysis - Project of Air Quality Concern Questionnaire

Project Setting and Description

The Arizona Department of Transportation (ADOT) is planning to increase capacity of Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The approximately 26-mile corridor is located primarily within the Gila River Indian Community as well as the cities of Phoenix and Chandler in Maricopa County, Arizona, and the City of Casa Grande in Pinal County, Arizona. See Figure 1 Vicinity Map on next page.

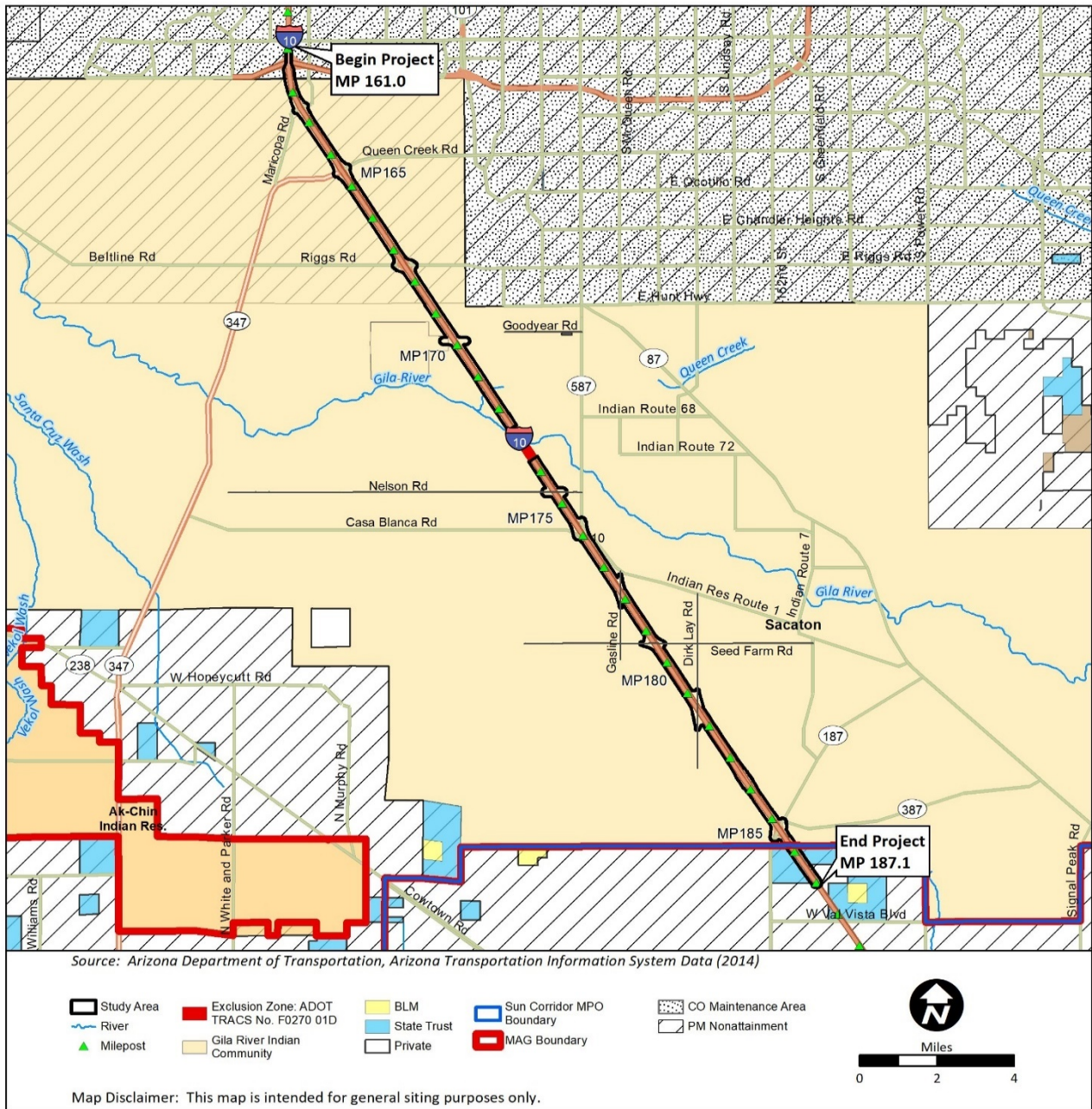
I-10 at the SR 202L (Santan) TI is an urban freeway with six 12-foot-wide lanes, 3 westbound and 3 eastbound. South of Pecos Road, at approximately MP 162.5, I-10 leaves the metropolitan Phoenix area, becomes a rural freeway, dropping to 2 lanes in each direction around MP 164.2. I-10 remains a rural facility through the Gila River Indian Community. Near Casa Grande, at approximately MP 187, the I-10 once again transitions to 3 lanes in each direction. Within the study area, the I-10 is mostly a divided freeway separated by open desert, except for the northern mile of the proposed project which includes a median barrier system. The median shoulder widths along I-10 are generally 2 feet through the majority of the corridor but increases to 12 feet at the northern end of the project limits, and are generally 10 feet on the outside.

The purpose of the project is to increase the vehicular capacity of I-10 in the study area. I-10 is a major transportation interstate route for freight and passenger vehicular traffic, connecting Arizona's largest major metropolitan cities of Phoenix and Tucson. Additionally, the I-10 corridor provides a principle link for freight traffic from the ports of California, provides movement of international commerce, and plays a key role in the transportation infrastructure of Arizona, contributing to its economic success. The sections of I-10 both north and south of the study area have already been expanded to at least three lanes in each direction by ADOT, as noted above, and this proposed action would continue those expansion efforts on this existing 4-lane section of I-10 in the study area to meet the need of increased travel demand and traffic congestion by improving the overall capacity of I-10 in Maricopa and Pinal Counties.

The project limits are generally located within ADOT's I-10 easement via agreement with the Gila River Indian Community and the Bureau of Indian Affairs. Additional new easements may be needed at the Tis, around the grade separations, and around the ramp gores. As design progresses, additional easement may be required in other locations.

Approximately, the first eight miles of the study area (MP 161 to MP 169) are located in the Maricopa County (Phoenix) Nonattainment Area for particulates 10-microns in diameter or less (PM10) and the last one mile of the study area (MP 186 to MP 187) is located in the Pinal County PM10 Nonattainment Area. This entire project will be included in the FY 2020 - 2024 MAG Transportation Improvement Program (TIP) scheduled for Regional Council approval on September 22nd, 2021.

Figure 1. Project Vicinity Map



Federal Aid No. 010-C(222)S
 ADOT TRACS No. F0252 01L & 02L
 Interstate 10 Corridor Study: State Route 202L to State Route 387

Project Assessment

The following questionnaire is used to compare the proposed project to a list of project types in 40 CFR 93.123(b) requiring a quantitative analysis of local particulate emissions (Hot-spots) in nonattainment or maintenance areas, which include:

- i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of an increase in traffic volumes from a significant number of diesel vehicles related to the project;
- iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

If the project matches one of the listed project types in 40 CFR 123(b)(1) above, it is considered a project of local air quality concern and the hot-spot demonstration must be based on quantitative analysis methods in accordance to 40 CFR 93.116(a) and the consultation requirements of 40 CFR 93.105(c)(1)(i). If the project does not require a PM hot-spot analysis, a qualitative assessment will be developed that demonstrates that the project will not contribute to any new localized violations, increase the frequency or severity of any existing violations, or delay the timely attainment of any NAAQS or any required emission reductions or milestones in any nonattainment or maintenance area.

On March 10, 2006, EPA published *PM_{2.5} and PM₁₀ Hot-Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM_{2.5} and Existing PM₁₀ National Ambient Air Quality Standards; Final Rule* describing the types of projects that would be considered a project of air quality concern and that require a hot-spot analysis (71 FR 12468-12511). Specifically on page 12491, EPA provides the following clarification: "Some examples of *projects of air quality concern* that would be covered by § 93.123(b)(1)(i) and (ii) are: A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;.. Expansion of an existing highway or other facility that affects a congested intersection (operated at Level-of-Service D, E, or F) that has a significant increase in the number of diesel trucks;" These examples will be used as the baseline starting discussion for determining if the project is a project of air quality concern.

The project does not match any of the listed project types in 40 CFR 123(b)(1) above.

New Highway Capacity

Is this a new highway project that has a significant number of diesel vehicles?

Example: total traffic volumes $\geq 125,000$ annual average daily traffic (AADT) and truck volumes $\geq 10,000$ diesel trucks per day (8% of total traffic).

NO - This project is not a new highway project.

Expanded Highway Capacity

Is this an expanded highway projects that have a significant increase in the number of diesel vehicles?

Example: the build scenario of the expanded highway or expressway causes a significant increase in the number of diesel trucks compared with the no-build scenario, truck volumes $> 8\%$ of the total traffic.

NO - This is an expanded highway project, but there is not a significant increase in the number of diesel vehicles. The Maricopa Association of Governments (MAG) travel demand model estimates that the percentage of truck traffic along the corridor will not increase significantly as a result of the project. The AADT and truck percentage for the Build alternative were compared to the No Build alternative along the mainline and at six TIs along the project corridor, as summarized in Table 1 and 2. The percentage increase in the medium and heavy trucks ranges from a -5.86% to 1.35%, and the total increase in medium and heavy truck volume ranges from -300 to 4,300.

Table 1 - I-10 Mainline AADT and Truck Percentage in Existing, No Build and Build Conditions

Mainline AADT and Truck %	PM10 Non-attainment	2018 Existing		2025 No-Build		2025 Build		2035 No-Build		2035 Build		2040 No-Build		2040 Build		2040 Difference (Build - No-Build)		
		AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	Truck AADT
Wild Horse Pass Blvd	Y	123,800	15.35%	142,400	18.05%	148,700	19.23%	163,900	21.05%	181,200	20.08%	162,800	24.14%	197,000	22.13%	34,200	-2.01%	4,300
SR 347/Queen Creek Rd	Y	107,100	17.18%	126,600	19.59%	133,800	20.40%	146,500	22.80%	164,600	22.30%	137,500	27.42%	171,100	24.55%	33,600	-2.87%	4,300
Riggs Rd	Y	82,800	20.77%	97,000	24.33%	104,400	24.71%	109,100	28.96%	128,800	27.71%	116,700	31.36%	152,200	26.94%	35,500	-4.42%	4,400
SR 587/ Casa Blanca Rd	N	65,200	24.54%	76,700	27.77%	83,700	27.72%	92,400	32.14%	107,400	30.17%	100,100	34.47%	133,500	28.61%	33,400	-5.86%	3,700
Seed Farm Rd	N	69,800	24.64%	80,900	27.69%	87,000	28.16%	98,900	31.85%	113,500	30.31%	107,500	34.05%	141,500	28.69%	34,000	-5.36%	4,000
SR 387/ SR 187/Pinal Ave	N	69,800	24.64%	80,900	27.69%	87,000	28.16%	99,100	31.58%	113,700	30.08%	108,100	33.58%	141,100	28.63%	33,000	-4.95%	4,100

Note: Truck% includes heavy truck and medium truck. AADT at intersections include volumes on approach lanes.
 Source: Draft Traffic Analysis Memorandum dated August 2021 provided by Wilson Company.

Table 2 - Intersection AADT and Truck Percentage in Existing, No Build and Build Conditions

Intersection AADT and Truck %	PM10 Non-attainment area	2018 Existing		2025 No-Build		2025 Build		2035 No-Build		2035 Build		2040 No-Build		2040 Build		2040 Difference (Build - No-Build)		
		AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	AADT	Truck (%)	Truck AADT
WHP Blvd & EB I-10	Y	24,800	4.44%	42,600	5.16%	42,600	5.40%	78,300	5.62%	78,300	5.62%	96,200	6.03%	96,200	6.34%	0	0.34%	300
WHP Blvd & WB I-10	Y	19,600	6.63%	34,800	8.62%	34,800	8.91%	65,200	9.36%	65,200	9.36%	80,400	8.46%	80,400	8.83%	0	0.32%	300
Queen Creek Rd & EB I-10	Y	38,000	4.74%	49,000	4.29%	49,000	4.69%	71,000	4.93%	71,000	5.35%	82,000	5.49%	82,000	5.61%	0	0.08%	100
Queen Creek Rd & WB I-10	Y	28,000	5.36%	37,400	5.08%	37,400	5.35%	56,100	5.35%	56,100	5.88%	65,500	5.95%	65,500	6.11%	0	0.13%	100
Riggs Rd & EB I-10	Y	14,200	10.56%	16,200	9.88%	16,200	8.64%	20,300	8.37%	20,300	9.36%	22,300	9.87%	22,300	11.21%	0	1.22%	300
Riggs Rd & WB I-10	Y	17,800	8.99%	19,200	10.42%	19,200	10.47%	21,900	9.59%	21,900	10.05%	23,300	10.73%	23,300	11.59%	0	0.67%	200
Casa Blanca Rd & EB I-10	N	8,000	11.25%	10,900	11.93%	19,100	10.99%	16,600	13.86%	21,900	12.79%	19,400	14.95%	23,500	14.47%	4,100	-0.33%	500
Casa Blanca Rd & WB I-10	N	12,800	12.5%	16,200	12.96%	17,800	13.48%	23,100	15.58%	20,900	16.27%	26,500	16.98%	22,700	18.50%	-3,800	1.35%	-300
Seed Farm Rd & EB I-10	N	-	-	-	-	-	-	-	-	2,200	9.09%	-	-	2,200	9.09%	-	-	-
Seed Farm Rd & WB I-10	N	-	-	-	-	-	-	-	-	1,900	10.53%	-	-	1,900	10.53%	-	-	-
Pinal Ave & EB I-10	N	20,900	11.00%	24,400	13.11%	24,400	13.11%	31,400	14.65%	31,400	15.92%	34,900	16.05%	34,900	16.91%	0	0.86%	300
Pinal Ave & WB I-10	N	15,100	11.92%	19,400	13.92%	19,400	13.92%	28,100	15.66%	28,100	16.73%	32,500	17.23%	32,500	17.85%	0	0.53%	200

Source: Draft Traffic Analysis Memorandum dated August 2021 provided by Wilson Company.

Projects with Congested Intersections

Is this a project that affects a congested intersection (LOS D or greater) that has a significant number of diesel trucks, OR will change LOS to D or greater because of an increase in traffic volumes from a significant number of diesel trucks related to the project?

NO – This is not a project that affects a congested intersection of LOS D or will change LOS to D or greater which has a significant number of diesel trucks, see Table 3. The intersection operation analysis shows 12 intersections have a LOS D or worse in with the 2040 No Build scenario, and all of these intersections have LOS C or better in with the 2040 Build scenario. Overall the intersection LOS only improves with the build alternative and isn't negatively impacted by this proposed project.

Table 3 – Intersection LOS (overall, not for each link) in the Project Area

Intersection LOS	PM10 Non-attainment Area	2018 Existing		2025 No-Build		2025 Build		2035 No-Build		2035 Build		2040 No-Build		2040 Build	
		AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
WHP Blvd & EB I-10	Y	B	B	B	B	B	A	F	C	B	B	F	E	B	B
WHP Blvd & WB I-10	Y	B	B	B	B	A	A	B	D	A	A	B	D	A	B
Queen Creek Rd & EB I-10	Y	C	D	C	E	B	B	D	F	C	B	E	F	C	C
Queen Creek Rd & WB I-10	Y	B	C	B	D	B	B	D	E	B	B	F	E	B	B
Riggs Rd & EB I-10	Y	C	B	B	B	B	B	C	B	B	B	B	B	B	B
Riggs Rd & WB I-10	Y	B	C	C	B	B	B	C	B	B	B	C	B	B	B
Casa Blanca Rd & EB I-10	N	E	C	F	E	A	A	F	E	A	A	F	E	A	A
Casa Blanca Rd & WB I-10	N	F	D	F	F	A	A	F	F	A	A	F	F	A	A
Seed Farm Rd & EB I-10	N	-	-	-	-	-	-	-	-	A	A	-	-	A	A
Seed Farm Rd & WB I-10	N	-	-	-	-	-	-	-	-	A	A	-	-	A	A
Pinal Ave & EB I-10	N	F	F	F	F	B	A	F	F	B	A	F	F	B	A
Pinal Ave & WB I-10	N	F	F	F	F	B	C	F	F	B	C	F	F	B	C

Source: Draft Traffic Analysis Memorandum dated August 2021 provided by Wilson Company.

New Bus and Rail Terminals

Does the project involve construction of a new bus or intermodal terminal that accommodates a significant number of diesel vehicles?

NO – This project does not construct any new bus or rail terminals.

Expanded Bus and Rail Terminals

Does the project involve an existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses (or trains) increases by 50% or more, as measured by arrivals?

NO – This project does not expand any bus or rail terminals.

Projects Affecting PM Sites of Violation or Possible Violation

Does the project affect locations, areas or categories of sites that are identified in the PM₁₀ or PM_{2.5} applicable plan or implementation plan submissions, as appropriate, as sites of violation or potential violation?

NO - The project location is not listed in MAG's 2012 SIP as a site of violation or potential violation.

POAQC Determination

The Traffic Operations Analysis does not show a significant increase in diesel truck traffic volume due to the Project. Therefore, ADOT is recommending that this project is not a project of air quality concern and does not require a PM₁₀ quantitative analysis.

Interagency Consultation Results

On August 26, 2021 ADOT provided a copy of this questionnaire, to the following consultation parties, EPA, FHWA, MAG, Sun Corridor Metropolitan Planning Organization (SCMPO), Arizona Department of Environmental Quality (ADEQ), Maricopa County Air Quality Department and Pinal County Air Quality Control District as the local air agencies in Maricopa and Pinal County. There were no objections to the project determination and on September 15, 2021 ADOT concluded Interagency Consultation by notifying interested parties that this project will proceed as a project that does not require a quantitative PM₁₀ hot-spot analysis under 40CFR 93.123(b).

Project Level CO Hot-Spot Analysis Questionnaire

Project Setting and Description

The Arizona Department of Transportation (ADOT) is planning to increase capacity of Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The approximately 26-mile corridor is located primarily within the Gila River Indian Community as well as the cities of Phoenix and Chandler in Maricopa County, Arizona, and the City of Casa Grande in Pinal County, Arizona. See Figure 1 Vicinity Map on next page.

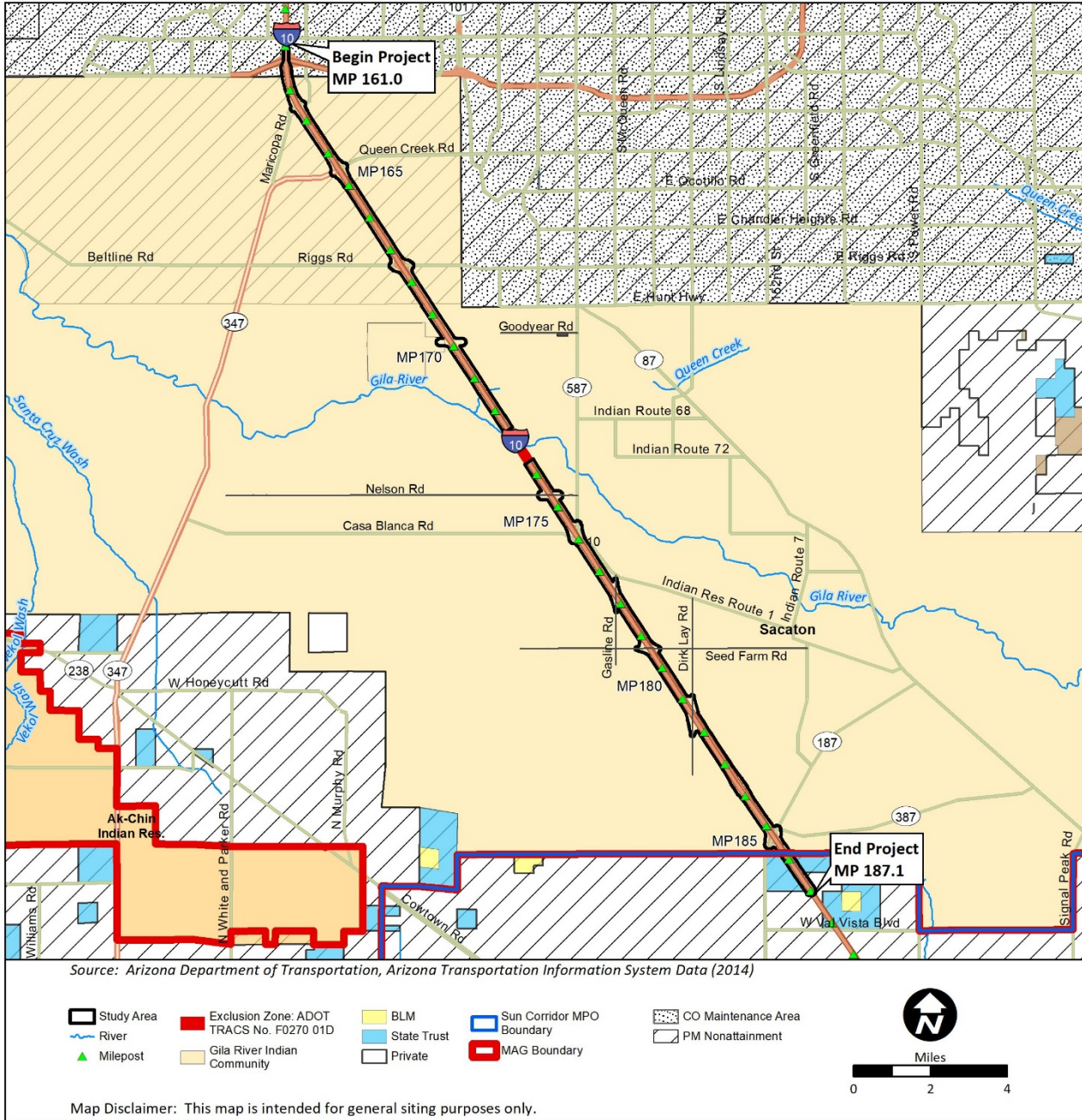
I-10 at the SR 202L (Santan) TI is an urban freeway with six 12-foot-wide lanes, 3 westbound and 3 eastbound. South of Pecos Road, at approximately MP 162.5, I-10 leaves the metropolitan Phoenix area, becomes a rural freeway, dropping to 2 lanes in each direction around MP 164.2. I-10 remains a rural facility through the Gila River Indian Community. Near Casa Grande, at approximately MP 187, the I-10 once again transitions to 3 lanes in each direction. Within the study area, the I-10 is mostly a divided freeway separated by open desert, except for the northern mile of the proposed project which includes a median barrier system. The median shoulder widths along I-10 are generally 2 feet through the majority of the corridor but increases to 12 feet at the northern end of the project limits, and are generally 10 feet on the outside.

The purpose of the project is to increase the vehicular capacity of I-10 in the study area. I-10 is a major transportation interstate route for freight and passenger vehicular traffic, connecting Arizona's largest major metropolitan cities of Phoenix and Tucson. Additionally, the I-10 corridor provides a principle link for freight traffic from the ports of California, provides movement of international commerce, and plays a key role in the transportation infrastructure of Arizona, contributing to its economic success. The sections of I-10 both north and south of the study area have already been expanded to at least three lanes in each direction by ADOT, as noted above, and this proposed action would continue those expansion efforts on this existing 4-lane section of I-10 in the study area to meet the need of increased travel demand and traffic congestion by improving the overall capacity of I-10 in Maricopa and Pinal Counties.

The project limits are generally located within ADOT's I-10 easement from the Gila River Indian Community and the Bureau of Indian Affairs. Additional new easements may be needed at the TIs, around the grade separations, and around the ramp gores. As design progresses, additional easement may be required in other locations.

Only less than one mile of the study area beginning at MP 161 is located in the Maricopa County (Phoenix) Maintenance Area for carbon monoxide (CO) and no signal intersections are within this segment. This entire project will be included in the FY 2020 - 2024 MAG Transportation Improvement Program (TIP) scheduled for Regional Council approval on September 22nd, 2021.

Figure 1. Project Vicinity Map



Federal Aid No. 010-C(222)S
 ADOT TRACS No. F0252 01L & 02L
 Interstate 10 Corridor Study: State Route 202L to State Route 387

Project Assessment – Part A

The following questionnaire is used to compare the proposed project to a list of project types in 40 CFR 93.123(a) requiring a quantitative analysis of local CO emissions (Hot-spots) in nonattainment or maintenance areas, which include:

- i) Projects in or affecting locations, areas, or categories of sites which are identified in the applicable implementation plan as sites of violation or possible violation;
- ii) Projects affecting intersections that are at Level-of-Service D, E, or F, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes related to the project;
- iii) Any project affecting one or more of the top three intersections in the nonattainment or maintenance area with highest traffic volumes, as identified in the applicable implementation plan; and
- iv) Any project affecting one or more of the top three intersections in the nonattainment or maintenance area with the worst level of service, as identified in the applicable implementation plan.

If the project matches one of the listed project types in 40 CFR 93.123(a)(1) above, it is considered a project of local air quality concern and the hot-spot demonstration must be based on quantitative analysis methods in accordance to 40 CFR 93.116(a) and the consultation requirements of 40 CFR 93.105(c)(1)(i).

The project does not match any of the listed project types in 40 CFR 93.123(a)(1) above. Please note that all the intersections are located outside the Phoenix Maintenance Area for CO. A qualitative CO analysis under 40 CFR 93.123(a)(2) will be included in a formal air quality report associated with Environmental Clearance.

Projects Affecting CO Sites of Violation or Possible Violation

Does the project affect locations, areas or categories of sites that are identified in the CO applicable plan or implementation plan submissions, as appropriate, as sites of violation or potential violation?

NO - This project does not affect locations, areas or categories of sites that are identified in the MAG 2013 Carbon Monoxide Maintenance Plan for Maricopa County as sites of violation or potential violation.

Projects with Congested Intersections

Is this a project that affects a congested intersection (LOS D or greater) will change LOS to D or greater because of increased traffic volumes related to the project?

NO - This is not a project that affects a congested intersection of LOS D or will change LOS to D or greater because of increased traffic volumes related to the project, see Tables 1. The intersection operation analysis shows 12 intersections have a LOS D or worse under the 2040 No Build scenario, and all of these intersections have LOS C or better with the 2040 Build scenario. Overall the intersection LOS only improves with the build alternative and isn't negatively impacted by this proposed project.

Please note that all the intersections are located outside the Phoenix Maintenance Area for CO.

Table 1 - Intersection LOS in the Project Area

Intersection (none in CO maintenance area)		2018 Existing		2025 No-Build		2025 Build		2035 No-Build		2035 Build		2040 No-Build		2040 Build	
		AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
Intersection LOS (overall, not for each link)	WHP Blvd & EB I-10	B	B	B	B	B	A	F	C	B	B	F	E	B	B
	WHP Blvd & WB I-10	B	B	B	B	A	A	B	D	A	A	B	D	A	B
	Queen Creek Rd & EB I-10	C	D	C	E	B	B	D	F	C	B	E	F	C	C
	Queen Creek Rd & WB I-10	B	C	B	D	B	B	D	E	B	B	F	E	B	B
	Riggs Rd & EB I-10	C	B	B	B	B	B	C	B	B	B	B	B	B	B
	Riggs Rd & WB I-10	B	C	C	B	B	B	C	B	B	B	C	B	B	B
	Casa Blanca Rd & EB I-10	E	C	F	E	A	A	F	E	A	A	F	E	A	A
	Casa Blanca Rd & WB I-10	F	D	F	F	A	A	F	F	A	A	F	F	A	A
	Seed Farm Rd & EB I-10	-	-	-	-	-	-	-	-	A	A	-	-	A	A
	Seed Farm Rd & WB I-10	-	-	-	-	-	-	-	-	A	A	-	-	A	A
	Pinal Ave & EB I-10	F	F	F	F	B	A	F	F	B	A	F	F	B	A
Pinal Ave & WB I-10	F	F	F	F	B	C	F	F	B	C	F	F	B	C	

Source: Draft Traffic Analysis Memorandum dated August 2021 provided by Wilson Company.

Projects Affecting Intersections with Highest Traffic Volumes

Does the project affect one or more of the top three intersections in the CO maintenance area with highest traffic volumes identified in the CO applicable implementation plan?

NO/Not Applicable - This project does not affect one or more of the top three intersection in the carbon monoxide maintenance area with the highest traffic volumes identified in the MAG 2013 Carbon Monoxide Maintenance Plan for Maricopa County.

*Three Highest Intersections in Current Plans

MAG ¹
16 th St & Camelback Rd
107 th Ave & Grand Ave
Priest Dr & Southern Ave

¹MAG 2013 Carbon Monoxide Maintenance Plan for the Maricopa County Area

Projects Affecting Intersections with the Worst Level of Services

Does the project affect one or more of the top three intersections in the CO maintenance area with the worst level of services identified in the CO applicable implementation plan?

NO/Not Applicable - This project does not affect one or more of the top three intersections with the worst LOS in the MAG 2013 Carbon Monoxide Maintenance Plan for Maricopa County.

*Three Worst LOS Intersections in Current Plans

MAG ¹
7 th Ave & Van Buren St
German Rd & Gilbert Rd
Thomas Rd & 27 th Ave

¹Same as above

Project Assessment – Part B

Hot-Spot Determination

Decide which type of hot-spot analysis is required for the project by choosing a category below.

- If answered “Yes” to any of the questions in the Project Assessment – Part A**
- A quantitative CO hot-spot analysis is required under 40 CFR 93.123(a)(1).
 - Check **If** a formal air quality report for conformity is required for this project.
 - The applicable air quality models, data bases, and other requirements specified in 40 CFR part 51, Appendix W (Guideline on Air Quality Models) should be completed using **“Project Level CO Quantitative Hot-Spot Analysis – Consultation Document”** circulated through interagency consultation for review and comments for 30 days prior to commencing any modeling activities.

- **Or**

- Check **If** the project fits the condition of the **“CO Categorical Hot-Spot Finding”**. In the January 24, 2008, Transportation Conformity Rule Amendments, EPA included a provision at 40 CFR 93.123(a)(3) to allow the U.S. DOT, in consultation with EPA, to make categorical hot-spot findings in CO nonattainment and maintenance areas if appropriate modeling showed that a type of highway or transit project would not cause or contribute to a new or worsened air quality violation of the CO NAAQS or delay timely attainment of the NAAQS or required interim milestone(s), as required under 40 CFR 93.116(a). **(Note: Any new CO hot-spot analyses for conformity purposes begun on or after January 9, 2023 may no longer rely on the July 2017 CO categorical hotspot finding.)**

Projects Fitting the Condition of the CO Categorical Hot-Spot Finding

Do the project’s parameters fall within the acceptable range of modeled parameters (Use “Table 1: Project Parameters and Acceptable Ranges for CO Categorical Hot-Spot Finding” or enter the project information into FHWA’s web based tool:

https://www.fhwa.dot.gov/environment/air_quality/conformity/policy_and_guidance/cmcf_2017/tool.cfm?)

NO/Not Applicable – This project’s parameters do not fall within the acceptable range of modeling parameters for a CO Categorical Hot-spot Finding in Appendix Table 1 on next page.

Appendix Table 1: Project Parameters and Acceptable Ranges for CO Categorical Hot-Spot Finding for Urban Intersection

Parameter	Acceptable Range
Analysis year	Greater than or equal to 2017
Angle of cross streets for intersection (degrees)	90
Maximum grade for the intersection (%)	Less than or equal to 2
Maximum grade on cross street for the intersection (%)	0
Number of through lanes	Less than or equal to 4
Number of left turn lanes	Less than or equal to 2
Lane width (ft)	12
Median width (ft)	0
Peak hour average approach speed (mph)	Greater than or equal to 25
Peak hour approach volume (vph)	Less than or equal to 2640
Peak hour Level of Service	A through E
Ambient temperature (°F)	Greater than or equal to -10
Heavy-duty trucks (%)	Greater than or equal to 5
1-hour background CO concentrations (ppm)	Less than or equal to 32.6
8-hour background CO concentrations (ppm)	Less than or equal to 7.3
Persistence factor	Less than or equal to 0.7

If answered "No" to all of the questions in the Project Assessment - Part A

- A qualitative CO analysis is required under 40 CFR 93.123(a)(2). The demonstrations required by 40 CFR 93.116 Localized CO, PM10, and PM2.5 violations (hot-spots) may be based on either:
 - **(i) Quantitative methods that represent reasonable and common professional practice;**
 - Check **If** an Air Quality Report includes CO modeling for NEPA EA/EIS use this report to satisfy option (i)
 - **Or**
 - **(ii) A qualitative consideration of local factors, if this can provide a clear demonstration that the requirements of 40 CFR 93.116 are met.**
 - Check **If** there is an Air Quality Report that does not include CO modeling for NEPA EA/EIS use this report to satisfy (ii)
 - Check **If** the project is a CE under NEPA that does not require Air Quality Report for NEPA EA/EIS use this Questionnaire to add additional justification to satisfy (ii)

Interagency Consultation Emails

Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387

2 messages

ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

Thu, Sep 16, 2021 at 10:48 AM

Draft To: Beverly Chenausky <bchenausky@azdot.gov>

Cc: Lindy Bauer <lbauer@azmag.gov>, ihiggs@scmpo.org, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, michael.sundblom@pinal.gov, "Wamsley.Jerry" <wamsley.jerry@epa.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, Dean Giles <dgiles@azmag.gov>, jhafner@scmpo.org, Scott DiBiase <scott.dibiase@pinal.gov>, Rebecca Yedlin <rebecca.yedlin@dot.gov>, Karina O'Conner <oconnor.karina@epa.gov>, Clifton Meek <meek.clifton@epa.gov>, Paul O'brien <POBrien@azdot.gov>, Steven Olmsted <solmsted@azdot.gov>, Carlos Lopez <clopez@azdot.gov>

As there are no objections to the project determination presented, interagency consultation is complete with the project identified as a project that does not require a quantitative hot-spot analysis as listed under 40 CFR 93.123(b). Details on the air quality report and associated environmental document review period for this project will be provided when available.

[Quoted text hidden]

Beverly Chenausky <bchenausky@azdot.gov>

Thu, Aug 26, 2021 at 10:48 AM

To: Lindy Bauer <lbauer@azmag.gov>, ihiggs@scmpo.org, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, michael.sundblom@pinal.gov, "Wamsley.Jerry" <wamsley.jerry@epa.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>

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ADOT is presenting the following project, **I-10, SR 202L to SR 387**, for interagency consultation, per 40 CFR 93.105 as a potential project that is not a project of Air Quality Concern and thereby will not require a PM10 hot-spot analysis. ADOT is requesting responses to the attached *F0252_Interagency_Consultation_82621.pdf*, **within 10 business days**; a non-response will be interpreted as concurrence that the project is not a project of air quality concern and does not require a hot-spot analysis. If any consulted party believes this project should be treated as a project of air quality concern that requires a Quantitative PM10 hot-spot analysis, please document the appropriate section under 40 CFR 93.123 (b) that applies to the project and describe why the project should be treated as a project of air quality concern. Additionally, ADOT has determined that there are no intersections in the project area in the CO maintenance areas, a qualitative CO analysis under 40 CFR 93.123(a)(2) will be included in a formal air quality report associated with Environmental Clearance.

This project crosses multiple jurisdictions, approximately, the first eight miles of the study area (MP 161 to MP 169) are located in the Maricopa County (Phoenix) Nonattainment Area for particulates 10-microns in diameter or less (PM10) and the last one mile of the study area (MP 186 to MP 187) is located in the Pinal County PM10 Nonattainment Area. Only less than one mile of the study area beginning at MP 161 is located in the Maricopa County (Phoenix) Maintenance Area for carbon monoxide (CO) and no signal intersections are within this segment, and the midsection of this project through the Gila River Indian Community is in attainment. The attached traffic study includes additional details for the entire project and an excerpt of one of the traffic tables is also attached to show the location of planned project activities.

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<https://i10wildhorsepasscorridor.com/>


Beverly T. Chenausky
Air & Noise Program Manager

MD EM02

205 South 17th Avenue

Phoenix, AZ 85007

C: 480.390.3417

azdot.gov**3 attachments** **F0252_ProjectArea.pdf**
448K **F0252_Interagency Consultation_82621.pdf**
2436K **TrafficMemo for AQ 08092021 V4 (1).pdf**

Re: Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387

1 message

Beverly Chenausky <bchenausky@azdot.gov>

Wed, Sep 15, 2021 at 11:11 AM

To: Lindy Bauer <lbauer@azmag.gov>, ihiggs@scmpo.org, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, michael.sundblom@pinal.gov, "Wamsley.Jerry" <wamsley.jerry@epa.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>

Cc: Dean Giles <dgiles@azmag.gov>, jhafner@scmpo.org, Scott DiBiase <scott.dibiase@pinal.gov>, Rebecca Yedlin <rebecca.yedlin@dot.gov>, Karina O'Conner <oconnor.karina@epa.gov>, Clifton Meek <mEEK.clifton@epa.gov>, Paul O'brien <POBrien@azdot.gov>, Steven Olmsted <solmsted@azdot.gov>, Carlos Lopez <clopez@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

As there are no objections to the project determination presented, interagency consultation has concluded with the project identified as a project that does not require a quantitative hot-spot analysis as listed under 40 CFR 93.123(b) and does not require hot-spot modeling for CO under 40 CFR 93.123(a)(2). Details on the draft air quality report and the associated environmental document, including the public review period for this project will be provided when available.

Beverly

On Thu, Aug 26, 2021 at 10:48 AM Beverly Chenausky <bchenausky@azdot.gov> wrote:

ADOT is presenting the following project, **I-10, SR 202L to SR 387**, for interagency consultation, per 40 CFR 93.105 as a potential project that is not a project of Air Quality Concern and thereby will not require a PM10 hot-spot analysis. ADOT is requesting responses to the attached *F0252_Interagency_Consultation_82621.pdf*, **within 10 business days**; a non-response will be interpreted as concurrence that the project is not a project of air quality concern and does not require a hot-spot analysis. If any consulted party believes this project should be treated as a project of air quality concern that requires a Quantitative PM10 hot-spot analysis, please document the appropriate section under 40 CFR 93.123 (b) that applies to the project and describe why the project should be treated as a project of air quality concern. Additionally, ADOT has determined that there are no intersections in the project area in the CO maintenance areas, a qualitative CO analysis under 40 CFR 93.123(a)(2) will be included in a formal air quality report associated with Environmental Clearance.

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Beverly T. Chenausky
Air & Noise Program Manager
MD EM02
205 South 17th Avenue
Phoenix, AZ 85007
C: 480.390.3417
azdot.gov



**RE: Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387**

1 message

Wamsley, Jerry <Wamsley.Jerry@epa.gov>

Tue, Sep 14, 2021 at 12:02 PM

To: Beverly Chenausky <bchenausky@azdot.gov>

Cc: "Lee, Anita" <Lee.Anita@epa.gov>, "OConnor, Karina" <OConnor.Karina@epa.gov>, "Meek, Clifton" <meek.clifton@epa.gov>

Hello Beverly,

Thank you for the opportunity to review and comment on the Project of Air Quality Concern Questionnaire (PM) for the added lanes on I-10, approximately between SR202L to SR387, in southern Maricopa and northern Pinal Counties. We have no comments or suggestions for your review. And, thank you for the additional time allowing for our review.

Sincerely,

Jerry Wamsley

From: Beverly Chenausky <bchenausky@azdot.gov>**Sent:** Thursday, August 26, 2021 10:48 AM**To:** Lindy Bauer <lbauer@azmag.gov>; ihiggs@scmpo.org; Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>; Transportationconformity <transportationconformity@azdeq.gov>; michael.sundblom@pinal.gov; Wamsley, Jerry <Wamsley.Jerry@epa.gov>; Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>**Cc:** Dean Giles <dgiles@azmag.gov>; jhafner@scmpo.org; scott.dibiase <scott.dibiase@pinal.gov>; Rebecca Yedlin <rebecca.yedlin@dot.gov>; OConnor, Karina <OConnor.Karina@epa.gov>; Meek, Clifton <meek.clifton@epa.gov>; Paul O'brien <POBrien@azdot.gov>; Steven Olmsted <solmsted@azdot.gov>; Carlos Lopez <clopez@azdot.gov>; ADOTAirNoise - ADOT <adotairnoise@azdot.gov>**Subject:** Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387

ADOT is presenting the following project, **I-10, SR 202L to SR 387**, for interagency consultation, per 40 CFR 93.105 as a potential project that is not a project of Air Quality Concern and thereby will not require a PM10 hot-spot analysis. ADOT is requesting responses to the attached *F0252_Interagency_Consultation_82621.pdf*, **within 10 business days**; a non-response will be interpreted as concurrence that the project is not a project of air quality concern and does not require a hot-spot analysis. If any consulted party believes this project should be treated as a project of air quality concern that requires a Quantitative PM10 hot-spot analysis, please document the appropriate section under 40 CFR 93.123 (b) that applies to the project and describe why the project should be treated as a project of air quality concern. Additionally, ADOT has determined that there are no intersections in the project area in the CO maintenance areas, a qualitative CO analysis under 40 CFR 93.123(a)(2) will be included in a formal air quality report associated with Environmental Clearance.

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Beverly T. Chenausky
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MD EM02
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Phoenix, AZ 85007

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azdot.gov



RE: Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387

1 message

Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>

Wed, Sep 8, 2021 at 6:39 AM

To: "bchenausky azdot.gov" <bchenausky@azdot.gov>, "LBauer azmag.gov" <LBauer@azmag.gov>, "ihiggs@scmpo.org" <ihiggs@scmpo.org>, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, "michael.sundblom@pinal.gov" <michael.sundblom@pinal.gov>, "Wamsley.Jerry" <wamsley.jerry@epa.gov>
Cc: Dean Giles <dgiles@azmag.gov>, "jhafner@scmpo.org" <jhafner@scmpo.org>, Scott DiBiase <scott.dibiase@pinal.gov>, Karina O'Conner <oconnor.karina@epa.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, Clifton Meek <meek.clifton@epa.gov>, Paul O'brien <POBrien@azdot.gov>, Steven Olmsted <solmsted@azdot.gov>, Carlos Lopez <clopez@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

FHWA reviewed the consultation documentation provided and have the following comments:

1. FHWA concurs that the project does not require a PM hot-spot analysis,
2. FHWA concurs that a CO qualitative analysis is appropriate for this project,
3. FHWA requests that ADOT notify the interagency partners when the CO qualitative analysis is available for review, and
4. FHWA reminds ADOT that the project must be amended to the SCMPO TIP/MTP before FHWA can issue a project-level conformity determination.

Please let me know if you have any questions or would like to discuss the comments above. Thanks, Rebecca

From: Beverly Chenausky <bchenausky@azdot.gov>

Sent: Thursday, August 26, 2021 10:48 AM

To: LBauer azmag.gov <LBauer@azmag.gov>; ihiggs@scmpo.org; Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>; Transportationconformity <transportationconformity@azdeq.gov>; michael.sundblom@pinal.gov; Wamsley.Jerry <wamsley.jerry@epa.gov>; Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>

Cc: Dean Giles <dgiles@azmag.gov>; jhafner@scmpo.org; Scott DiBiase <scott.dibiase@pinal.gov>; Yedlin, Rebecca (FHWA) <Rebecca.Yedlin@dot.gov>; Karina O'Conner <oconnor.karina@epa.gov>; Clifton Meek <meek.clifton@epa.gov>; Paul O'brien <POBrien@azdot.gov>; Steven Olmsted <solmsted@azdot.gov>; Carlos Lopez <clopez@azdot.gov>; ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

Subject: Interagency Consultation: F0252 | 010-C(222)S I-10, SR 202L to SR 387

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

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Appendix G. Noise Report

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Final Noise Report

I-10, SR 202L to SR 387

Maricopa and Pinal Counties, Arizona

*ADOT Project Nos. F0252 01L and F0252 02L
Federal Aid No. 010-C(222)S*

July 2020



DocuSigned by:
Ivan Rasic
D00D4A7BCC34420...
8/3/2020

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

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Executive Summary

This noise technical report has been developed in support of the Design Concept Report (DCR) for the proposed widening of Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The approximately 26-mile corridor is located primarily within the Gila River Indian Community as well as the cities of Phoenix and Chandler in Maricopa County, Arizona, and the City of Casa Grande in Pinal County. The primary purpose of the project is to increase the vehicular capacity of I-10 in the study area.

The noise impact determination used in this analysis is based on ADOT's Noise Abatement Requirements (NAR), dated May 4, 2017. The ADOT NAR complies with 23 Code of Federal Regulations (CFR) 772 that outlines the Federal Highway Administration's (FHWA) procedures for highway traffic noise analysis and establishes the Noise Abatement Criteria (NAC). The FHWA NAC specify noise level impact thresholds for different categories of land use and activities. Homes, churches, schools, and parks are classified in Categories B and C, and have the allowable hourly equivalent sound level (L_{eq}) of 67 "A"-weighted decibels (dBA). The ADOT NAR determines impacts as traffic noise levels approach the limits specified in the FHWA NAC. ADOT defines "approach" as one (1) dBA below the NAC for Categories A, B, C, D, and E; no noise impact threshold occurs for F and G Categories. Therefore, for Categories B and C, ADOT will consider mitigation for receivers when predicted traffic noise levels are 66 dBA or higher. Additionally, ADOT will consider mitigation if noise levels from the transportation project are predicted to increase substantially. A "substantial" noise level increase is equal to or greater than 15 dBA.

This noise analysis evaluated the existing condition, as well as future No Build and Build conditions. The existing condition was analyzed by conducting ambient noise levels within the project areas. The monitoring noise levels ranged from 57 to 77 dBA. The No Build condition was evaluated based on predicted noise levels from the existing configuration of I-10 freeway in the design year of 2040. The Build condition was evaluated based on predicted noise levels from the proposed configuration, which includes additional general-purpose lanes, in the design year of 2040. A total of 381 receivers were modeled to generate noise levels for different categories of land use and activities.

The following table summarizes the results of the potentially recommended noise mitigation/barriers in accordance with the ADOT NAR guidelines. One new noise barrier, S2_Barrier2, is recommended for the RV Park/Motor Coach Resort on the westbound side of I-10 just south of Wild Horse Pass Blvd. The noise barrier location/limits are shown in Appendix A.

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier (ID: S2_Barrier2) (Sta 8585+45 to Sta 8601+45)	14 to 16	1,600	24,801	\$868,035	19	\$45,686

Note

^[1] Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure.

The noise barrier locations and termini described in this report are subject to adjustments by final designers to accommodate final design features not contemplated with the detail of the noise analysis and this report. The potentially recommended noise barrier is required to be presented to the public/owners during the public meetings to determine their preferences.

For the receptors that are predicted to experience noise levels at or above 75 dBA ADOT will approach its federal partners for eventual consideration of innovative or exceptional noise abatement measures at later stages of the design.

1 Introduction

The Arizona Department of Transportation (ADOT) is planning to increase capacity of Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The approximately 26-mile corridor is located primarily within the Gila River Indian Community as well as the cities of Phoenix and Chandler in Maricopa County, Arizona, and the City of Casa Grande in Pinal County, Arizona (Figure 1 – State Map and Figure 2 – Vicinity Map).

I-10 at the SR 202L (Santan) TI is an urban freeway with six 12-foot-wide lanes, 3 northbound and 3 southbound. South of Pecos Road, at approximately MP 162.5, I-10 leaves the metropolitan Phoenix area, becomes a rural freeway, dropping to 2 lanes in each direction around MP 164.2. I-10 remains a rural facility through the Gila River Indian Community. Near Casa Grande, at approximately MP 187, the I-10 once again transitions to 3 lanes in each direction. Within the study area, the I-10 is mostly a divided freeway separated by open desert, with the exception of the northern mile of the proposed project which includes a median barrier system. The median shoulder widths along I-10 vary from approximately 2 to 4 feet, and are generally 10 feet on the outside.

The purpose of the project is to increase the vehicular capacity of I-10 in the study area. I-10 is a major transportation arterial route for freight and passenger vehicular traffic, connecting Arizona's largest major metropolitan cities of Phoenix and Tucson. Additionally, the I-10 corridor provides a principle link for freight traffic from the ports of California, provides movement of international commerce, and plays a key role in the transportation infrastructure of Arizona, contributing to its economic success. The sections of I-10 both north and south of the study area have already been expanded to three lanes in each direction by ADOT, as noted above, and this proposed action would continue those expansion efforts on this existing 4-lane section of I-10 in the study area to meet the need of increased travel demand and traffic congestion by improving the overall capacity of I-10 in Maricopa and Pinal Counties.

The project limits are generally located within ADOT's I-10 easement via agreement with the Gila River Indian Community. New ROW may be needed at the TIs and the grade separations being replaced. As design progresses, ROW may be required in other locations.

This study was performed in accordance with the Code of Federal Regulations Title 23, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise which provides procedures for conducting noise analyses to protect the public health and welfare. Furthermore, this analysis is performed in accordance with the ADOT Noise Abatement Requirements (NAR) dated May 4, 2017.

Figure 1. Project Location Map

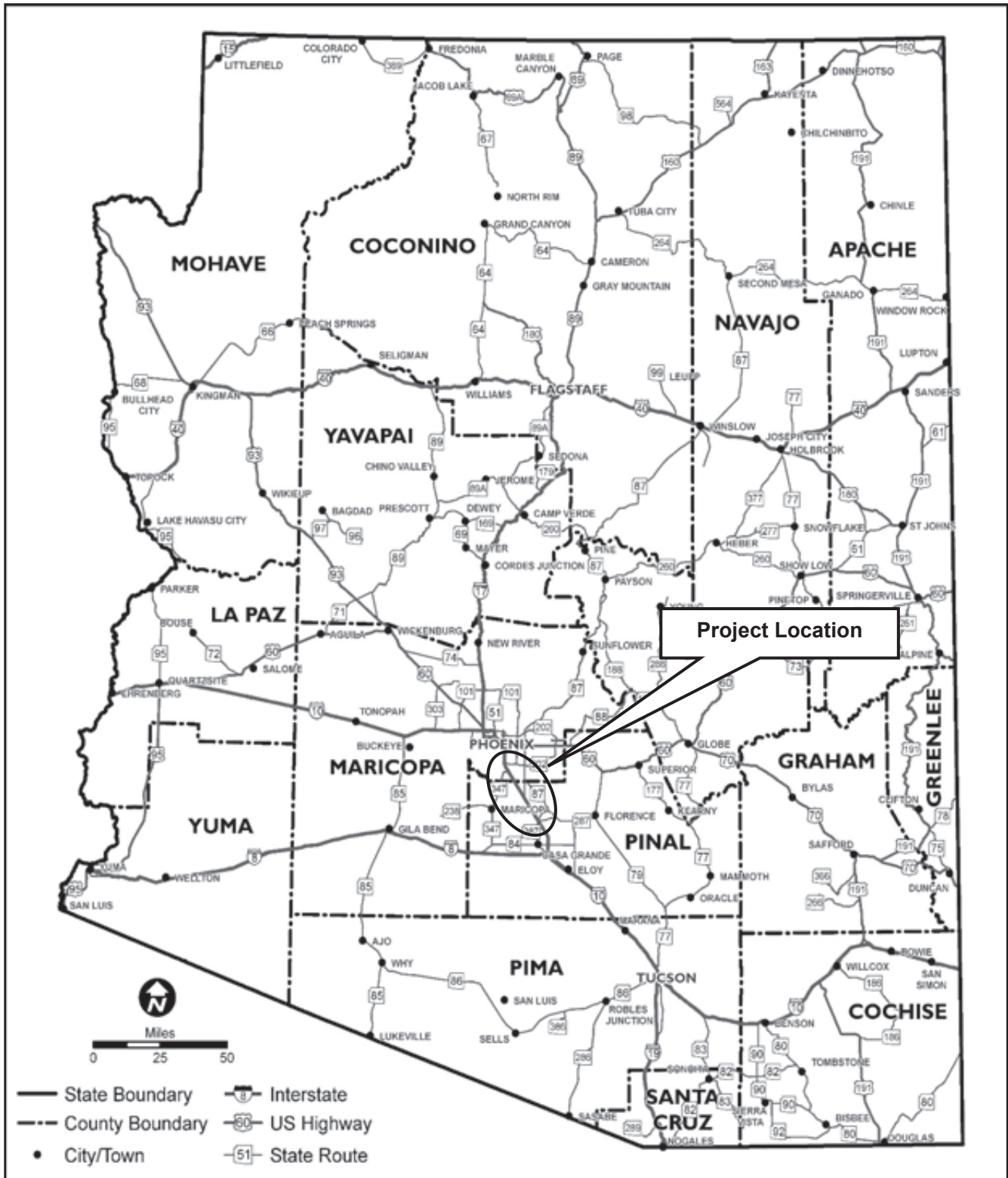
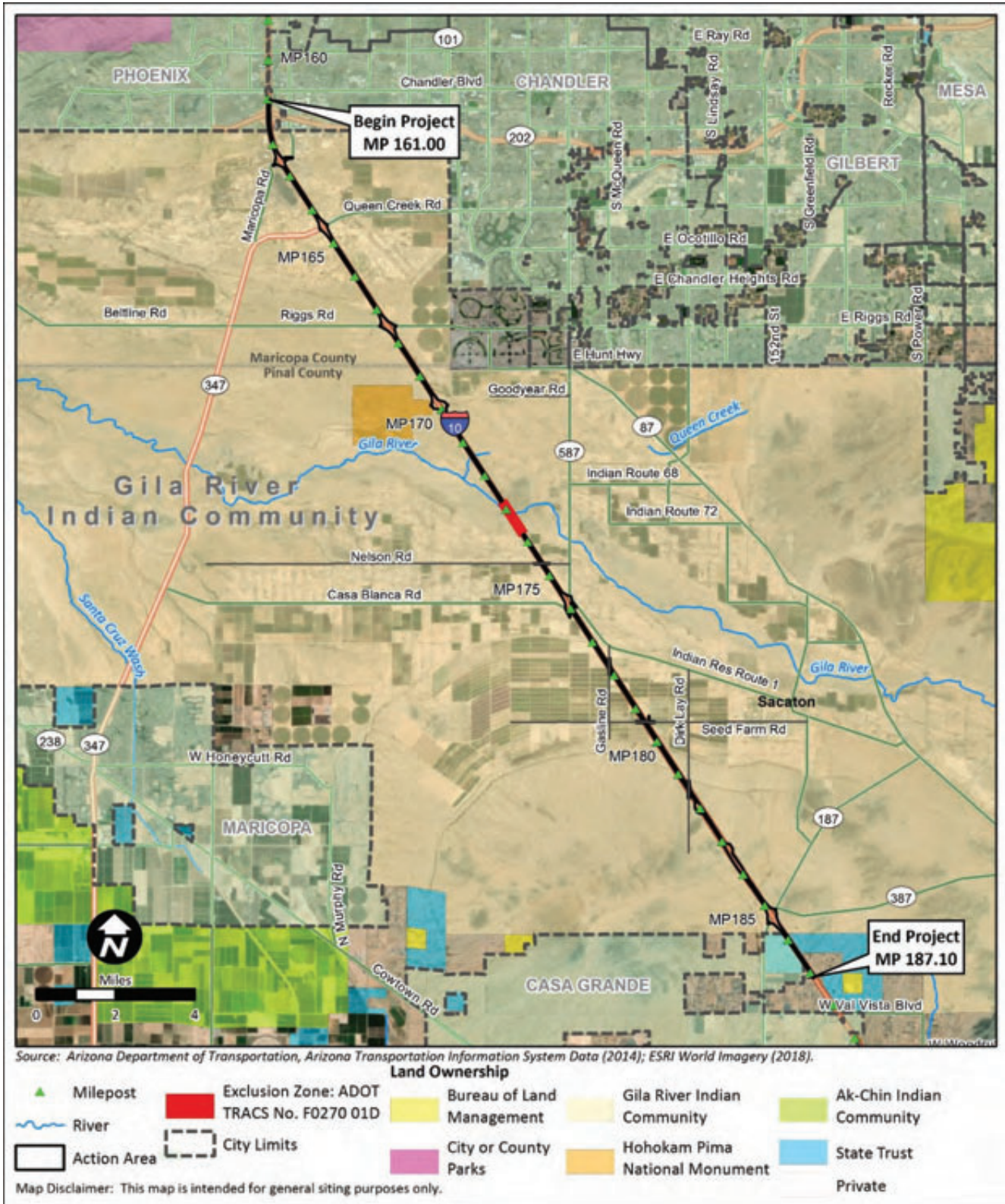


Figure 2. Project Vicinity Map



2 Fundamentals of Traffic Noise

2.1 Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is often defined as unwanted sound which is loud, unexpected, or annoying.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between them. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

2.2 Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

2.3 Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (μPa). One μPa is approximately one hundred billionth (0.0000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 μPa . Because of this huge range of values, sound is rarely expressed in terms of μPa . Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 μPa .

2.4 Addition of Decibels

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

2.5 A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz, and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an “A-weighted” sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with highway-traffic noise. Noise levels for traffic noise reports are typically reported in terms of A-weighted decibels or dBA. Table 1 describes typical A-weighted noise levels for various noise sources.

Table 1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: ADOT 2008

2.6 Human Response to Changes in Noise Levels

As discussed above, doubling sound energy results in a 3 dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dB changes in sound levels, when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000 Hz–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound

level increases of 3 dB in typical noisy environments. Furthermore, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3 dB increase in sound, would generally be perceived as barely detectable.

2.7 Noise Descriptors

Noise in our daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The most commonly used noise descriptors in traffic noise analysis are:

- **Equivalent Sound Level (L_{eq}):** L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level [$L_{Aeq(h)}$] is the energy average of A-weighted sound levels occurring during a one-hour period, and is the basis for noise abatement criteria used by ADOT and the Federal Highway Administration (FHWA).
- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period.
- **Minimum Sound Level (L_{min}):** L_{min} is the lowest instantaneous sound level measured during a specified period.

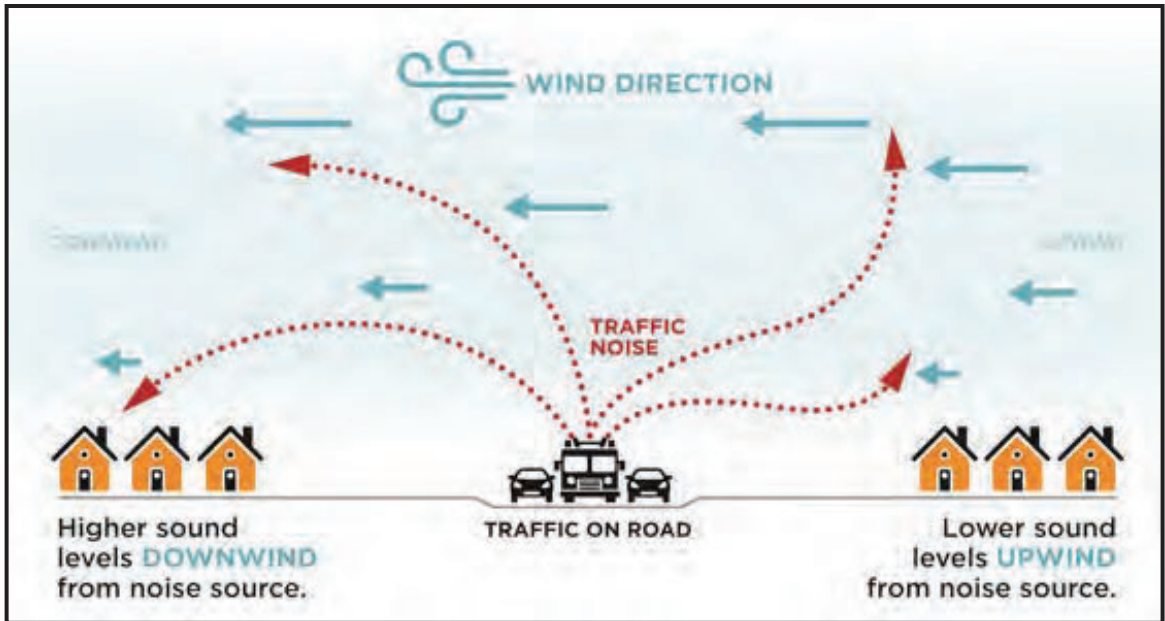
2.8 Weather Conditions

Changes in weather conditions also affect how well a noise barrier performs. Temperature inversions and downwind conditions can increase sound levels in neighborhoods protected by a noise barrier.

Temperature lapses and upwind conditions can further reduce sound levels in neighborhoods protected by a noise barrier. The changes in sound levels will depend on the specific wind and temperature conditions.

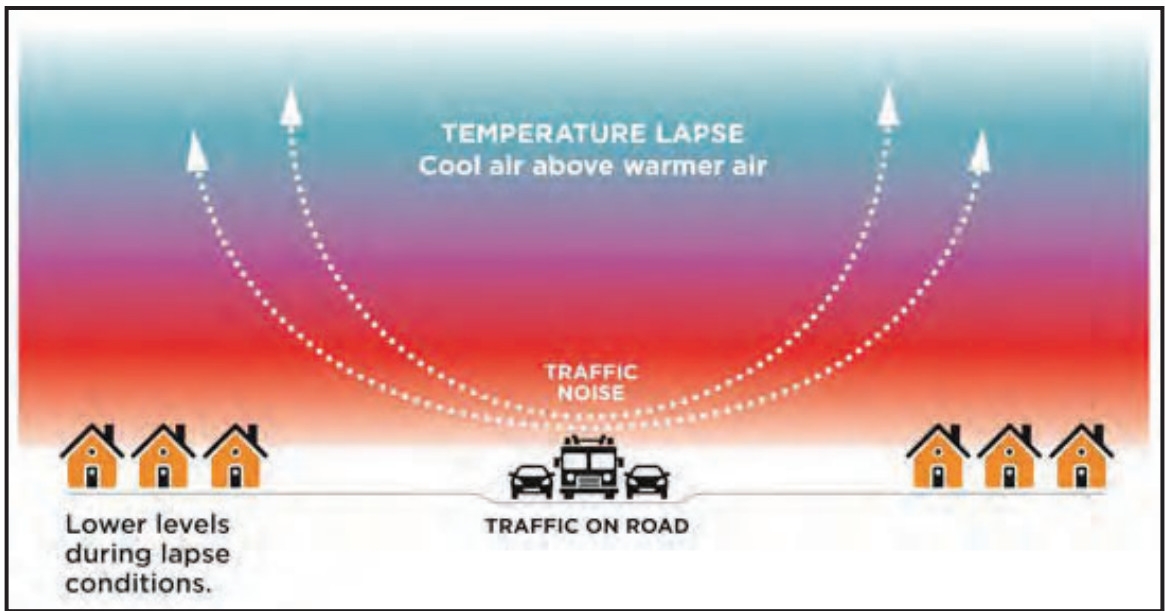
Changing wind speeds above the ground cause sound waves to bend toward or away from the earth — a process called refraction. The change in the sound level depends on the differences in wind speeds above the ground and the wind direction. You might notice that sound levels are higher when the wind is blowing from the highway toward you (downwind) as illustrated below. Conversely, you might notice that sound levels are lower when the wind is blowing away from you and toward the highway (upwind).

Figure 3. Wind Direction Effects on Traffic Noise



The temperature of the air above the ground changes with height. A temperature lapse occurs when the air above the ground is cooler than the air near the ground. Temperature lapses are common during the day. Lapses cause sound waves to bend away from the earth and reduce sound levels in nearby communities as illustrated below. You might notice that sound levels are lower during the day than at night even though there may be more traffic on the road.

Figure 4. Temperature Lapse Effects on Traffic Noise



3 Traffic Noise Analysis

3.1 FHWA and ADOT Noise Criteria

ADOT considers mitigation for receivers predicted to be impacted by increased noise levels associated with a proposed transportation improvement project. This analysis determines the traffic noise impacts based upon FHWA Noise Abatement Criteria (NAC), which is referred to in the ADOT NAR dated May 4, 2017. The FHWA NAC specify an allowable traffic noise level for different categories of land uses and activities.

The ADOT NAR describes impacts if the noise level “approaches” the allowable limits of the FHWA NAC. ADOT defines “approach” as one (1) dBA below the NAC for Categories A, B, C, D, and E and there is no noise impact threshold for Categories F and G. Table 2 shows the FHWA NAC noise level for each land use category. Homes, churches, schools, and parks are classified in Categories B and C, with an allowable hourly L_{eq} of 67 dBA.

Table 2. Noise Abatement Criteria

Activity Category	$L_{Aeq(h)}$ ^[1] , dBA	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ^[2]	67 (Exterior)	Residential
C ^[2]	67 (Exterior)	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E ^[2]	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	---	Undeveloped lands that are not permitted

Notes:

^[1] The hourly equivalent sound level, $L_{Aeq(h)}$, represents the A-weighted sound level that contains the same amount of acoustic energy as the actual time-varying A-weighted sound level over one hour.

^[2] Includes undeveloped lands permitted for this activity category.

Source: ADOT NAR Rev 2017-05-04

For Categories B and C, ADOT will consider mitigation for receivers with exterior traffic noise levels that are equal to or exceed 66 dBA. For Category E, ADOT will consider mitigation for receivers with exterior

traffic noise levels that are equal to or exceed 71 dBA. Additionally, ADOT will consider mitigation if the transportation improvement project is predicted to result in a substantial increase in noise level compared to the existing measured noise levels. A substantial noise level increase is equal to or greater than 15 dBA. In determining and reducing traffic noise impacts, exterior areas are given primary consideration and ADOT generally will consider mitigation only where frequent human use occurs.

3.2 Sensitive Land Uses in the Study Area

Land within the study area mainly belongs to private owners, State government, and the Gila River Indian Community. Existing land uses within the project area consist of residential, commercial, office, industrial, and vacant. Residential land use of Activity Category B within the study area includes existing single family homes (SFH) and apartments. The Activity Category C includes an RV park, senior living community, and Pecos Park. The Activity Category D includes the Radha-Krishna temple. The Activity Category E includes office buildings, hotels, Wild Horse Pass Motorsports Park, and Sacaton rest area. For Activity Category F, noise receivers were modeled approximately 300-feet away from the proposed easement line for land use planning purposes. The existing land use within the project area was examined based on Maricopa Association of Governments (MAG) land use map (data source: MAG Land Use 2019, MAG Developments 2019).

3.3 Existing Noise Levels

Existing noise-sensitive land uses within the project area were identified using land-use maps, aerial photographs, and site reconnaissance. The noise analysis of this project used three (3) geographical section that correspond to noise receiver locations.

In total, 381 noise receivers were evaluated in the noise model for different land use categories and activities. The modeled noise receivers represent different activity categories such as residential (Category B), church/park (Category C), hotels and offices (Category E), and undeveloped lands (Category G). Each modeled noise receiver was assigned a two part identifier, such as EX or WX. E stands for eastbound and W stands for westbound, and followed by an assigned number X. Table 3 shows the description of the sections and the number of modeled receivers in each section.

Table 3. Location of Modeled Receivers

Section	Number of Modeled Receivers	Description of Section
1	43	Chandler Blvd to SR 202L
2	171	SR 202L to SR 587
3	167	SR 587 to South of SR 387

Twenty-six (26) different sites were selected for noise monitoring within the study area (monitoring locations are labeled “MON”) to document existing traffic noise levels. Noise monitoring was conducted in October and November of 2019. During the monitoring, weather conditions (temperature, relative humidity, wind speed and direction, and sky condition) were documented (see Appendix B). A Larson Davis System 824 with sound level meter and real-time analyzer, which complies with ANSI S1.4 and Type I Standards, was used during the noise monitoring. The noise monitoring followed the procedures specified in the report FHWA-PD-96-046/DOT-VNTC-FHWA-96-5, *Measurement of Highway-Related Noise*. The monitoring results are summarized in Table 4.

Table 4. Noise Level Measurements Summary

Monitor Number	Address/Description	Monitoring Result Leq, dBA
Section 1		
MON-1	Recreational pool at Extended Stay America Hotel approximately 380 feet west of the I-10 southbound on-ramp	62
MON-2	Recreational pool at Liv Ahwatukee Apartments approximately 380 feet west of the I-10 southbound on-ramp	63
MON-2_1	Playground and park area of Liv Ahwatukee Apartments approximately 114 feet west of the I-10 southbound on-ramp	60
MON-3	Backyard of the Radha-Krishna temple approximately 85 feet east of the I-10 northbound on-ramp	57
Section 2		
MON-4	Eastern edge of Pecos Park approximately 525 feet west of southbound I-10	60
MON-5	Canal adjacent to the Wild Horse Pass Casino approximately 210 feet west of the southbound I-10 off ramp	63
MON-6	South of Sundust Rd at the Best Western Plus approximately 600 feet east of the northbound I-10 off ramp	64
MON-7	Roadway easement adjacent to a RV Park/Lone Butte Business Park approximately 68 feet east of northbound I-10	77
MON-8	Roadway easement adjacent to the I-10/Queen Creek Rd traffic interchange approximately 40 feet west of the southbound I-10 off-ramp	67
MON-9	Undeveloped parcel on the south side of Riggs Rd approximately 260 feet east of the I-10 northbound off ramp	67
MON-10	Undeveloped parcel approximately 370 feet west of southbound I-10	62
MON-11	Roadway easement adjacent to undeveloped land approximately 75 feet east of northbound I-10	72
MON-12	Roadway easement adjacent to undeveloped and farm land approximately 70 feet east of northbound I-10	73
MON-13	Roadway easement adjacent to undeveloped parcels approximately 70 feet west of southbound I-10	69
Section 3		
MON-14	East side of the I-10/SR 587 traffic interchange approximately 180 feet east of the northbound I-10 on ramp	58
MON-15	West side of the I-10/SR 587 traffic interchange approximately 80 feet west of the southbound I-10 on ramp	62

Table 4. Noise Level Measurements Summary

Monitor Number	Address/Description	Monitoring Result Leq, dBA
MON-16	Roadway easement adjacent to undeveloped and farm land approximately 80 feet west of southbound I-10	72
MON-17	Roadway easement adjacent to undeveloped and farm land approximately 70 feet east of northbound I-10	71
MON-18	Undeveloped parcel approximately 60 feet east of northbound I-10	72
MON-19	Sacaton southbound rest area approximately 250 feet west of southbound I-10	66
MON-20	Sacaton northbound rest area approximately 225 feet east of northbound I-10	64
MON-21	Northwest of the I-10/SR 387 traffic interchange approximately 130 feet north of the northbound I-10 on ramp	66
MON-22	Future residential development approximately 260 feet east of northbound I-10	63
MON-23	At the intersection of Ghost Ranch Rd and Cayce Ln surrounded by residential and undeveloped parcels approximately 220 feet west of southbound I-10	66
MON-24	The end of Mustang Lane surrounded by residential and undeveloped parcels approximately 712 feet west of southbound I-10	66
MON-25	The intersection of Hopi Dr and Bianco Rd surrounded by residential and undeveloped parcels approximately 675 feet west of southbound I-10	57

The monitored noise levels represent the existing noise conditions within the study area. The average ambient noise levels from the measurements ranged from 57 dBA to 77 dBA. The lowest monitoring noise level was recorded from site MON-3 at the backyard of the Radha-Krishna temple and site MON-25 at the intersection of Hopi Drive and Bianco Road. The highest monitoring noise level was recorded from site MON-7 on the roadway easement adjacent to the RV park/MotorCoach Resort. Detailed noise level monitoring information is located in Appendix B of this report.

3.4 TNM 2.5 Modeling Approach and Assumptions

The FHWA-approved highway noise computer model Traffic Noise Model (TNM) 2.5 was used for the noise-level computations and mitigation analysis. Standard English units of measurement were used throughout this analysis.

Traffic noise levels are affected mainly by roadway geometry, traffic volumes, traffic speeds, traffic mix (percentage of cars, medium trucks and heavy trucks), and shielding effects between noise sources and receivers. These variables were input into the TNM 2.5 model to predict future noise levels at the sensitive receiver locations. If the predicted unmitigated noise levels are less than the NAR threshold of 66 dBA, no noise impacts would occur and no noise mitigation is warranted. Otherwise, mitigation consisting of noise barriers within the right-of-way (ROW) would be evaluated. The barrier heights are then adjusted to achieve predicted mitigated noise levels of less than 66 dBA as applicable. Noise barriers are recommended if they meet the ADOT NAR “feasible” and “reasonable” criteria. Noise barriers are

considered the most cost effective and accepted technique to mitigate traffic noise. Noise barriers may consist of earth berms or concrete/masonry walls, or a combination of the two.

3.4.1 Roadway Geometry

The horizontal and vertical geometry of the proposed I-10 mainline and ramps utilized in this analysis were obtained from the preliminary design files and the digital terrain model (DTM). speed was modeled 5 miles per hour (mph) higher than posted speed limit.

3.4.2 Traffic Volumes

FHWA's criteria specify that the noisiest condition be modeled for the project design year. In general this should reflect level of service (LOS) C traffic conditions during the peak noise hour, with traffic moving at 5 miles per hour above the posted speed limits. If future peak hour traffic volumes are less than maximum LOS C volumes, future peak hour traffic volumes will be utilized. For this project, ten (10) percent of the annual weekday daily traffic volumes derived from the approved MAG traffic demand model were used as peak hour volumes in the noise model for the future No Build and Build conditions. The traffic volumes used in this analysis is included in Appendix C.

3.4.3 Traffic Mix

Traffic mix is the percentage of vehicles by type, typically including cars, medium trucks, and heavy trucks. Traffic mix is an important factor on the magnitude of noise levels. Generally, heavy trucks generate more noise than cars and medium trucks. Therefore, the higher percentage of heavy truck, the louder the noise levels would be.

Vehicle types are defined as follows:

- Cars: All vehicles with two axles and four wheels designed primarily for passenger transportation or cargo (light trucks). Generally, the gross vehicle weight is less than 10,000 pounds.
- Medium Trucks: All vehicles having two axles and six wheels designed for the transportation of cargo. Generally, the gross vehicle weight is greater than 10,000 pounds but less than 26,400 pounds.
- Heavy Trucks: All vehicles having three or more axles and designed for the transportation of cargo. Generally, the gross weight is greater than 26,400 pounds.

The traffic mix percentage used in this analysis is provided by MAG traffic demand model and is included in Appendix C.

3.4.4 Traffic Speed

For the Build condition, I-10 mainline was modeled at operating speed of 70 mph (5 mph above the posted speed limit) north of Riggs Road and 80 mph south of Riggs Road for autos and medium trucks. Heavy trucks were modeled at 70 mph north of Riggs Road and 75 mph south of Riggs Road. The service TI on-

ramp and off-ramp speeds were modeled at 50 mph. The system TI ramp speeds were modeled at 55 mph.

3.4.5 Model Validation

Model validation is a process for testing a model to ensure that it produces reliable results and to confirm that traffic noise is the predominant noise source at the receptor locations. In general, validation involves comparing actual noise measurements with the noise levels predicted by the model for existing conditions at the same location. The model is considered to be verified if the model results are within ± 3 dBA of the field measurements recorded at the site for the same conditions. The two monitoring sites were modeled within the ± 3 dBA measured at those sites. Therefore, the entire model is considered valid.

3.4.6 Shielding Effects

TNM 2.5 can account for the noise shielding effects created by existing noise barriers, privacy walls, buildings, and terrain changes that are an obstruction between noise sources and receivers. Neighborhood privacy walls and large commercial or apartment buildings were modeled as barriers. Cut-and-fill slopes and corresponding elevation changes were modeled as terrain lines. Rows of homes in neighborhoods were modeled as building rows. The hard soil ground type was used in Section 1 model and soft soil ground type was used in the Section 2 and 3 models per model validation against existing noise monitoring. The existing privacy walls measuring approximately 5 to 6 feet high that typically shield residential subdivisions were also modeled. Other assumptions included average pavement type and default weather. These default assumptions are the FHWA-recommended values.

3.5 Construction Noise Impacts

Depending on the nature of construction operations, the duration of the noise could last from seconds (e.g. a truck passing a customer) to months (e.g. constructing a bridge). Construction noise is also intermittent and depends on the type of operation, location, and function of the equipment and the equipment usage cycle. Construction equipment is typically considered as a point source, as opposed to traffic which is considered as a line source; therefore the noise level decreases, theoretically, by 6 dB(A) per doubling the distance from it, as opposed to 3 dB(A) for line source. Noise levels at various distances using listed equipment are shown in Table 5. ADOT has set forth guidelines for construction noise in the *Standard Specifications for Road and Bridge Construction*, 2008. Per ADOT specifications 104.08 Prevention of Air and Noise Pollution:

“The contractor shall comply with all local sound control and noise rules, regulations and ordinances which apply to any work pursuant to the contract. Each internal combustion engine used for any purpose on the work or related to the work shall be equipped with a muffler or a type recommended by the manufacturer.

No internal combustion engine shall be operated on the work without its muffler being in good working condition.”

Table 5. Construction Noise Levels at Various Distances from the Equipment

Equipment	Land Use	Residential	Descriptor		L10
	R_300 ft	R_600 ft	R_900 ft	R_1200 ft	R_1500 ft
Auger Drill Rig	64.8	58.8	55.3	52.8	50.8
Boring Jack Power Unit	67.4	61.4	57.9	55.4	53.4
Compactor (ground)	63.7	57.7	54.1	51.6	49.7
Concrete Mixer Truck	62.3	56.2	52.7	50.2	48.3
Dump Truck	59.9	53.9	50.4	47.9	45.9
Excavator	64.2	58.1	54.6	52.1	50.2
Generator	65.1	59.0	55.5	53.0	51.1
Compressor (air)	61.1	55.1	51.6	49.1	47.1
Grader	68.5	62.4	58.9	56.4	54.5
Warning Horn	57.6	51.6	48.1	45.6	43.6
All Other Equipment > 5 HP	69.4	63.4	59.9	57.4	55.4
Bar Bender	60.4	54.4	50.9	48.4	46.5
Concrete Pump Truck	61.8	55.8	52.3	49.8	47.9
Soil Mix Drill Rig	64.4	58.4	54.9	52.4	50.4
Concrete Saw	70.0	64.0	60.5	58.0	56.0
Auger Drill Rig	64.8	58.8	55.3	52.8	50.8
Roller	60.4	54.4	50.9	48.4	46.5

Ground vibration and ground-born noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Pile driving, demolition activity, blasting, and crack-and-seat operations are the primary sources of vibration, while the impact pile driving can be the most significant source of vibration at construction sites. It is recommended to apply methods that may be practical and appropriate in specific situations, to reduce vibration to an acceptable level. Such measures may be:

- Jetting,
- Predrilling
- Cast-in-place or auger cast piles
- Non-displacement piles
- Pile cushioning
- Using alternative non-impact drivers
- Scheduling activities to minimize disturbance at near-construction sites

To minimize noise impacts on the neighborhoods during construction, the following mitigation measures will be taken:

- Exhaust systems on equipment will be kept in good working order, in accordance with Section 104.08, *Prevention of Air and Noise Pollution* of the ADOT Standard Specifications for Road and Bridge Construction;
- Engine enclosures and intake silencers will be used where appropriate;
- Equipment will be maintained on a regular basis;
- New equipment will meet new noise emission standards;
- Stationary equipment will be located as far away from neighborhoods as possible; and
- The public shall be notified of construction operations and schedules by the ADOT's Communications office during construction.

4 Noise Mitigation Evaluation

4.1 Noise Mitigation Guidelines

The ADOT NAR adopted in 2017 provides guidelines for noise abatement based on both the “feasible” and “reasonable” criteria. The ADOT NAR defines “feasibility” based on engineering and acoustical considerations (e.g., if a barrier can be built given the topography of the location; consider access, drainage, safety, or maintenance requirements, can a substantial noise reduction be achieved? are other noise sources present in the area? etc.). According to the ADOT NAR, engineering feasibility factors of abatement shall include, but not limited to:

- Safety – noise barriers will not be constructed in such a way as to create a potential safety hazard or to inhibit response to a safety emergency.
- Barrier height – due to safety, structural and wind load considerations, ADOT will not normally construct barriers higher than 20 feet, as a stand-alone structure. However, a wall segment height may be up to 24 feet.
- Topography – the topography of the local area may potentially preclude the use or reduce the effectiveness of noise abatement measures such as barriers and berms.
- Drainage – any noise abatement measure constructed must provide for adequate drainage, both as a safety concern and to prolong the lifespan of the roadway.
- Utilities – in the event of a conflict between existing or planned utilities and potential noise abatement measures, any extra cost involved with utility relocation or modification may be included in the wall cost when comparing against the cost-per-benefited-receptor.
- Maintenance requirements – abatement measures must be designed and constructed in such a way as to allow access to perform maintenance activities both for the barrier and for adjacent properties.
- Access to adjacent properties – abatement measures must not be designed or constructed in a manner that denies access to any property adjacent to the barrier.
- Overall project purposes – the use of abatement measures must be consistent with the overall purpose of the project.

For a noise abatement measure to be acoustically feasible ADOT requires achievement of at least a five (5) dBA highway traffic noise reduction at 50% of impacted receptors.

The “reasonable” criterion implies that common sense and good judgment were applied in arriving at a decision. According to the ADOT NAR, reasonability of abatement shall include, but not be limited to:

- Viewpoints or preferences of property owners and residents – The preferences of the property owners and residents of the benefited receptors of a noise barrier will be taken into account when determining whether the barrier is considered reasonable.

- Noise reduction design goal – Noise barriers should be designed to reduce projected unmitigated noise levels by at least seven (7) dBA for benefited receptors closest to the transportation facility. To be considered reasonable, at least half of the benefited receptors in the first row shall achieve this level of noise reduction.
- Cost effectiveness – The maximum reasonable cost of abatement is \$49,000 per benefited receptor (cost-per-benefited-receptor) with barrier costs calculated at \$35 per square foot, \$85 per square foot if constructed on a structure.

4.2 Substantial Noise Level Increase

The projected increases in noise levels for receivers that were monitored are shown in Table 6. The monitoring results represent the existing noise levels. The TNM 2.5 2040 unmitigated column represents the future predicted noise level in the Build Condition. The difference between these two values, the arithmetic increase, is the projected increase in noise levels.

Table 6. Substantial Noise Level Increase

Monitor Number	Noise Receiver	Monitoring Result (dBA)	TNM 2.5 2040 unmitigated (dBA)	Arithmetic Increase (dBA)
Section 1				
MON-1	E1_1	62	67	5
MON-2	E3_1	63	55	-8
MON-2_1	E3_3	60	69	9
MON-3	W4_1	57	67	10
Section 2				
MON-4	E7	60	70	10
MON-5	E13A	63	73	10
MON-6	W16A	64	66	2
MON-7	W19A	77	82	5
MON-8	E23A	67	74	7
MON-9	W46A	67	69	2
MON-10	E52A	62	72	10
MON-11	W65A	72	84	12
MON-12	W81A	73	83	10
MON-13	E80A	69	83	14
Section 3				
MON-14	W92A	58	66	8
MON-15	E86A	62	68	6

Table 6. Substantial Noise Level Increase

Monitor Number	Noise Receiver	Monitoring Result (dBA)	TNM 2.5 2040 unmitigated (dBA)	Arithmetic Increase (dBA)
MON-16	E95A	72	82	10
MON-17	W111A	71	82	11
MON-18	W120A	72	84	12
MON-19	E120	66	76	10
MON-20	W132	64	74	10
MON-21	W144A	66	70	4
MON-22	W152A	63	76	13
MON-23	W149A	66	76	10
MON-24	E156A	66	66	0
MON-25	E167A	57	67	10

The arithmetic increases between the monitoring levels and future predicted noise levels range from -8 to 14 dBA; none of the monitoring sites show a significant increase of equal to or greater than 15 dBA. As a result, noise mitigation was not evaluated due to the substantial noise level increases predicted for monitoring sites.

4.3 Noise Modeling Results

Appendix A shows noise receiver locations and Appendix D shows the predicted noise levels for the No Build and Build conditions based on the results of the TNM 2.5 modeling. Modeling results are rounded to the nearest decibel before comparisons are made. In some cases, this can result in relative changes that may not appear intuitive. For example, the difference between sound levels of 64.4 and 64.5 dBA is 0.1 dBA. However, after rounding to the nearest whole number, the difference is reported as 1 dBA. Noise modeling and results for Section 1 through Section 3 are discussed below.

Section 1: Chandler Blvd to SR 202L

Section 1 has 43 modeled receivers representing receptors at hotels, a senior living community, apartments, a temple, and businesses. The predicted noise levels and number of dwelling units represented by each receiver is shown in Appendix D. Regarding the senior living community and apartments on the eastbound side of I-10, most of the areas of frequent human use activities are located within the interior of the facilities, presumably due to prevalent weather conditions, while the exterior areas of frequent human use (swimming pools, tennis court, ramadas) were located on the ground level and successfully shielded by the structures, as confirmed by noise measurements and models. Construction is

not occurring in this segment and the worst-noise hour conditions remain the same; there is no perceivable change within common noise environments. As a result, no noise mitigation is considered.

The Radha-Krishna temple is situated on the westbound side of I-10 in this section and is represented by receivers W4_1 and W4_2. Most of the areas of frequent human use activities are located within the interior of the facility. A transmission loss of 20 dBA is assumed to convert the exterior noise levels to interior noise levels considering doors and windows are closed. The predicted interior noise level of the temple would be than less NAC Category D threshold of 51 dBA. As a result, no noise mitigation is considered for the temple.

Section 2: SR 202L to SR 587

Section 2 has 171 modeled receivers representing receptors in residential, parks, retail, offices, an RV park, industrial, and undeveloped land. The noise levels of eight (8) receivers are greater than the ADOT NAR threshold of 66 dBA in NAC B and C; As a result, consideration of noise mitigation is warranted.

Noise barrier S2_Barrier1 on the eastbound side of I-10 was evaluated to shield receivers representing the common outdoor use areas of Pecos Park along the roadway edge from Station 8514+00 to 8530+94. The height for the barrier segments would be 20 feet relative to the existing ground elevation. Barrier S2_Barrier1 would provide noise reduction of 5 dBA or more for 8 out of 12 equivalent receptors. The cost-per-benefited receptor is greater than the ADOT NAR criteria of \$49,000 (See Appendix E of barrier analysis for barriers not recommended). As a result, barrier S2_Barrier1 is not potentially recommended for mitigation.

Noise barrier S2_Barrier2 on the westbound side of I-10 was evaluated to shield receivers representing the RV Park/Motor Coach Resort. Barrier S2_Barrier2 was evaluated along the easement line from Station 8585+45 to 8601+45. The height for the barrier segments would be 14 to 16 feet relative to the existing ground elevation. Noise barrier S2_Barrier2 would provide noise reduction of 5 dBA or more for 19 out of 19 receptors. The cost-per-benefited receptor is below the ADOT NAR criteria of \$49,000. In addition, Noise barrier S2_Barrier2 meets the ADOT NAR guidelines by achieving at least a 5 dBA reduction at 50% of impacted receptors and a 7 dBA reduction design goal for at least half of the first row receptors. As a result, noise barrier S2_Barrier2 is potentially recommended for mitigation. Recommended noise barrier dimension and coordinates are provided in Appendix F.

Noise barrier S2_Barrier3 on the westbound side of I-10 was evaluated to shield receivers W80 and W81 representing two single family homes, along easement line from Station 1511+95 to 1529+95. The height for the barrier segments would be 14 feet relative to the existing ground elevation. Barrier S2_Barrier3 would provide noise reduction of 5 dBA or more for 1 out of 2 receptor. The cost-per-benefited receptor is greater than the ADOT NAR criteria of \$49,000. As a result, barrier S2_Barrier3 is not potentially recommended for mitigation.

Barrier Summary for Section 2 is shown in Table 7.

Table 7. Barrier Summary Section 2 – SR 202L to SR 587

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier (ID: S2_Barrier2) (Sta 8585+45 to Sta 8601+45)	14 to 16	1,600	24,801	\$868,035	19	\$45,686

Note

^[1] Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure.

Section 3: SR 587 to SR 387

Section 3 has 167 modeled receivers representing receptors in residential and on undeveloped land. The noise levels of 30 receivers are greater than the ADOT NAR threshold of 66 dBA in NAC B and ADOT NAR threshold of 71 dBA in NAC E; As a result, consideration of noise mitigation is warranted.

Noise barrier S3_Barrier1 on the eastbound side of I-10 was evaluated to shield receivers E119 through E122 representing the eastbound Sacaton Rest Area, along the easement line from Station 1939+44 to 1951+32. The height for the barrier segments would be 16 feet relative to the existing ground elevation. Barrier S3_Barrier1 would provide noise reduction of 5 dBA or more for 10 out of 10 equivalent receptors. The cost-per-benefited receptor is greater than the ADOT NAR criteria of \$49,000. As a result, barrier S3_Barrier1 is not recommended for mitigation.

Noise barrier S3_Barrier2 on the westbound side of I-10 was evaluated to shield receivers W131 through W134 representing the westbound Sacaton Rest Area, along the easement line from Station 2005+07 to 2019+05. The height for the barrier segments would be 20 feet relative to the existing ground elevation. Barrier S3_Barrier2 would provide noise reduction of 5 dBA or more for 8 out of 12 equivalent receptors. The cost-per-benefited receptor is greater than the ADOT NAR criteria of \$49,000. As a result, barrier S3_Barrier2 is not recommended for mitigation.

Noise barrier S3_Barrier3 on the westbound side of I-10 was evaluated to shield receivers W153 through W157 representing the single family homes, along the easement line from Station 2189+18 to 2213+18. The height for the barrier segments would be 18 feet relative to the existing ground elevation. Barrier S3_Barrier3 would provide noise reduction of 5 dBA or more for 3 out of 4 receptors. The cost-per-benefited receptor is greater than the ADOT NAR criteria of \$49,000. As a result, barrier S3_Barrier3 is not recommended for mitigation.

Noise barrier S3_Barrier4 on the westbound side of I-10 was evaluated to shield receivers E150 through E169 representing the single family homes, along the easement line from Station 2202+82 to 2246+82. The height for the barrier segments would be 18 feet relative to the existing ground elevation. Barrier S3_Barrier4 would provide noise reduction of 5 dBA or more for 15 out of 20 receptors. The cost-per-

benefited receptor is greater than the ADOT NAR criteria of \$49,000. As a result, barrier S3_Barrier4 is not recommended for mitigation.

5 Conclusion and Recommendation

This noise report provides the existing monitored and future predicted noise levels and recommendations for mitigation measures in accordance with the ADOT NAR for the I-10 Corridor Study project. This study evaluates impacts predicted to result from traffic noise levels during the noisiest conditions that would result from the planned improvements to I-10 freeway.

Table 8 below summarizes the results of the potentially recommended noise mitigation/barriers in accordance with the ADOT NAR guidelines for the Study Area. One new noise barrier, Barrier S2_Barrier2, is recommended for the RV Park/Motor Coach Resort on the westbound side of I-10 just south of Wild Horse Pass Blvd. The noise barrier locations and termini described in this report are subject to adjustments by final designers to accommodate final design features not contemplated with the detail of the noise analysis and this report.

Table 8. Recommended Barrier Summary

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier (ID: S2_Barrier2) (Sta 8585+45 to Sta 8601+45)	14 to 16	1,600	24,801	\$868,035	19	\$45,686

Note

⁽¹⁾ Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure.

This information will be made available to the local officials with the responsibility for making zoning/permitting decisions for that location. This information will be accompanied by the statement: “This information is presented purely to assist with noise-compatible land use planning decision making. Abatement for lands permitted after the Date of Public Knowledge for this project is not eligible for federal aid.”

6 Statement of Likelihood

This statement of likelihood is to be included in the environmental document since feasibility and reasonableness determinations may change due to changes in project design after approval of the environmental document. This report contains a preliminary location and physical description of noise abatement measures determined feasible and reasonable in the preliminary analysis. The final recommendations on the construction of an abatement measures described within the report are to be determined during the completion of the project's final design and the public involvement processes, in line with ADOT's Instruction on Solicitation of Viewpoints in Project Type I Noise Analysis.

For the receptors that are predicted to experience noise levels at or above 75 dBA ADOT will approach its federal partners for eventual consideration of innovative or exceptional noise abatement measures at later stages of the design.

7 References

Arizona Department of Transportation, *Noise Abatement Requirements*, May 2017.

Arizona Department of Transportation, *Standard Specifications for Road and Bridge Construction*, 2008.

U.S. Code of Federal Regulations, Title 23, Part 772. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*.

U.S. Department of Transportation, Federal Highway Administration, *FHWA Roadway Construction Noise Model User's Guide*, January 2006.

U.S. Department of Transportation, Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, June 1995.

U.S. Department of Transportation, Federal Highway Administration, *Highway Traffic Noise Prediction Model*, FHWA-RD-77-108, December 1978.

U.S. Department of Transportation, Federal Highway Administration, *Measurement of Highway-Related Noise*, FHWA-PD-96-046, May 1996.

Glossary of Terms

Design Year – The future year used to estimate the probable traffic volume for which a highway is designed. Normally, traffic estimates are projected 20 years into the future from the estimated start date of construction.

Existing Sound Level – The current noise level, made up of all natural and manmade noises normally present within a particular area. The existing sound level provides a reference point for determining noise impacts when transportation improvements or new highways are being considered.

Insertion Loss – A term used in noise analysis describing the projected noise reduction that results when a noise barrier is placed between a noise source and a receiver.

L_{eq} – The equivalent steady-state, A-weighted sound level which, in a stated period of time, would contain the same acoustical energy as the time-varying sound levels during the same period.

Noise Receiver – The technical term used in noise modeling to describe the location of a potential noise impact.

Shielding – Any construction or natural barrier which, when interposed between the noise source and the receiver, will provide an excess reduction in roadway noise.

TNM Model Runs Description

TNM File Name	Description
S1B	2040 Build Condition, Section 1 between Chandler Blvd and SR 202L, No barriers are recommended
S1NB	2040 No Build Condition, Section 1 between Chandler Blvd and SR 202L
S2B	2040 Build Condition, Section 2 between SR 202L and SR 587, New Barrier S2 Barrier2 is recommended
S2NB	2040 No Build Condition, Section 2 between SR 202L and SR 587
S3B	2040 Build Condition, Section 3 between SR 587 and SR 387, No barriers are recommended
S3NB	2040 No Build Condition, Section 3 between SR 587 and SR 387

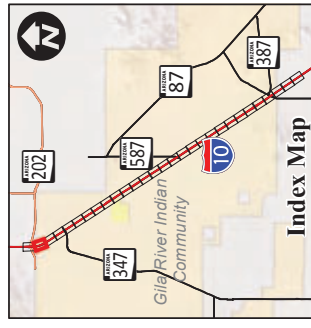
Appendix A. Noise Receiver and Potentially Recommended Barrier Locations

I-10 Corridor Study
 SR 202L to SR 387
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Legend

- Noise Receivers
- Monitoring Sites
- Potential Noise Barriers
- Exst-ADOT RW Easement
- Mileposts



Source:
 ADOT ATIS (2013); HDK (2020); AZTEC (2020);
 USDA NIP Imagery (accessed in 2020)

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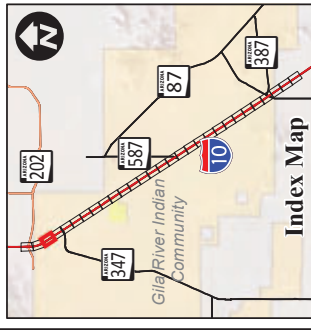


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Legend

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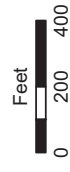
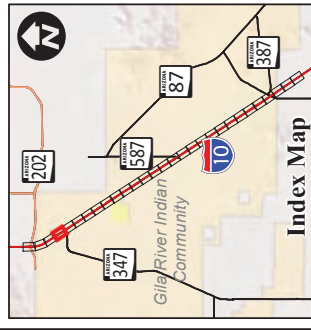


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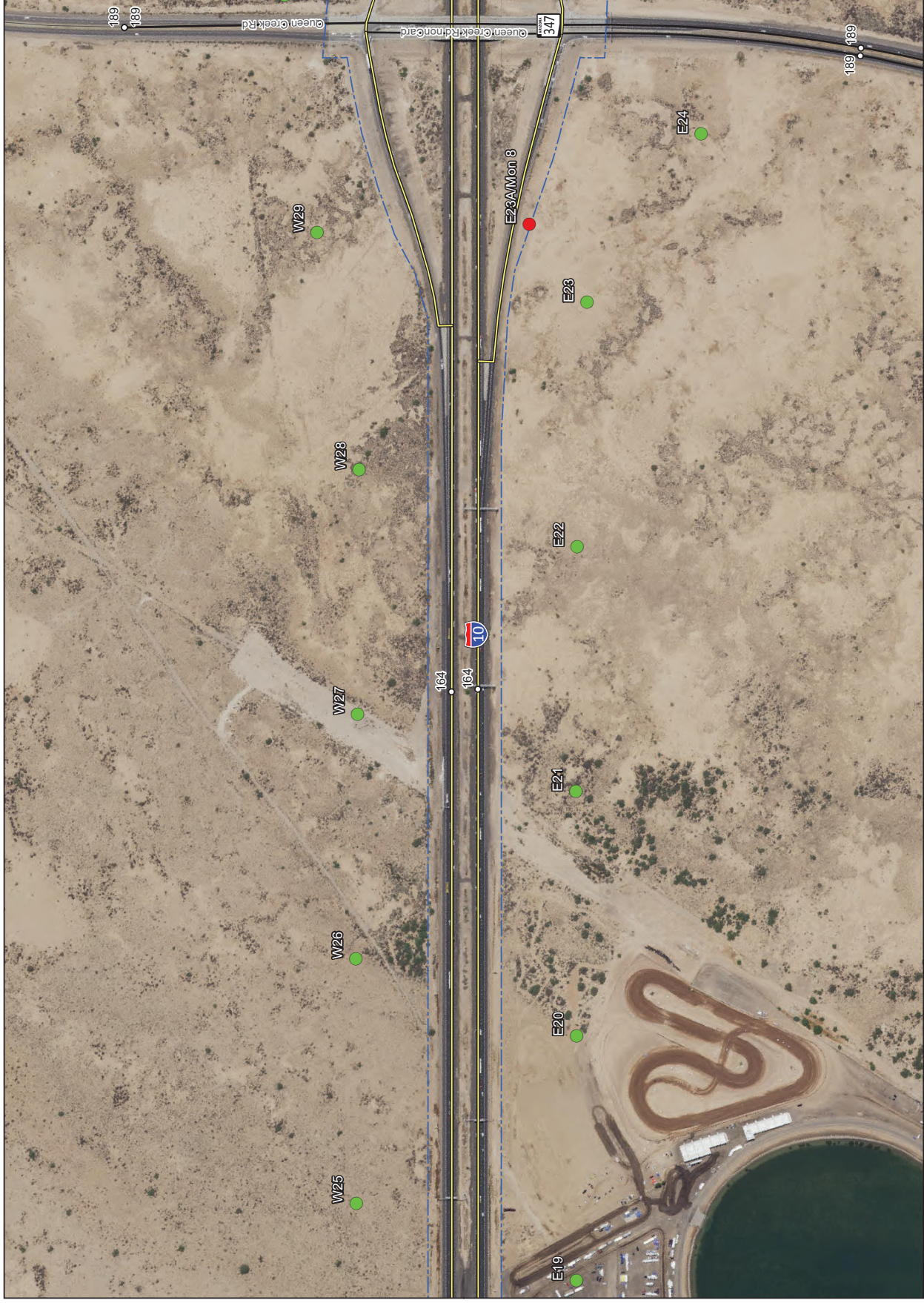
Legend

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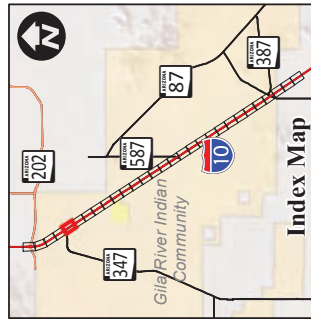


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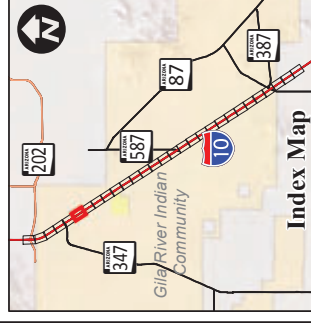


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-  Noise Receivers
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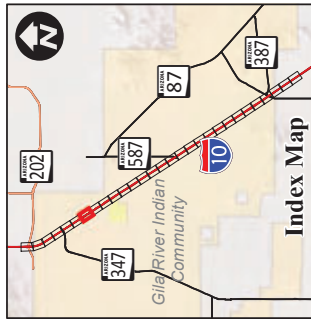


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-  Noise Receivers
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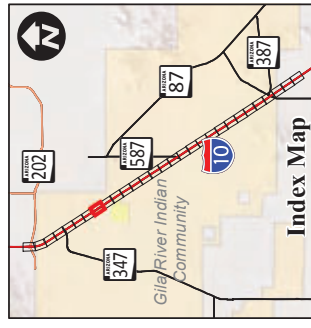


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Legend

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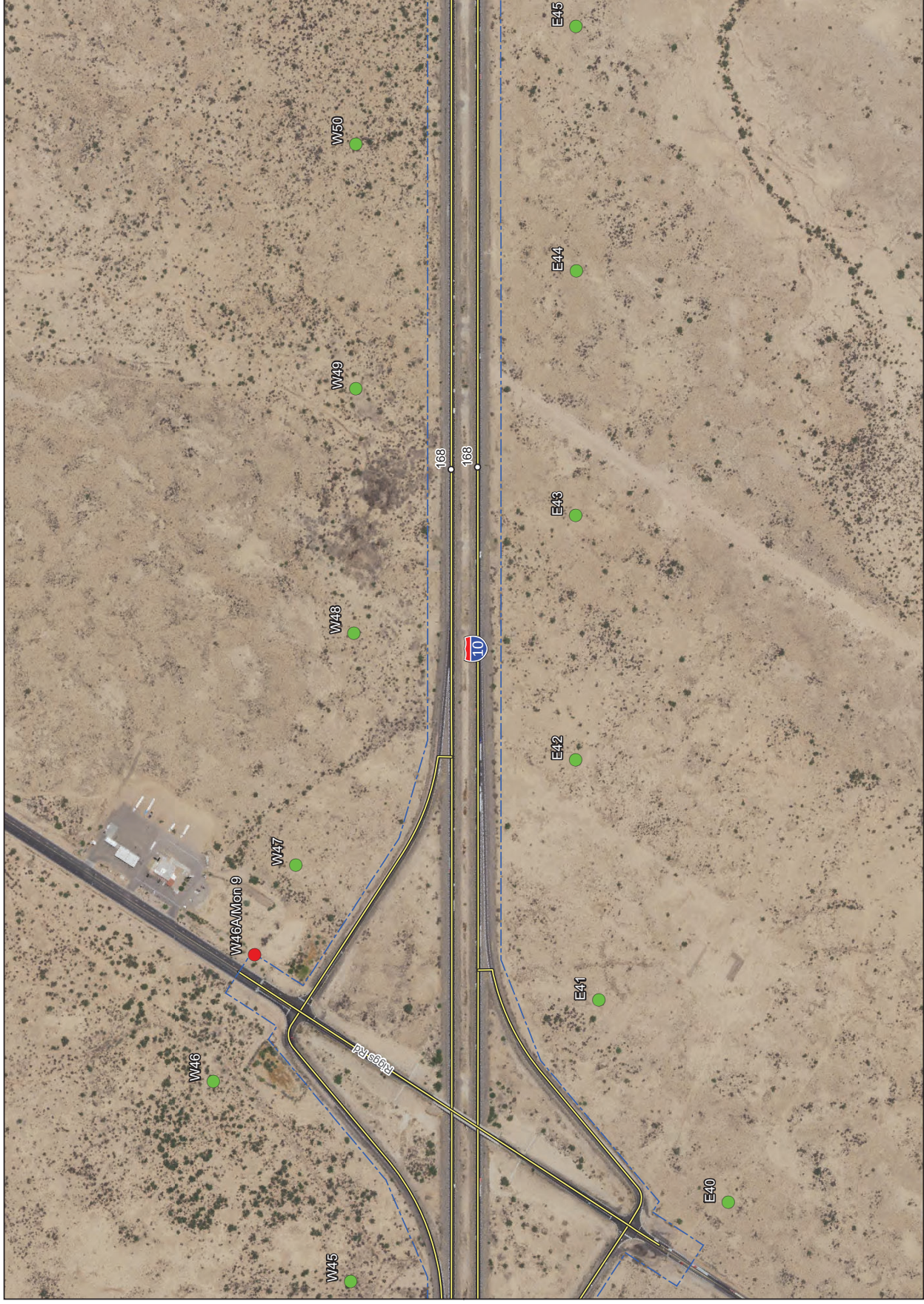


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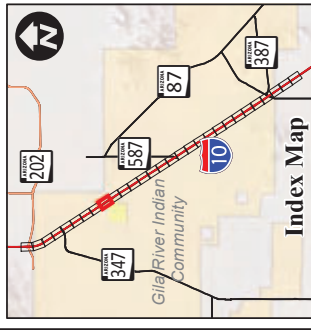


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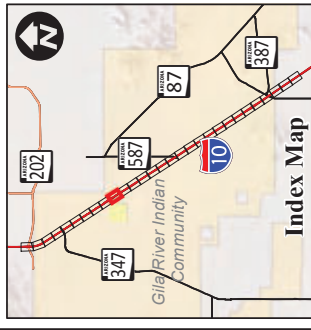


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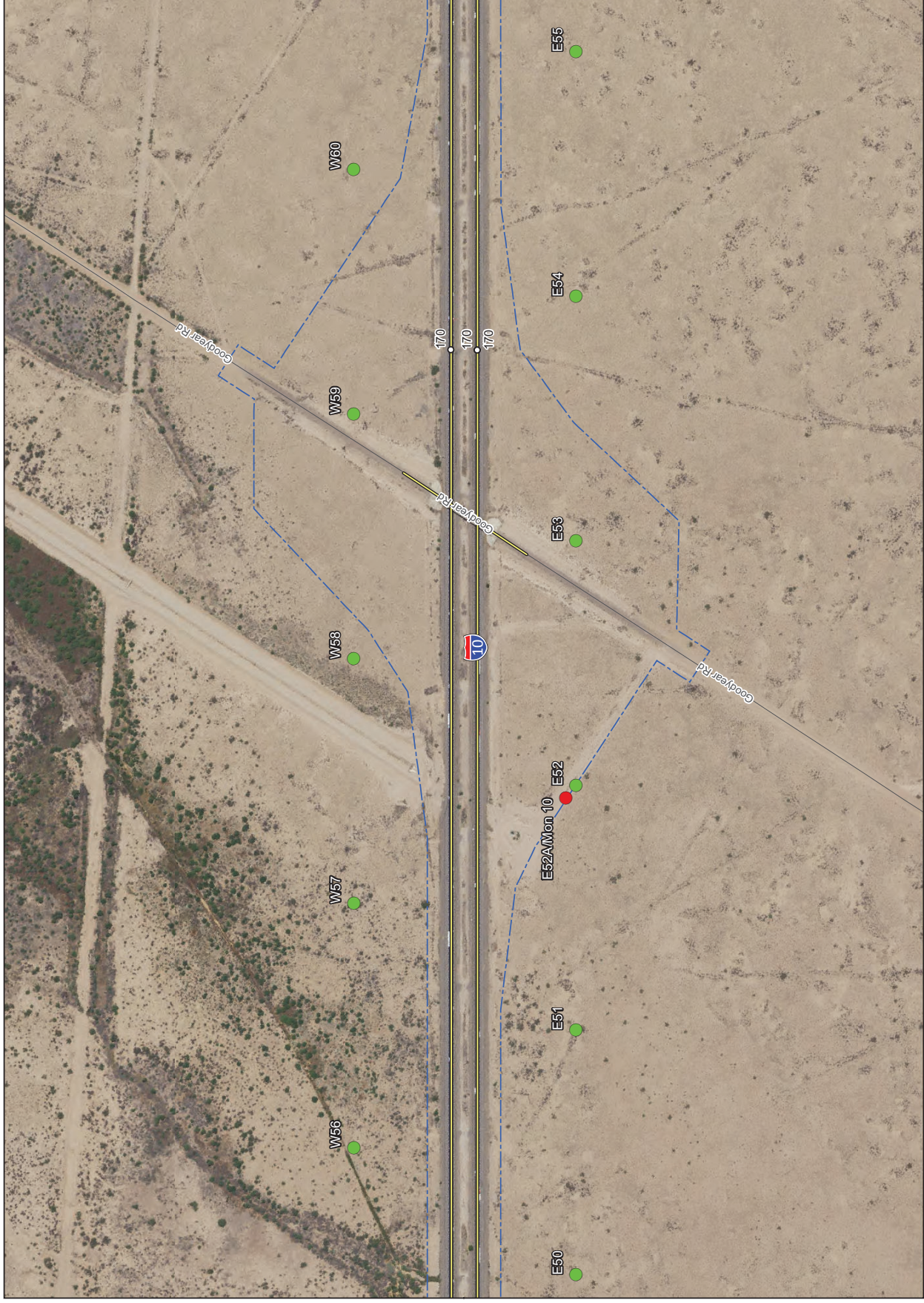
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- Noise Receivers
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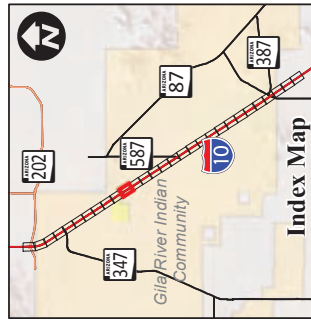


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Legend

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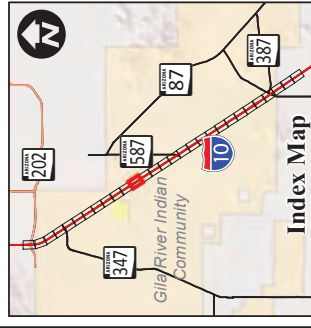


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Legend

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
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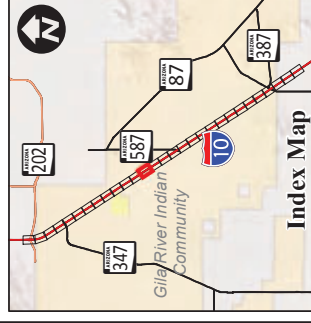


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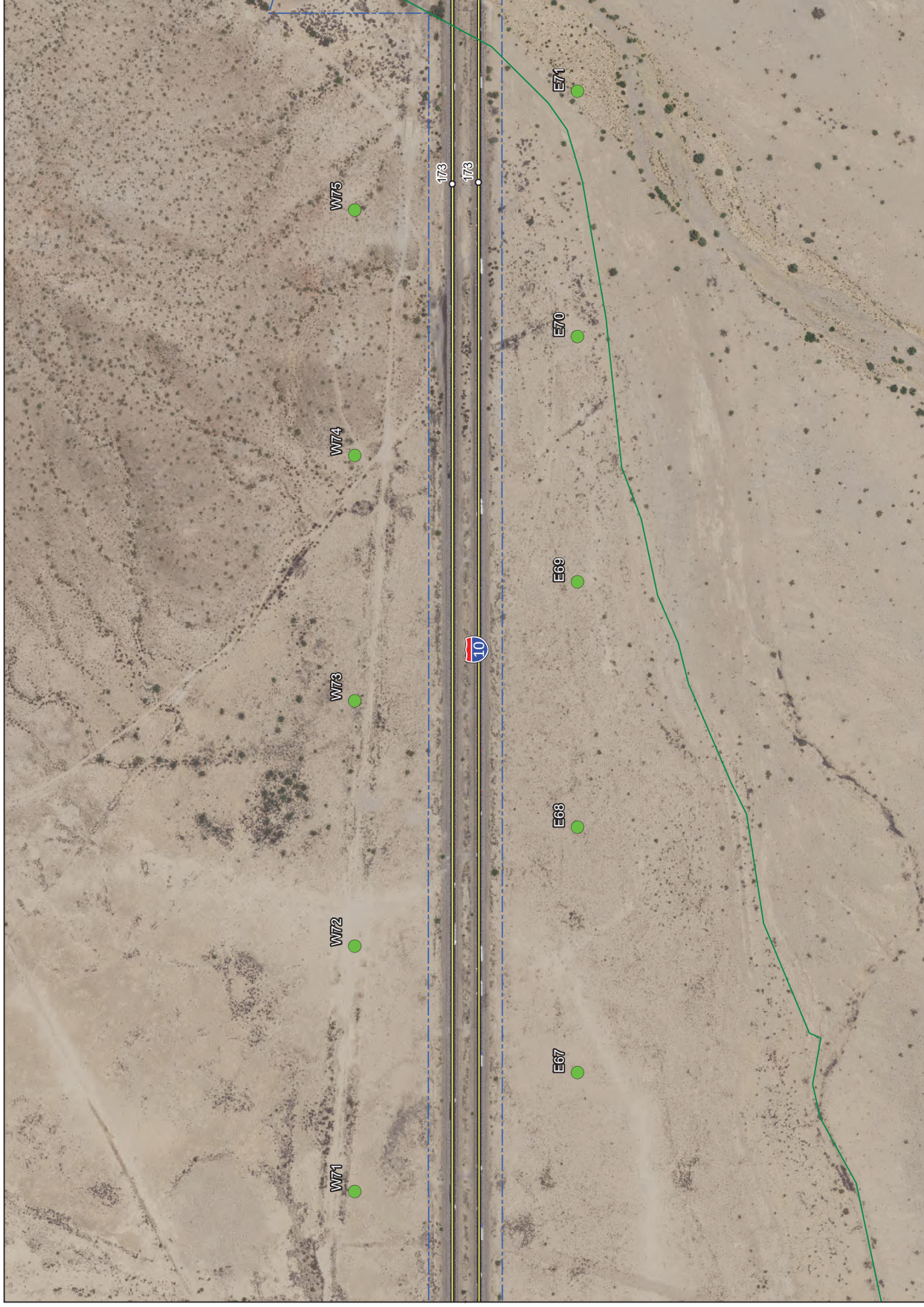
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-  Noise Receivers
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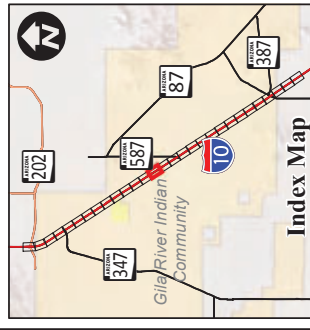


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- Noise Receivers
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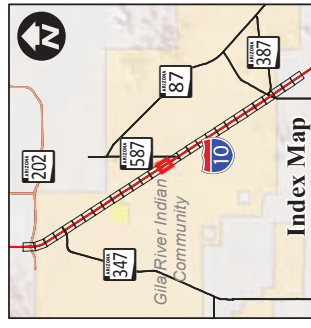


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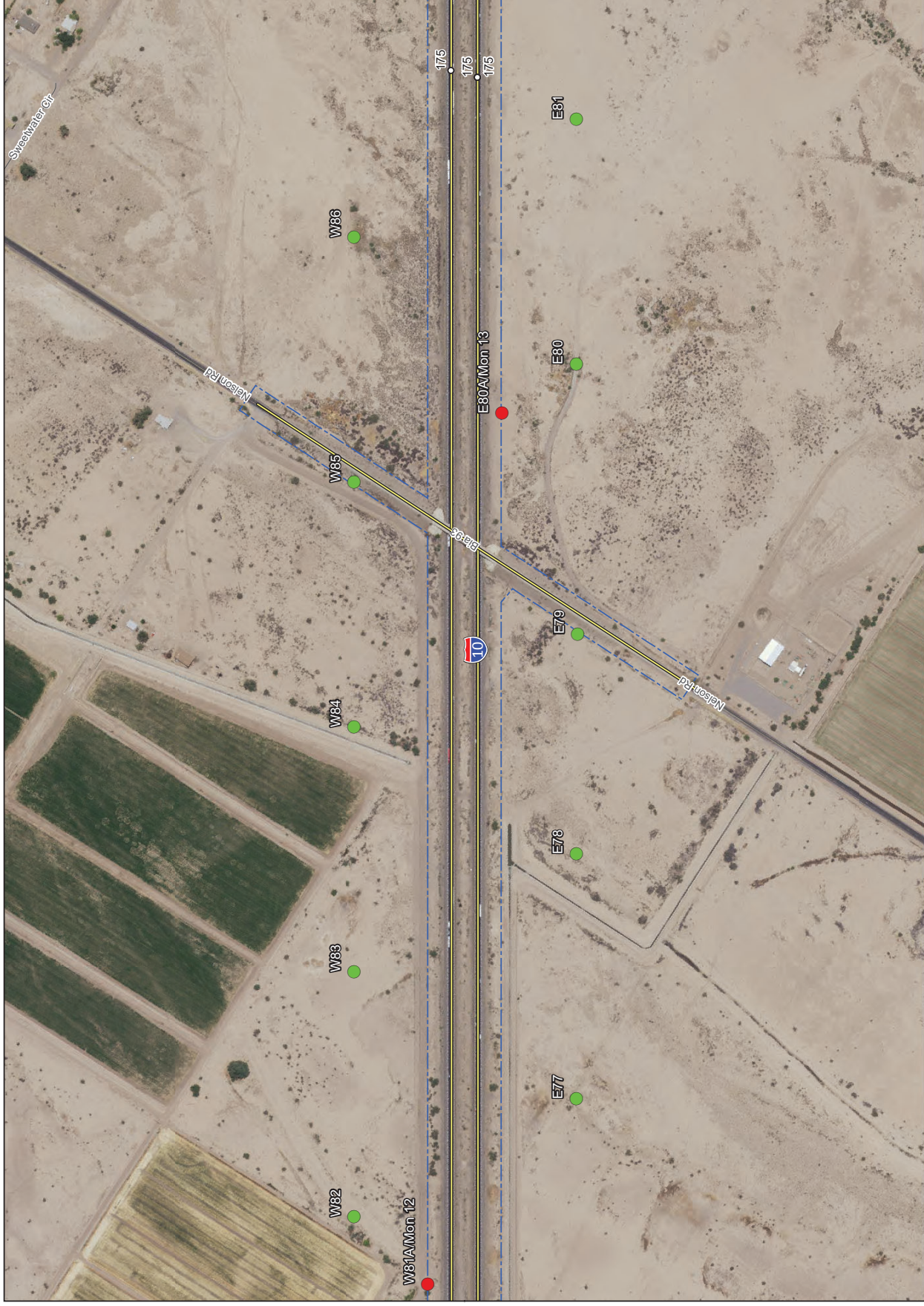
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- Noise Receivers
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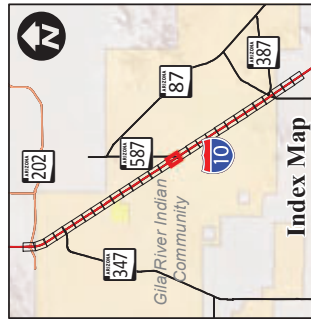


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Legend

- Noise Receivers
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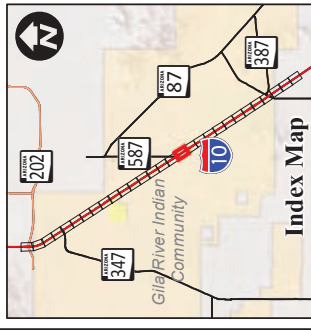


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Legend

- Noise Receivers
- Monitoring Sites
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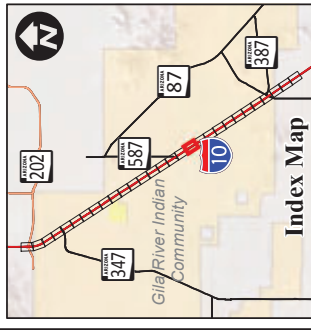


I-10 Corridor Study
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Legend

- Noise Receivers
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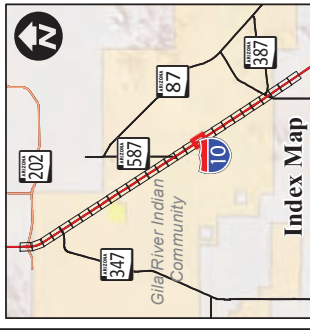


I-10 Corridor Study
SR 202L to SR 387
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Legend

- Noise Receivers
- Monitoring Sites
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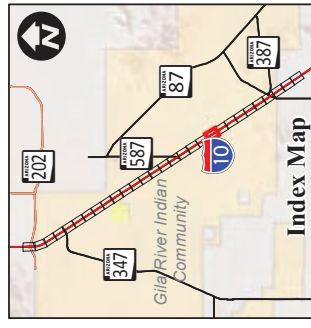


I-10 Corridor Study
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Legend

- Noise Receivers
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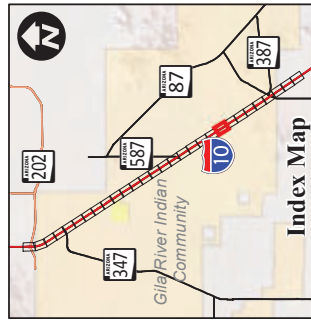


I-10 Corridor Study
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Legend

- Noise Receivers
- Monitoring Sites
- Potential Noise Barriers
- Exst-ADOT RW Easement
- Mileposts



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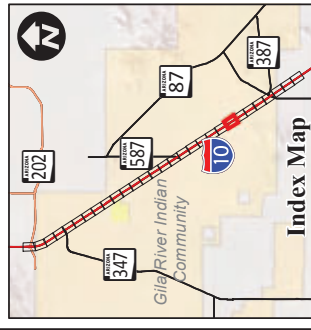


I-10 Corridor Study
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Legend

- Noise Receivers
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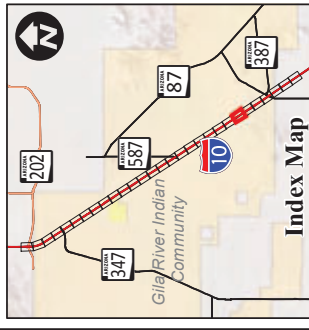


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Legend

- Noise Receivers
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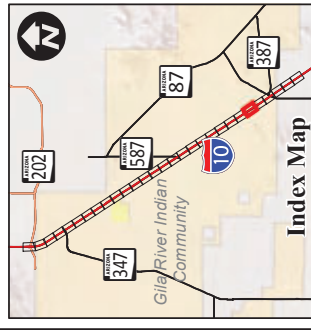


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Legend

- Noise Receivers
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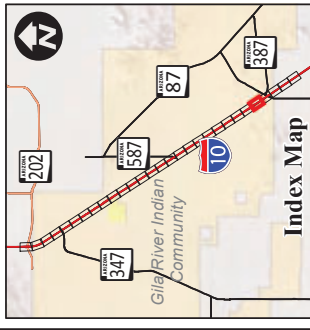


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SR 202L to SR 387
F02.52 01L & 02L



Legend

- Noise Receivers
- Monitoring Sites
- Potential Noise Barriers
- Exst-ADOT RW Easement
- Mileposts



Source:
ADOT ATIS (2013); HDK (2020); AZTEC (2020);
USDA NIP Imagery (accessed in 2020)

Map Disclaimer: This map is intended for
general stting purposes only.

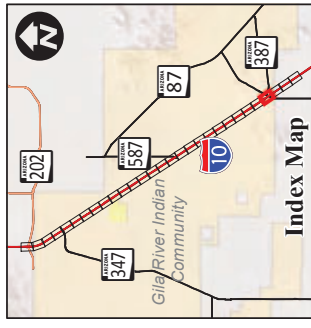


I-10 Corridor Study
 SR 202L to SR 387
 F02.52 01L & 02L



Legend

- Noise Receivers
- Monitoring Sites
- Potential Noise Barriers
- Exst-ADOT RW Easement
- Mileposts



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Source:
 ADOT ATIS (2013); HDK (2020); AZTEC (2020);
 USDA NIP Imagery (accessed in 2020)






Map Disclaimer: This map is intended for
 general stings purposes only.

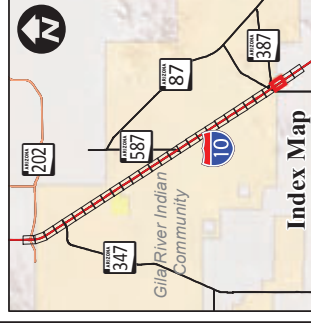


I-10 Corridor Study
SR 202L to SR 387
F02.52 01L & 02L

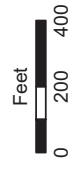


Legend

-  Noise Receivers
-  Monitoring Sites
-  Potential Noise Barriers
-  Exst ADOT RW Easement
-  Mileposts



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Source:
ADOT ATIS (2013); HDR (2020); AZTEC (2020)
USDA NIP Imagery (accessed in 2020)

Map Disclaimer: This map is intended for general siting purposes only.

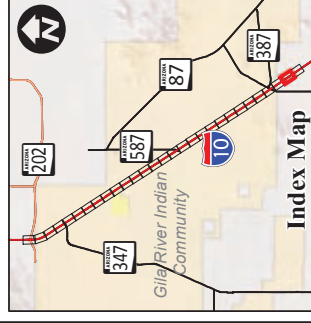


I-10 Corridor Study
 SR 202L to SR 387
 F02.52 01L & 02L



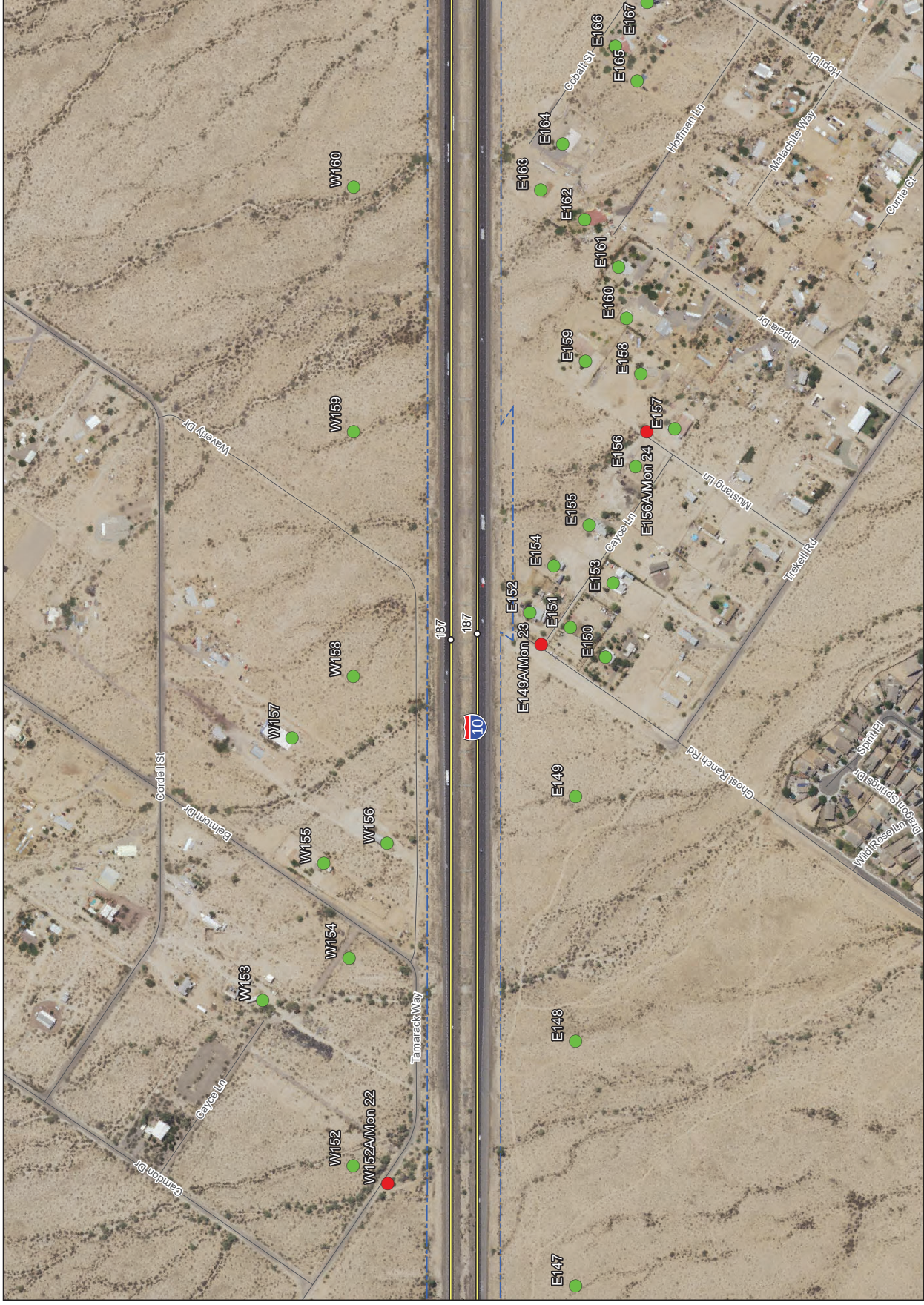
Legend

- Noise Receivers
- Monitoring Sites
- Potential Noise Barriers
- Exst-ADOT RW Easement
- Mileposts



Source:
 ADOT ATIS (2013); HDK (2020); AZTEC (2020)
 USDA NIP Imagery (accessed in 2020)

Map Disclaimer: This map is intended for general listing purposes only.

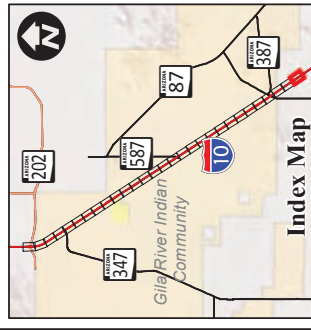


I-10 Corridor Study
 SR 202L to SR 387
 F0252 01L & 02L



Legend

- Noise Receivers
- Monitoring Sites
- Potential Noise Barriers
- Exst-ADOT RW Easement
- Mileposts



Page 29 of 29



Source:
 ADOT ATIS (2013); HDK (2020); AZTEC (2020);
 USDA NIP Imagery (accessed in 2020)

Map Disclaimer: This map is intended for
 general stting purposes only.



Appendix B. Noise Level Monitoring Results



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 Date: 10/24/2019

Site Number/Description: MON 1, (Lat/Long: 33.3045 -111.973827) at approximate milepost 160.85

Recreational pool at Extended Stay America Hotel approximately 380 feet west of the I-10 southbound on-ramp

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 67 °F Relative Humidity: 15 % Wind & Direction: 2.5 mph/SE Sky: Clear

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 65 Observed Speed (mph): 60-70



**I-10 Corridor Study:
 SR 202L (Santan) - SR 387**

**010-C(222)S
 F0252 01L and F0252 02L**

- Monitoring Location
- Mileposts
- Interstate



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	7:20 AM	10 mins	57.4	62.5	75.3	---	---	---
2	7:33 AM	10 mins	56.8	60.4	66.6	---	---	---
3	7:44 AM	10 mins	58.7	62.0	69.2	---	---	---

NOTES: Construction activity occurring in the parcel just west of Mon 1 location.



Figure 1. Looking east



Figure 2. Looking south



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/24/2019

Site Number/Description: MON 2, (Lat/Long: 33.30187 -111.974669) at approximate milepost 161.01

Recreational pool at Liv Ahwatukee Apartments approximately 380 feet west of the I-10 southbound on-ramp

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 73 °F **Relative Humidity:** 12 % **Wind & Direction:** 5.8 mph/NE **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	9:18 AM	10 mins	61.8	63.2	70.9	---	---	---
2	9:28 AM	10 mins	61.9	63.4	68.6	---	---	---
3	9:39 AM	10 mins	62.0	63.4	69.6	---	---	---

NOTES: Monitoring location next to swimming pools with continuous sprinklers/water features which produce noise



Figure 1. Looking west



Figure 2. Looking south



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/24/2019

Site Number/Description: MON 2-1, (Lat/Long: 33.301506, -111.973748) at approximate milepost 161.05

Playground and park area of Liv Ahwatukee Apartments approximately 114 feet west of the I-10 southbound on-ramp

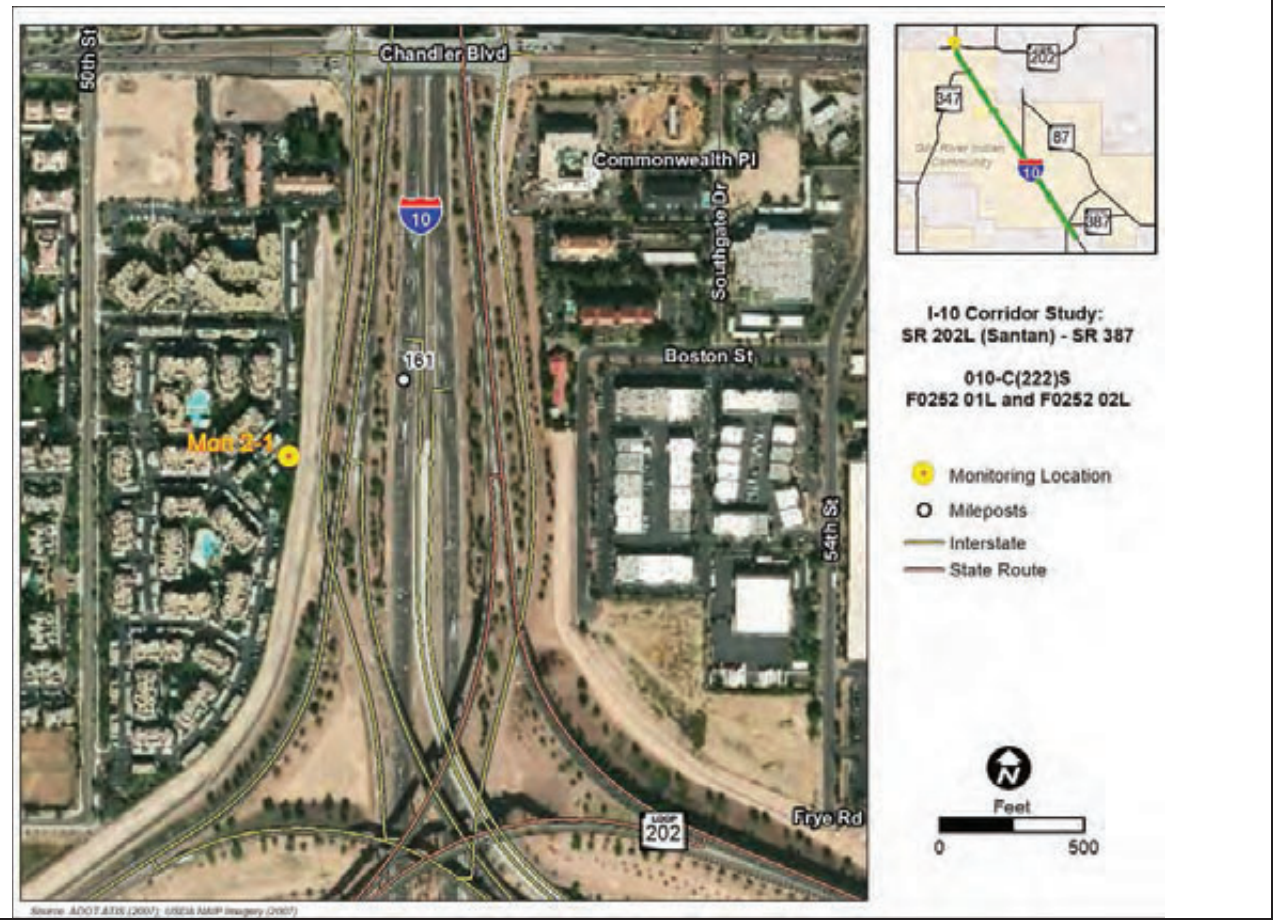
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 75 °F **Relative Humidity:** 12 % **Wind & Direction:** 7 mph/SE **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	9:57 AM	10 mins	55.1	59.5	80.9	---	---	---
2	10:07 AM	10 mins	55.0	59.2	65.2	---	---	---
3	10:17 AM	10 mins	56.3	60.3	66.7	---	---	---

NOTES:



Figure 1. Looking east



Figure 2. Looking south



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/24/2019

Site Number/Description: MON 3, (Lat/Long: 33.302039, -111.970764) at approximate milepost 161.02

Backyard of the Radha-Krishna temple approximately 85 feet east of the I-10 northbound on-ramp

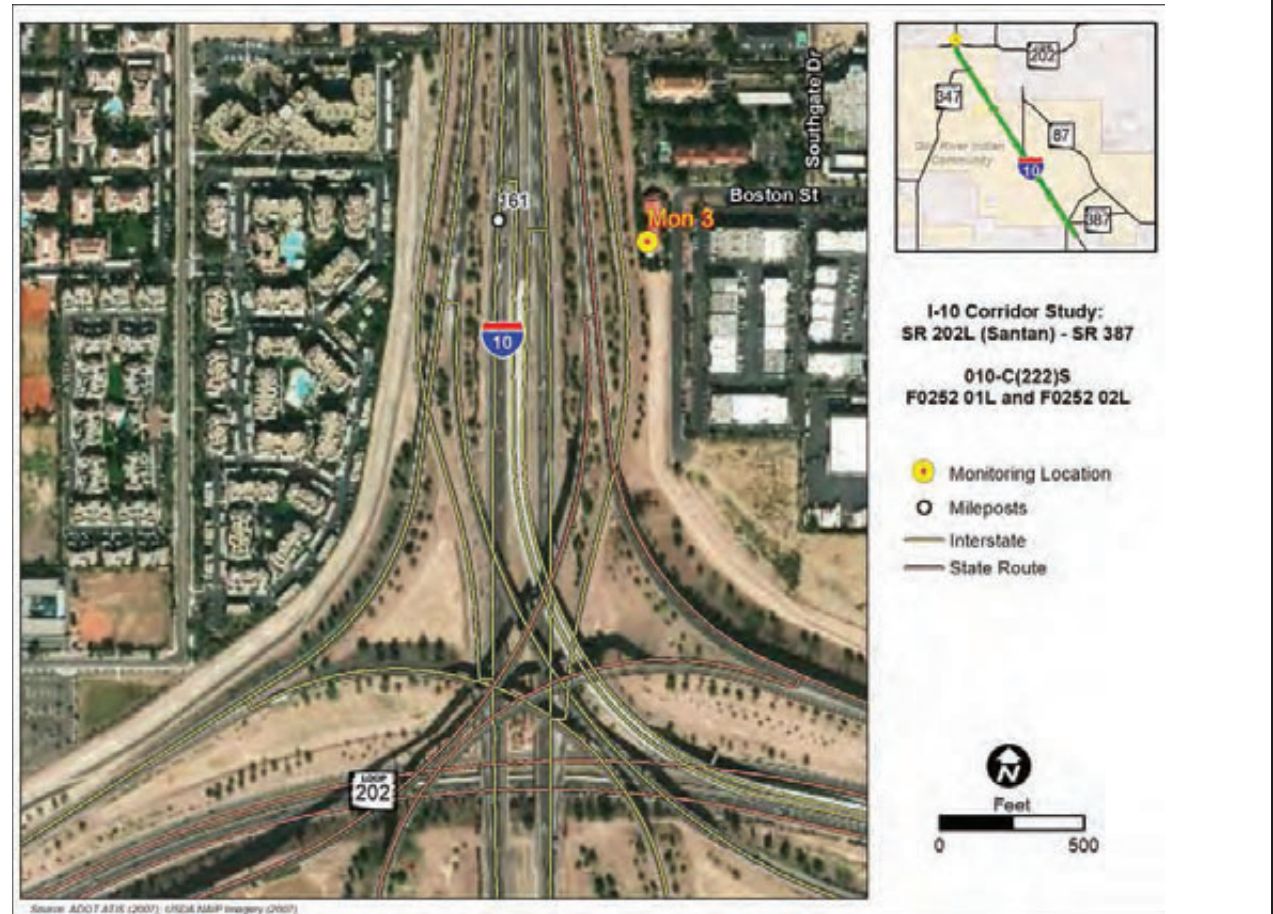
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 72 °F **Relative Humidity:** 18 % **Wind & Direction:** 2.8 mph/E **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60 - 70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	8:29 AM	10 mins	52.3	56.8	65.2	---	---	---
2	8:40 AM	10 mins	51.4	56.5	65.2	---	---	---
3	8:50 AM	10 mins	52.3	56.6	67.6	---	---	---

NOTES:



Figure 1. Looking west



Figure 2. Looking south



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/14/2019

Site Number/Description: MON 4, (Lat/Long: 33.292451 -111.973909) at approximate milepost 161.52

Eastern edge of Pecos Park approximately 525 feet west of southbound I-10.

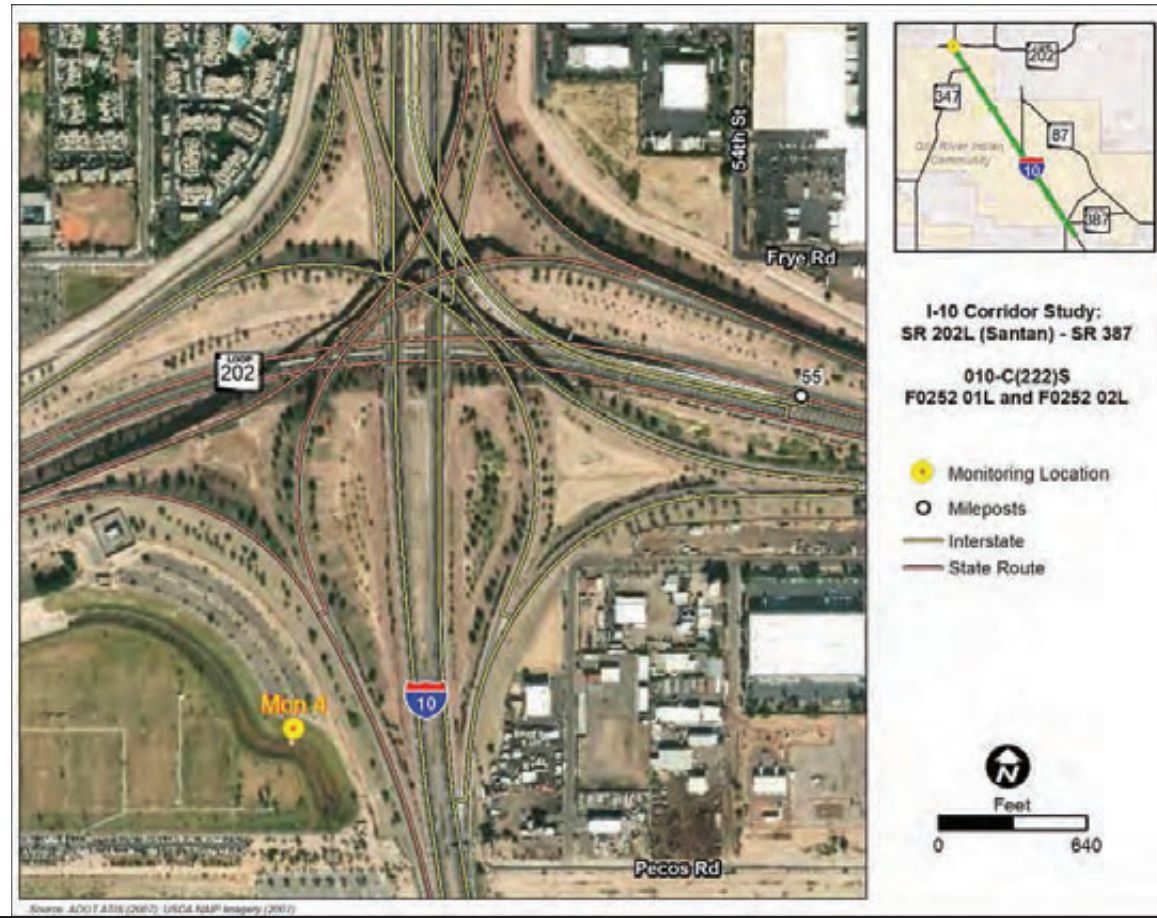
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 81 °F **Relative Humidity:** 24 % **Wind & Direction:** 0 mph **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	3:43 PM	10 mins	53.6	59.5	68.5	---	---	---
2	3:54 PM	10 mins	53.3	59.2	67.6	---	---	---
3	4:04 PM	10 mins	55.6	60.6	66.9	---	---	---

NOTES:



Figure 1. Looking east



Figure 2. Looking west



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/13/2019

Site Number/Description: MON 5, (Lat/Long: 33.280325, -111.9688001) at approximate milepost 162.39.

Canal adjacent to the Wild Horse Pass Casino approximately 210 feet west of the southbound I-10 off ramp.

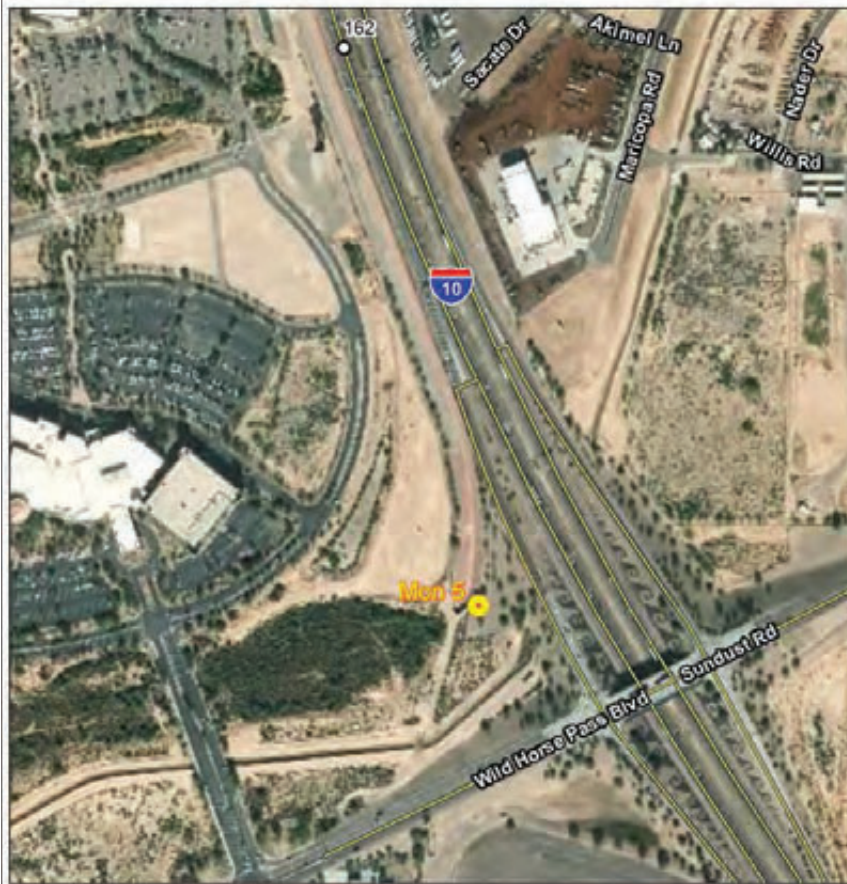
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 78 °F **Relative Humidity:** 30 % **Wind & Direction:** 0 mph **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



**I-10 Corridor Study:
 SR 202L (Santan) - SR 387**

**010-C(222)S
 F0252 01L and F0252 02L**

- Monitoring Location
- Mileposts
- Interstate



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	4:53 PM	10 mins	56.7	61.7	72.1	---	---	---
2	5:03 PM	10 mins	57.3	62.7	73.4	---	---	---
3	5:14 PM	10 mins	59.8	65.2	75.7	---	---	---

NOTES:



Figure 1. Looking east

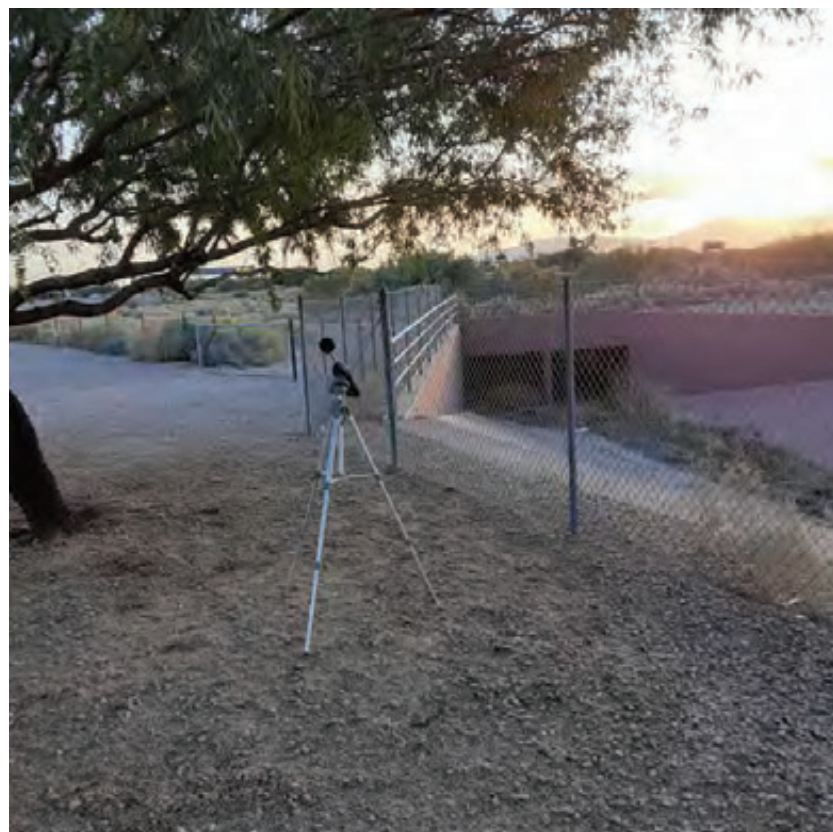


Figure 2. Looking west



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/07/2019

Site Number/Description: MON 6, (Lat/Long: 33.280203, -111.964108) approximate 715 feet east of milepost 162.60

South of Sundust Rd at the Best Western Plus approximately 600 feet east of the northbound I-10 off ramp.

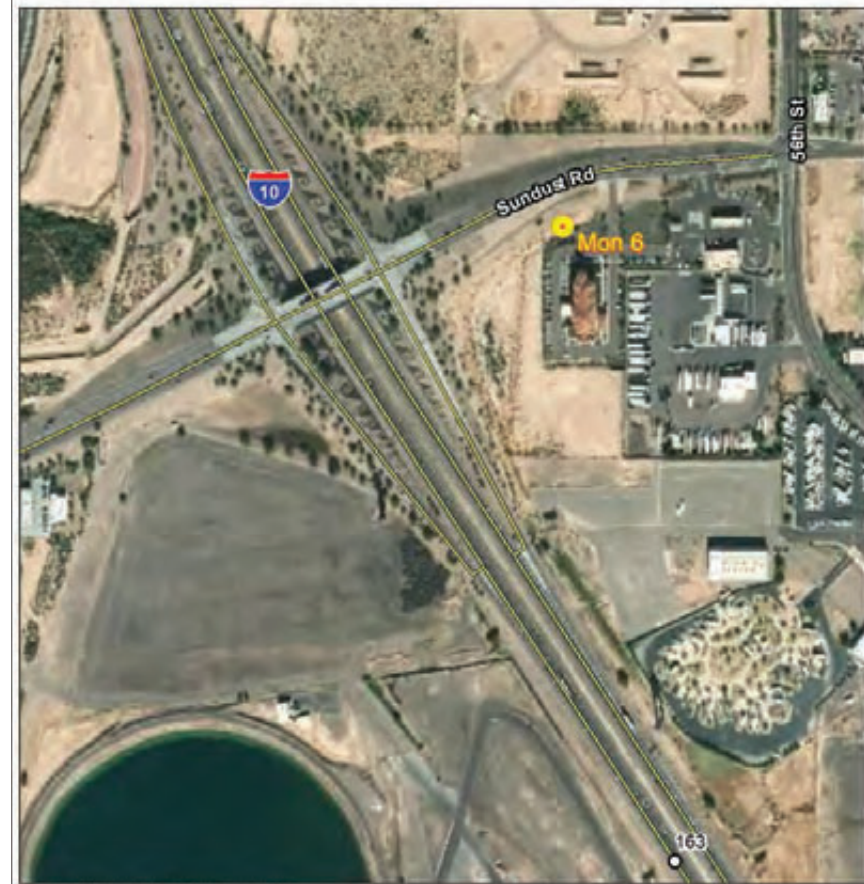
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 82 °F **Relative Humidity:** 33 % **Wind & Direction:** 1.6 mph/S **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



**I-10 Corridor Study:
 SR 202L (Santan) - SR 387**

**010-C(222)S
 F0252 01L and F0252 02L**

- Monitoring Location
- Mileposts
- Interstate



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	5:08 PM	10 mins	56.9	63.5	72.4	---	---	---
2	5:18 PM	10 mins	57.1	63.9	73.2	---	---	---
3	5:28 PM	10 mins	57.5	65.7	74.7	---	---	---

NOTES:



Figure 1. Looking north



Figure 2. Looking south



4561 E McDowell Road
 Phoenix, AZ 85008
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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/13/2019

Site Number/Description: MON 7, (Lat/Long: 33.275672, -111.963232) at approximate milepost 162.89.

Roadway easement adjacent to a RV Park/Lone Butte Business Park approximately 68 feet east of northbound I-10.

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 79 °F **Relative Humidity:** 24 % **Wind & Direction:** 1.5 mph/SSW **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	3:48 PM	10 mins	70.5	76.2	82.7	---	---	---
2	3:58 PM	10 mins	68.4	76.2	81.5	---	---	---
3	4:09 PM	10 mins	68.2	77.3	83.2	---	---	---

NOTES:



Figure 1. Looking north



Figure 2. Looking south



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/14/2019

Site Number/Description: MON 8, (Lat/Long: 33.257016 -111.950388) at approximate milepost 164.36
Roadway easement adjacent to the I-10/Queen Creek Rd traffic interchange approximately 40 feet west of the southbound I-10 off-ramp.

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 81 °F **Relative Humidity:** 25 % **Wind & Direction:** 0 mph **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 65 **Observed Speed (mph):** 60-70



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	4:38 PM	10 mins	58.9	67.1	73.7	---	---	---
2	4:49 PM	10 mins	58.6	66.6	75.8	---	---	---
3	4:59 PM	10 mins	59.7	67.4	75.3	---	---	---

NOTES:

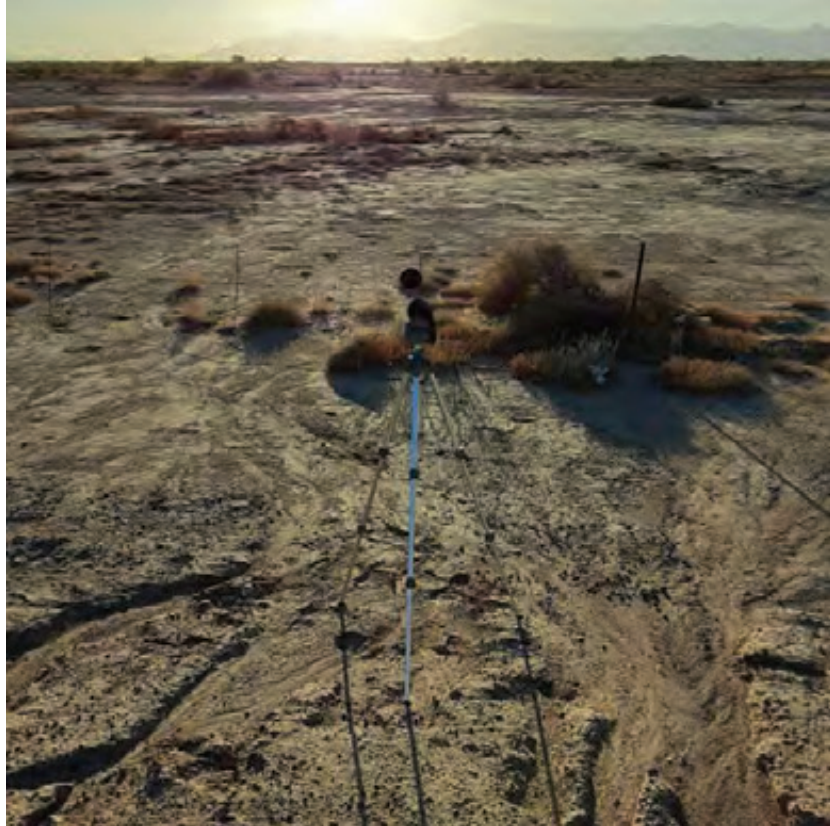


Figure 1. Looking west



Figure 2. Looking south



4561 E McDowell Road
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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/07/2019

Site Number/Description: MON 9, (Lat/Long: 33.218973, -111.916609) approximate 950 feet east of milepost 167.52

Undeveloped parcel on the south side of Riggs Rd approximately 260 feet east of the I-10 northbound off ramp

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 84 °F **Relative Humidity:** 26 % **Wind & Direction:** 1.1 mph/SE **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:06 PM	10 mins	48.8	66.7	77.4	---	---	---
2	2:17 PM	10 mins	50.4	67.1	77.8	---	---	---
3	2:27 PM	10 mins	51.2	65.9	76.5	---	---	---

NOTES:



Figure 1. Looking west



Figure 2. Looking south



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 Phoenix, AZ 85008
 Tel: (602) 454-0402
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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/07/2019

Site Number/Description: MON 10, (Lat/Long: 33.192295, -111.900974) approximate 950 feet east of milepost 169.71

Undeveloped parcel approximately 370 feet west of southbound I-10.

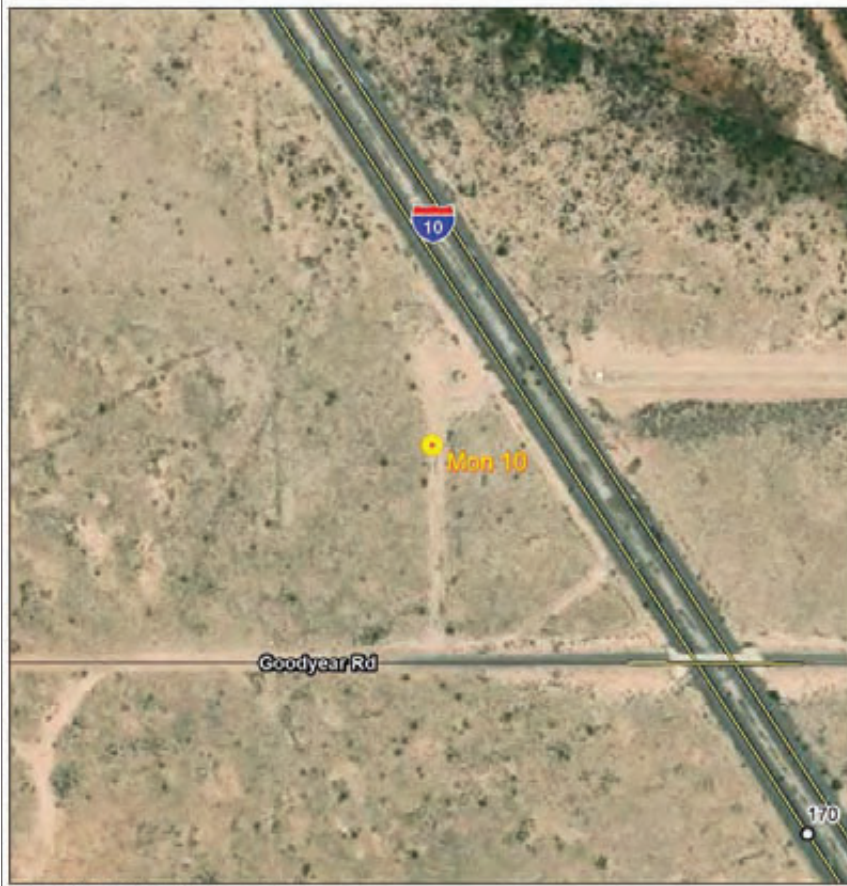
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 86 °F **Relative Humidity:** 22 % **Wind & Direction:** 2.5 mph/WSW **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



**I-10 Corridor Study:
 SR 202L (Santan) - SR 387**

**010-C(222)S
 F0252 01L and F0252 02L**

- Monitoring Location
- Mileposts
- Interstate



Source: ADOT, AZD, (2007); USDA NAIP Imagery (2007)

Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	3:27 PM	10 mins	52.3	61.9	71.3	---	---	---
2	3:37 PM	10 mins	49.7	60.9	69.6	---	---	---
3	3:48 PM	10 mins	53.6	62.1	71.1	---	---	---

NOTES:



Figure 1. Looking north



Figure 2. Looking south



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/06/2019

Site Number/Description: MON 11, (Lat/Long: 33.175747, -111.886054) at approximate milepost 171.06

Roadway easement adjacent to undeveloped land approximately 75 feet east of northbound I-10.

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 81 °F **Relative Humidity:** 25 % **Wind & Direction:** 1.3 mph/WSW **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



**I-10 Corridor Study:
 SR 202L (Santan) - SR 387**

**010-C(222)S
 F0252 01L and F0252 02L**

- Monitoring Location
- Mileposts
- Interstate



Source: ADOT & DNR (2007); USGS & NADIP Imagery (2007)

Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	5:15 PM	10 mins	60.4	72.2	83.9	---	---	---
2	5:26 PM	10 mins	58.5	71.6	79.9	---	---	---
3	5:36 PM	10 mins	58.1	71.4	79.3	---	---	---

NOTES:



Figure 1. Looking north



Figure 2. Looking south



4561 E McDowell Road
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 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/06/2019

Site Number/Description: MON 12, (Lat/Long: 33.139432, -111.857996) at approximate milepost 174.05

Roadway easement adjacent to undeveloped and farm land approximately 70 feet east of northbound I-10.

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 83 °F **Relative Humidity:** 22 % **Wind & Direction:** 3.8 mph/WNW **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



**I-10 Corridor Study:
 SR 202L (Santan) - SR 387**

**010-C(222)S
 F0252 01L and F0252 02L**

- Monitoring Location
- Mileposts
- Interstate



Source: ADOT, AZDOT (2007), 2002A MAP Imagery (2007)

Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	4:31 PM	10 mins	58.4	73.1	81.8	---	---	---
2	4:42 PM	10 mins	57.1	72.9	82.5	---	---	---
3	4:53 PM	10 mins	55.6	72.2	82.9	---	---	---

NOTES:



Figure 1. Looking east



Figure 2. Looking south



4561 E McDowell Road
 Phoenix, AZ 85008
 Tel: (602) 454-0402
 Fax: (602) 458-7465

ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/06/2019

Site Number/Description: MON 13, (Lat/Long: 33.130777, -111.852502) at approximate milepost 174.75

Roadway easement adjacent to undeveloped parcels approximately 70 feet west of southbound I-10.

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 84 °F **Relative Humidity:** 21 % **Wind & Direction:** 6 mph/WNW **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



**I-10 Corridor Study:
 SR 202L (Santan) - SR 387**

**010-C(222)S
 F0252 01L and F0252 02L**

- Monitoring Location
- Mileposts
- Interstate



Source: ADOIT & ITS (2007); ©2014 Mapbox Imagery (2007)

Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:13 PM	10 mins	54.0	68.5	81.1	---	---	---
2	2:23 PM	10 mins	53.3	69.4	86.4	---	---	---
3	2:34 PM	10 mins	50.6	67.5	81.1	---	---	---

NOTES:



Figure 1. Looking west



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/30/2019

Site Number/Description: MON 14, (Lat/Long: 33.120075, -111.840414) at approximate milepost 175.70

East side of the I-10/SR 587 traffic interchange approximately 180 feet east of the northbound I-10 on ramp.

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 62 °F **Relative Humidity:** 15 % **Wind & Direction:** 0 mph **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



**I-10 Corridor Study:
 SR 202L (Santan) - SR 387**

**010-C(222)S
 F0252 01L and F0252 02L**

- Monitoring Location
- Mileposts
- Interstate
- State Route



Source: ADOT & ITS (2007). ER24 MAP Imagery (2007).

Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	5:37 PM	10 mins	48.7	58.2	69.9	---	---	---
2	5:47 PM	10 mins	48.2	58.1	70.0	---	---	---
3	5:58 PM	10 mins	49.4	58.9	70.1	---	---	---

NOTES:



Figure 1. Looking north



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/06/2019

Site Number/Description: MON 15, (Lat/Long: 33.115359, -111.842711) at approximate milepost

West side of the I-10/SR 587 traffic interchange approximately 80 feet west of the southbound I-10 on ramp.

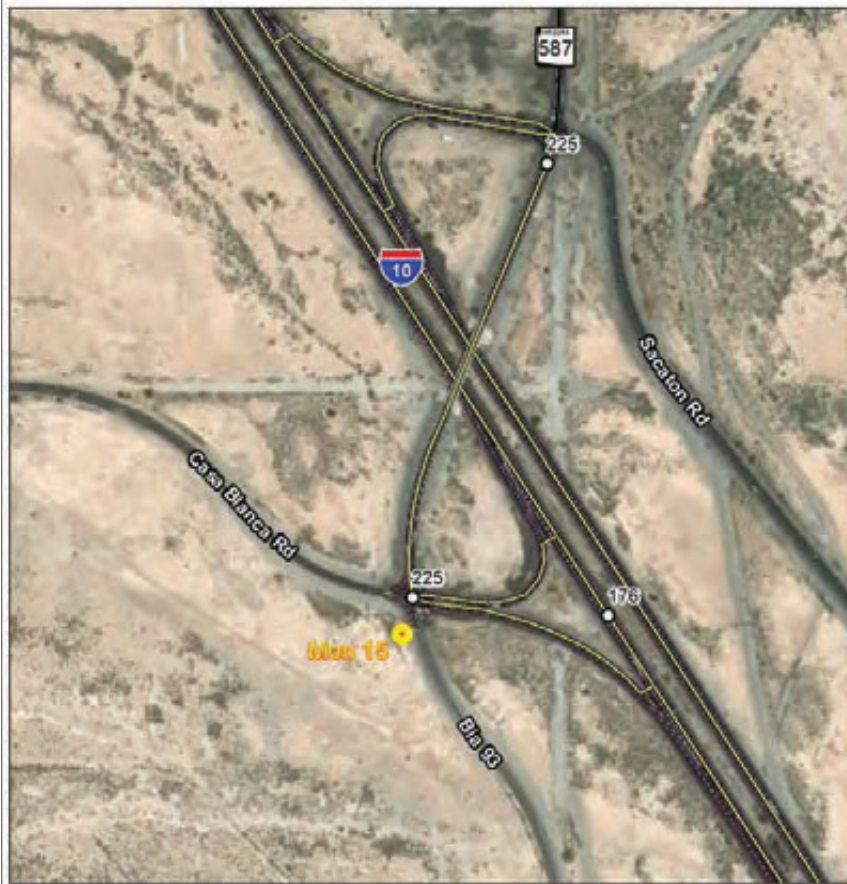
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 84 °F **Relative Humidity:** 22 % **Wind & Direction:** 6 mph/W **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



**I-10 Corridor Study:
 SR 202L (Santan) - SR 387**

**010-C(222)S
 F0252 01L and F0252 02L**

- Monitoring Location
- O Mileposts
- Interstate
- State Route



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:51 PM	10 mins	46.2	57.6	68.8	---	---	---
2	3:02 PM	10 mins	46.5	64.8	86.2	---	---	---
3	3:12 PM	10 mins	47.6	59.5	70.6	---	---	---

NOTES:



Figure 1. Looking east



Figure 2. Looking west



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 11/06/2019

Site Number/Description: MON 16, (Lat/Long: 33.095008, -111.824983) at approximate milepost 177.78

Roadway easement adjacent to undeveloped and farm land approximately 80 feet west of southbound I-10.

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 84 °F **Relative Humidity:** 22 % **Wind & Direction:** 7.2 mph/W **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	3:32 PM	10 mins	57.2	72.3	80.4	---	---	---
2	3:42 PM	10 mins	59.9	72.5	82.2	---	---	---
3	3:53 PM	10 mins	56.8	72.6	84.7	---	---	---

NOTES:



Figure 1. Looking west



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/30/2019

Site Number/Description: MON 17, (Lat/Long: 33.072523, -111.806472) at approximate milepost 179.55

Roadway easement adjacent to undeveloped and farm land approximately 70 feet east of northbound I-10.

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 66 °F **Relative Humidity:** 5 % **Wind & Direction:** 4 mph/NNE **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

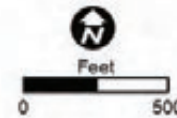
Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



**I-10 Corridor Study:
 SR 202L (Santan) - SR 387**

**010-C(222)S
 F0252 01L and F0252 02L**

- Monitoring Location
- Mileposts
- Interstate



Source: ADOT & I-10 (2007); 67026 MAP Imagery (2007)

Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	4:15 PM	10 mins	54.6	70.6	77.8	---	---	---
2	4:25 PM	10 mins	56.1	70.7	79.3	---	---	---
3	4:36 PM	10 mins	60.8	70.6	78.9	---	---	---

NOTES:



Figure 1. Looking north



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/30/2019

Site Number/Description: MON 18, (Lat/Long: 33.052387, -111.791009) at approximate milepost 181.23

Undeveloped parcel approximately 60 feet east of northbound I-10

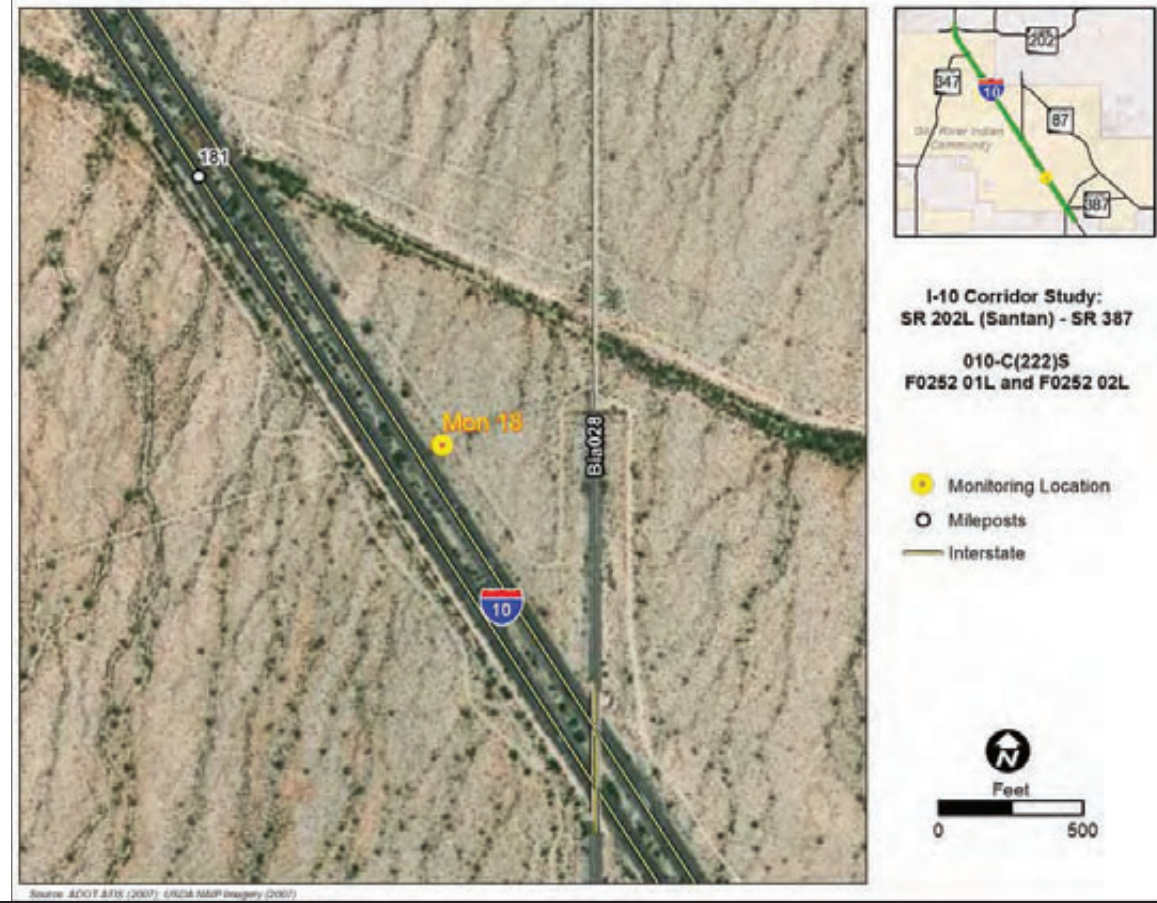
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 66 °F **Relative Humidity:** 4 % **Wind & Direction:** 10 mph/NW **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	3:32 PM	10 mins	59.5	71.6	83.7	---	---	---
2	3:43 PM	10 mins	57.7	72.4	83.6	---	---	---
3	3:53 PM	10 mins	58.6	72.0	79.4	---	---	---

NOTES:



Figure 1. Looking west



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/30/2019

Site Number/Description: MON 19, (Lat/Long: 33.041955, -111.784835) at approximate milepost 182.02

Sacaton southbound rest area approximately 250 feet west of southbound I-10

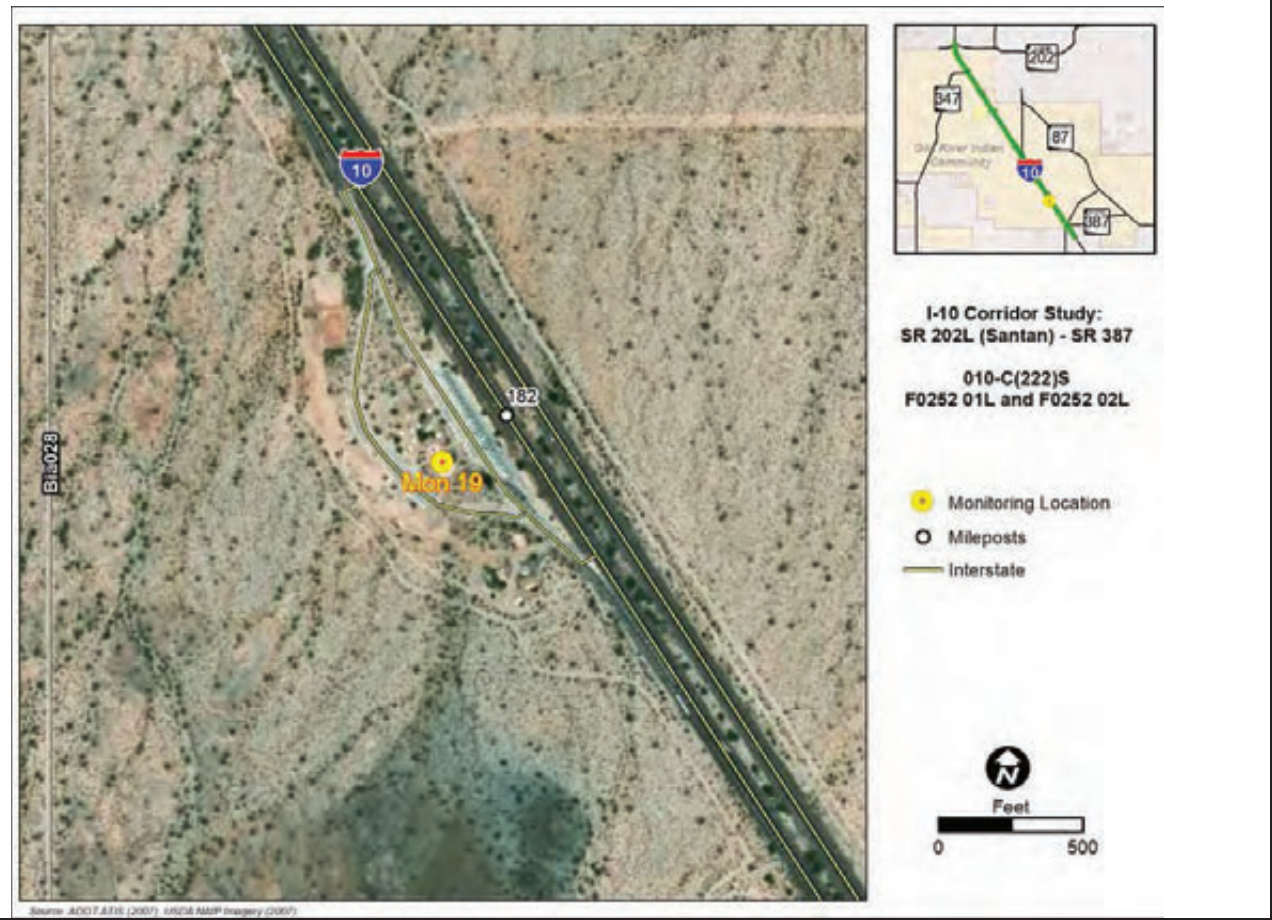
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 67 °F **Relative Humidity:** 5 % **Wind & Direction:** 8 mph/NNW **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:01 PM	10 mins	56.8	66.2	77.4	---	---	---
2	2:11 PM	10 mins	57.9	66.4	74.0	---	---	---
3	2:22 PM	10 mins	57.1	65.5	74.4	---	---	---

NOTES:



Figure 1. Looking east



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/30/2019

Site Number/Description: MON 20, (Lat/Long: 33.028044, -111.77155) at approximate milepost 183.20

Sacaton northbound rest area approximately 225 feet east of northbound I-10

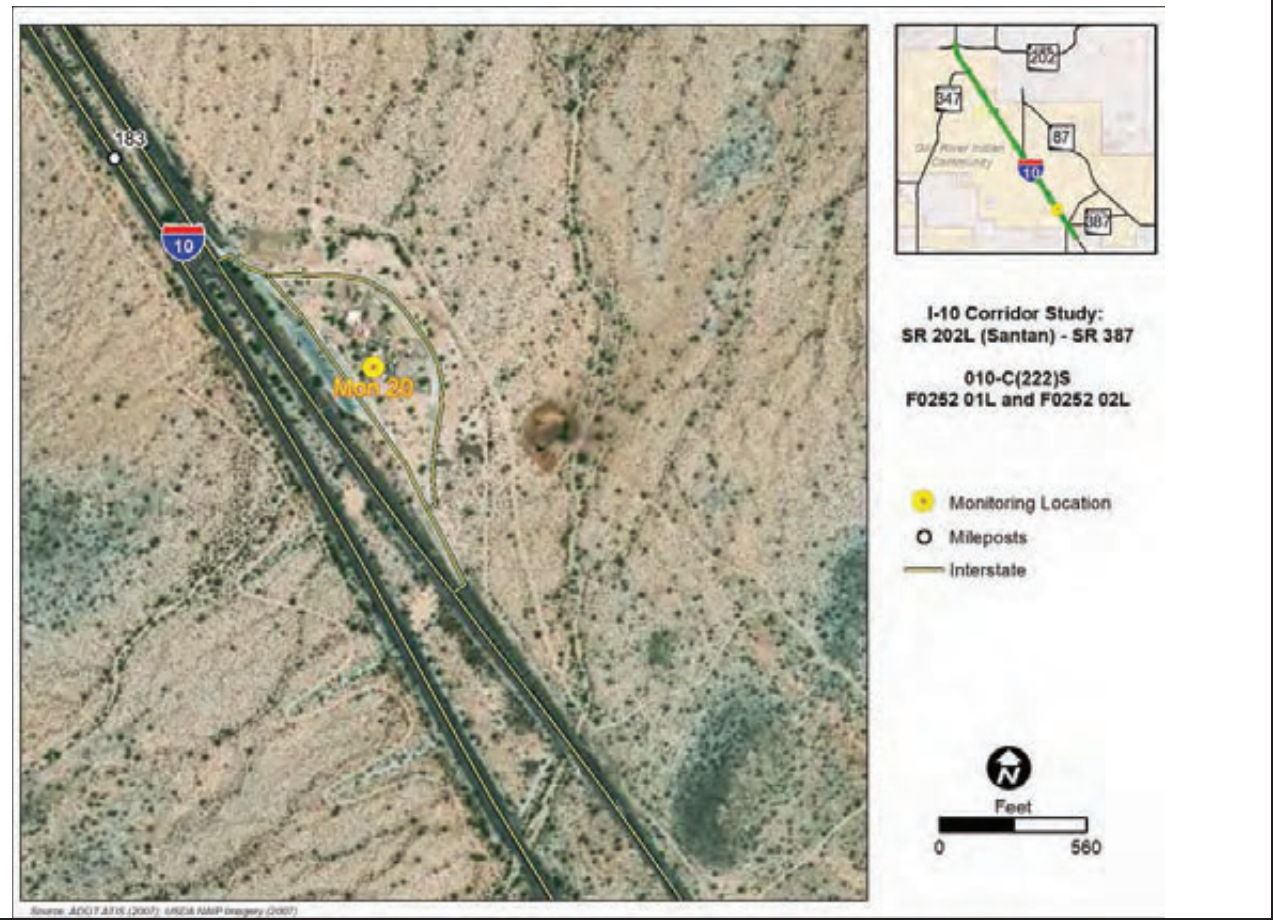
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 66 °F **Relative Humidity:** 4 % **Wind & Direction:** 8 mph/NNW **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:48 PM	10 mins	57.5	64.6	75.7	---	---	---
2	2:58 PM	10 mins	56.4	64.8	75.4	---	---	---
3	3:09 PM	10 mins	53.8	62.0	71.7	---	---	---

NOTES:



Figure 1. Looking north



Figure 2. Looking east



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/24/2019

Site Number/Description: MON 21, (Lat/Long: 33.005213, -111.752032) at approximate milepost 185.25

Northwest of the I-10/SR 387 traffic interchange approximately 130 feet north of the northbound I-10 on ramp

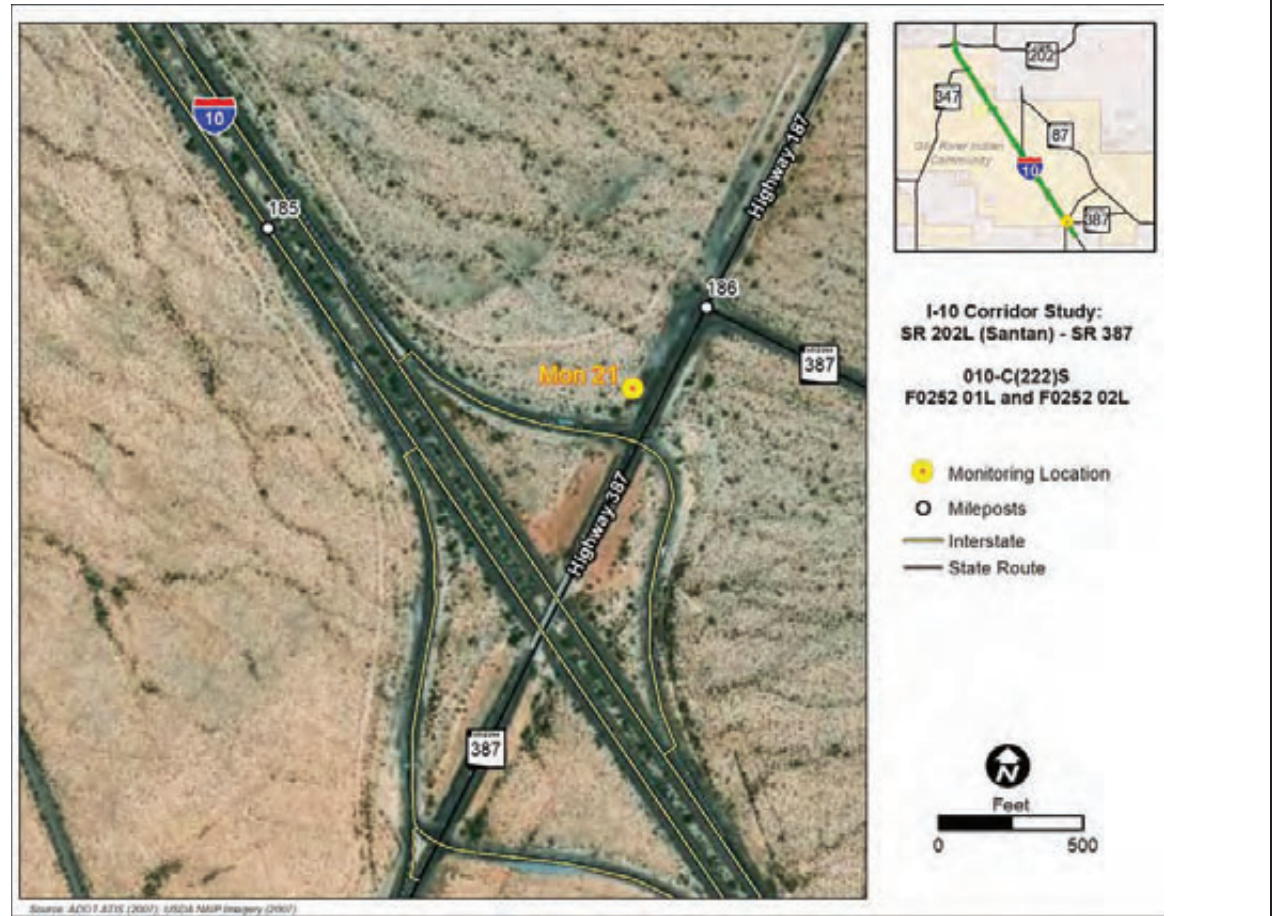
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 82 °F **Relative Humidity:** 1 % **Wind & Direction:** 2.3 mph/E **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	4:14 PM	10 mins	57.1	63.6	71.5	---	---	---
2	4:24 PM	10 mins	56.8	67.0	80.7	---	---	---
3	4:34 PM	10 mins	56.1	66.0	81.1	---	---	---

NOTES:



Figure 1. Looking east



Figure 2. Looking west



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/24/2019

Site Number/Description: MON 22, (Lat/Long: 32.987843, -111.739508) at approximate milepost 186.55

Future residential development approximately 260 feet east of northbound I-10.

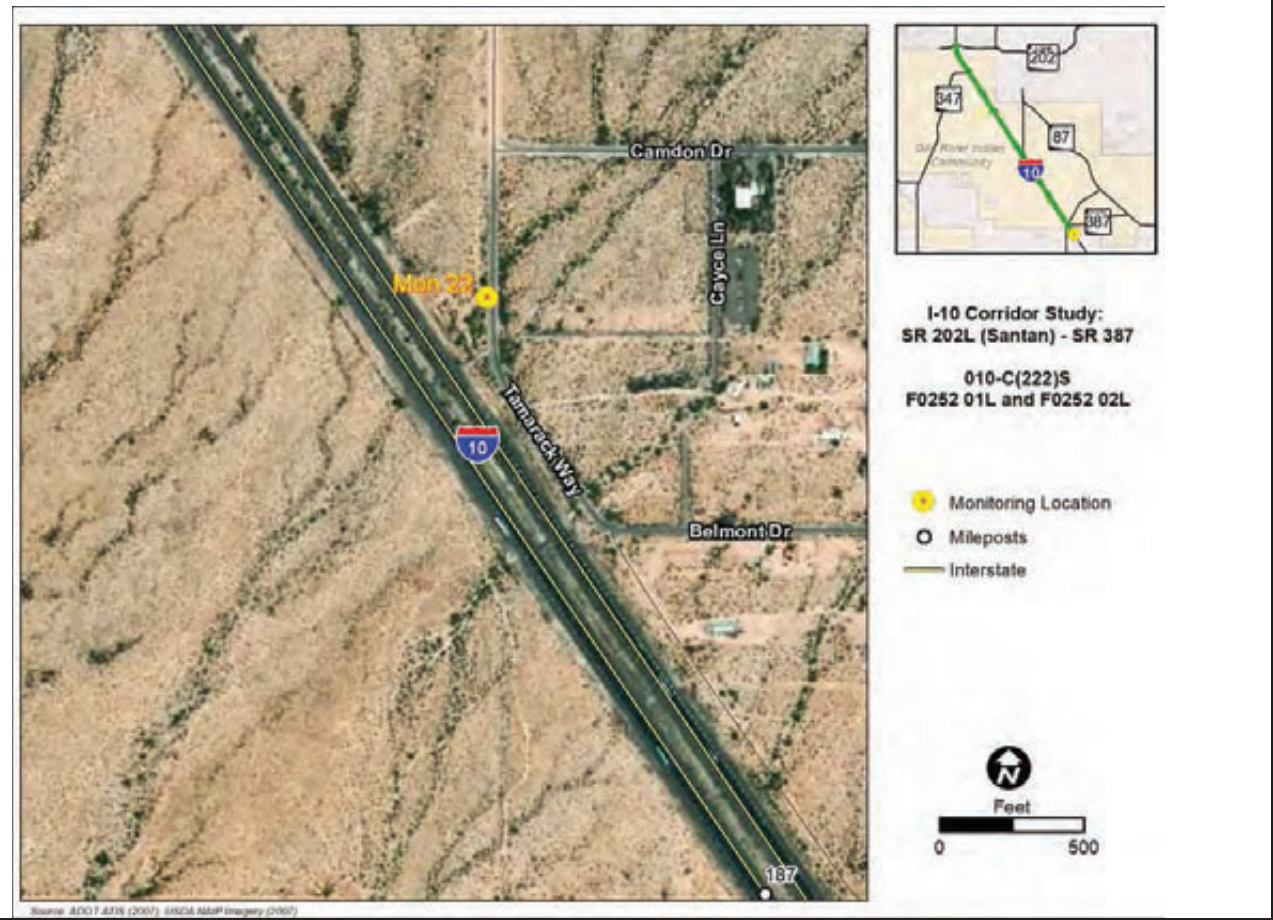
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 80 °F **Relative Humidity:** 1 % **Wind & Direction:** 1.1 mph/E **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	4:58 PM	10 mins	52.8	63.3	69.5	---	---	---
2	5:08 PM	10 mins	57.3	63.3	70.3	---	---	---
3	5:18 PM	10 mins	54.5	63.8	68.9	---	---	---

NOTES:



Figure 1. Looking north



Figure 2. Looking west



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 Date: 10/24/2019

Site Number/Description: MON 23, (Lat/Long: 32.981864, -111.737169) at approximate milepost 187.01
At the intersection of Ghost Ranch Rd and Cayce Ln surrounded by residential and undeveloped parcels approximately 220 feet west of southbound I-10

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 84 °F Relative Humidity: 11 % Wind & Direction: 10 mph/NW Sky: Clear

SLM Make/Model: LDL 824 Calibration Make/Model: LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75
 Observed Speed (mph): 65-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	3:27 PM	10 mins	59.2	67.6	82.9	---	---	---
2	3:37 PM	10 mins	58.5	66.0	74.4	---	---	---
3	3:48 PM	10 mins	56.8	65.3	71.2	---	---	---

NOTES: Barking dogs from a nearby fenced yard during the first minute of sample 1.



Figure 1. Looking west



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/24/2019

Site Number/Description: MON 24, (Lat/Long: 32.979219, -111.736738) at approximate milepost 187.23
The end of Mustang Lane surrounded by residential and undeveloped parcels approximately 712 feet west of southbound I-10

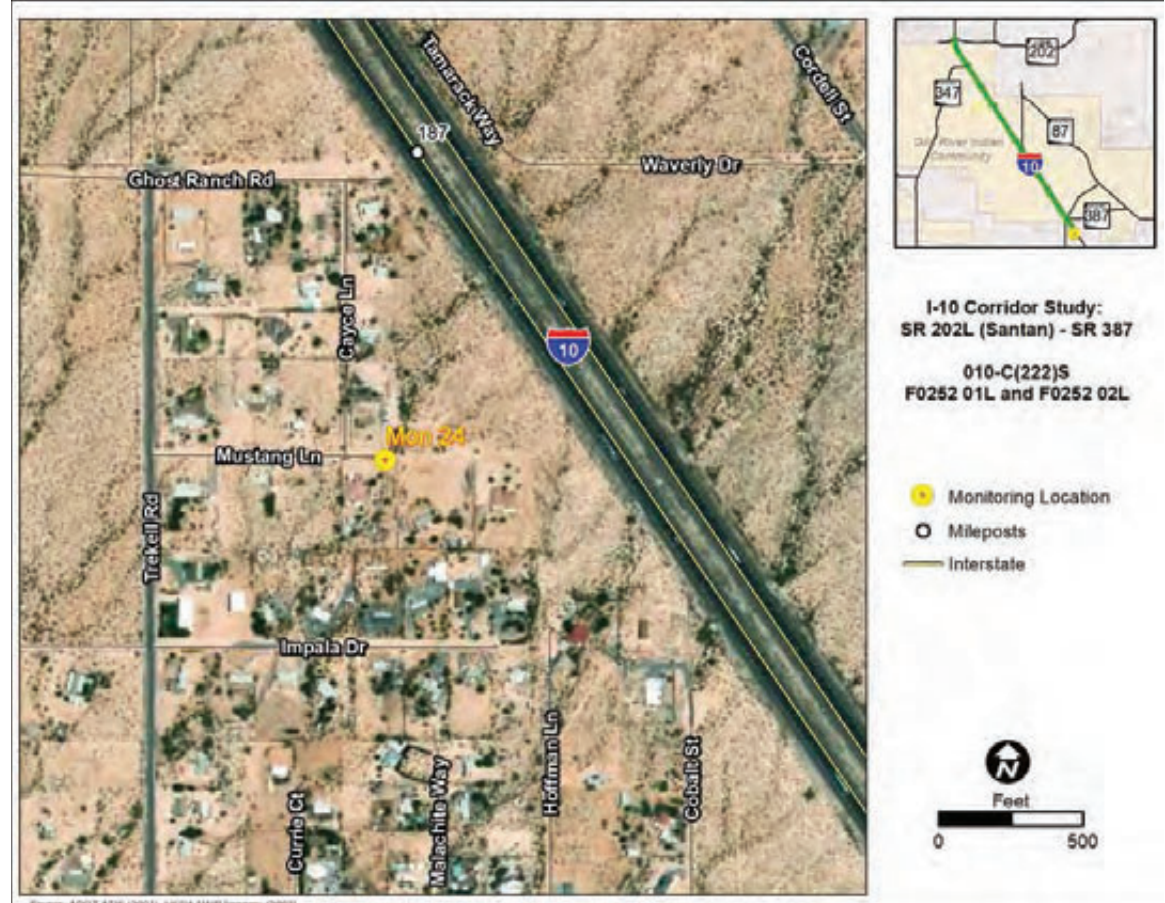
Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 84 °F **Relative Humidity:** 11 % **Wind & Direction:** 10 mph/NW **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:45 PM	10 mins	53.4	64.3	81.1	---	---	---
2	2:55 PM	10 mins	53.3	69.5	84.5	---	---	---
3	3:07 PM	10 mins	52.0	61.1	74.0	---	---	---

NOTES: Barking dogs from a nearby fenced yard during the first two minutes of sample 1. Paused during sample 2 due to continued barking. Resident came out and began talking to us during the end of sample 1 and beginning of sample 2.



Figure 1. Looking east



Figure 2. Looking south



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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: 010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387 **Date:** 10/24/2019

Site Number/Description: MON 25, (Lat/Long: 32.974656, -111.732865) at approximate milepost 187.61
The intersection of Hopi Dr and Bianco Rd surrounded by residential and undeveloped parcels approximately 675 feet west of southbound I-10

Prepared by/Crew: Scott Solliday, Homaira Parveen, David Shu

Temperature: 84 °F **Relative Humidity:** 11 % **Wind & Direction:** 8.9 mph/NW **Sky:** Clear

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration:

Posted Speed Limit (mph): 75 **Observed Speed (mph):** 65-80



Sample	Time		Sound Level, dBA			Traffic Count		
	Start	Duration	L _{MIN}	L _{EQ}	L _{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	2:03 PM	10 mins	50.6	53.7	78.6	---	---	---
2	2:13 PM	10 mins	48.8	58.1	63.0	---	---	---
3	2:24 PM	10 mins	51.4	58.8	67.0	---	---	---

NOTES: Barking dogs from a nearby fenced yard during the first two minutes of sample 1



Figure 1. Looking east



Figure 2. Looking south

Appendix C. Future Traffic Volumes

010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387
2040 No Build Condition

GIS Link ID	Segment	24H FLOW	24H MED	24H HEA	TNM Modeled 10% ADT		
					Car	Med Truck	Heavy Truck
9061	I-10 EB ML2 between Chandler Blvd and 202L	50,689	5,060	5,059	4,057	506	506
9070	I-10 EB ML1 between Chandler Blvd and 202L	9,705	402	102	920	40	10
9077	I-10 EB HOV to SR 202L EB	9,705	402	102	920	40	10
9064	I-10 WB ML2 between Chandler Blvd and 202L	51,999	5,351	5,260	4,139	535	526
9071	I-10 WB ML1 between Chandler Blvd and 202L	6,371	198	46	613	20	5
9076	202L WB HOV to I-10 WB	6,371	198	46	613	20	5
9021	I-10 EB OffRamp to EB 202L	36,409	2,630	574	3,321	263	57
9062	I-10 EB OffRamp to WB 202L	17,371	1,247	345	1,578	125	34
9058	I-10 EB OnRamp from Chandler	5,719	131	65	552	13	7
9065	EB 202L to I-10 WB OnRamp	15,776	864	196	1,472	86	20
5149	WB 202L to I-10 WB OnRamp	40,644	2,865	692	3,709	287	69
9063	I-10 WB OffRamp to Chandler	5,834	165	93	558	17	9
9037	I-10 EB OffRamp to Chandler	11,482	733	470	1,028	73	47
32214	I-10 WB OnRamp from Chandler	12,844	1,091	731	1,102	109	73
5159	I-10 WB ramp to 202L WB	12,592	3,240	2,494	686	324	249
5158	I-10 WB ramp to 202L EB	8,698	980	856	686	98	86
5419	I-10 WB ML2 north of Wild Horse Pass	79,124	9,736	8,703	6,068	974	870
5216	I-10 WB ML1 north of Wild Horse Pass	-	-	-	-	-	-
5367	Wild Horse Pass WB On-Ramp	16,238	883	309	1,505	88	31
5452	Wild Horse Pass WB Off-Ramp	5,994	386	268	534	39	27
5455	I-10 WB ML2 between WHP and QCR	68,880	9,239	8,662	5,098	924	866
5377	I-10 WB ML1 between WHP and QCR	-	-	-	-	-	-
32211	Queen Creek Rd WB On-Ramp	12,454	529	198	1,173	53	20
5425	Queen Creek Rd WB Off-Ramp	2,047	60	71	192	6	7
12024	I-10 WB ML2 between QCR and RR	58,472	8,770	8,535	4,117	877	854
12022	I-10 WB ML1 between QCR and RR	-	-	-	-	-	-
12054	Riggs Rd WB On-Ramp	9,807	1,025	215	857	102	22
12080	Riggs Rd WB Off-Ramp	906	32	21	85	3	2
28734	I-10 WB between RR and SR 587	49,571	7,777	8,341	3,345	778	834
30638	SR 587 WB On-Ramp	2,954	286	88	258	29	9
30640	SR 587 WB Off-Ramp	6,325	689	700	494	69	70
30632	I-10 WB between SR 587 and SFR	52,943	8,180	8,952	3,581	818	895
31965	Seed Farm Rd WB On-Ramp	460	72	26	36	7	3
31981	Seed Farm Rd WB Off-Ramp	1,206	54	36	112	5	4
28796	I-10 WB between SFR and SR 387	53,689	8,162	8,962	3,656	816	896
30261	SR 387 WB On-Ramp	10,458	1,677	474	831	168	47
30264	SR 387 WB Off-Ramp	3,399	332	161	291	33	16
46007	I-10 WB south of SR 387	46,629	6,817	8,649	3,116	682	865
32183	202L WB ramp to I-10 EB	11,133	943	805	939	94	81
5160	202L EB ramp to I-10 EB	16,169	3,635	5,133	740	364	513
5420	I-10 EB ML2 north of Wild Horse Pass	83,711	9,769	11,062	6,288	977	1,106
5214	I-10 EB ML1 north of Wild Horse Pass	-	-	-	-	-	-
5368	Wild Horse Pass EB Off-Ramp	20,888	1,204	393	1,929	120	39
5467	Wild Horse Pass EB On-Ramp	5,797	279	238	528	28	24
5454	I-10 EB ML2 between WHP and QCR	68,620	8,844	10,907	4,887	884	1,091
5378	I-10 EB ML1 between WHP and QCR	-	-	-	-	-	-
5372	Queen Creek Rd EB Off-Ramp	12,639	481	168	1,199	48	17
5424	Queen Creek Rd EB On-Ramp	2,282	98	83	210	10	8
12025	I-10 EB ML2 between QCR and RR	58,264	8,461	10,822	3,898	846	1,082
12026	I-10 EB ML1 between QCR and RR	-	-	-	-	-	-
12062	Riggs Rd EB Off-Ramp	8,158	956	176	703	96	18
12057	Riggs Rd EB On-Ramp	398	26	13	36	3	1
28738	I-10 EB between RR and SR 587	50,503	7,731	10,659	3,211	773	1,066
30647	SR 587 EB Off-Ramp	2,841	247	82	251	25	8
30645	SR 587 EB On-Ramp	6,938	644	734	556	64	73
30627	I-10 EB between SR 587 and SFR	54,601	8,128	11,311	3,516	813	1,131
31969	Seed Farm Rd EB Off-Ramp	858	179	46	63	18	5
31977	Seed Farm Rd EB On-Ramp	635	5	7	62	0	1
28799	I-10 EB between SFR and SR 387	54,377	7,954	11,272	3,515	795	1,127
30258	SR 387 EB Off-Ramp	9,822	1,373	339	811	137	34
30270	SR 387 EB On-Ramp	2,999	243	172	258	24	17
30166	I-10 EB south of SR 387	47,555	6,825	11,105	2,962	682	1,111

Daily Traffic Volumes in 2040 design year are derived from MAG approved Traffic Demand Model

010-C(222)S; F0252 01L and F0252 02L
I-10 Corridor Study: SR 202L (Santan) – SR 387
2040 Build Condition

GIS Link ID	Segment	24H FLOW	24H MED	24H HEA	TNM Modeled 10% ADT		
					Car	Med Truck	Heavy Truck
9061	I-10 EB ML2 between Chandler Blvd and 202L	43,650	4,639	3,814	3,520	464	381
9070	I-10 EB ML1 between Chandler Blvd and 202L	17,836	1,229	1,368	1,524	123	137
9077	I-10 EB HOV to SR 202L EB	5,678	180	45	545	18	5
9064	I-10 WB ML2 between Chandler Blvd and 202L	44,642	4,906	4,028	3,571	491	403
9071	I-10 WB ML1 between Chandler Blvd and 202L	17,018	1,167	1,381	1,447	117	138
9076	202L WB HOV to I-10 WB	4,199	76	19	410	8	2
9021	I-10 EB OffRamp to EB 202L	38,810	2,792	619	3,540	279	62
9062	I-10 EB OffRamp to WB 202L	16,567	1,194	1,024	1,435	119	102
9058	I-10 EB OnRamp from Chandler	6,151	144	64	594	14	6
9065	EB 202L to I-10 WB OnRamp	15,519	799	182	1,454	80	18
5149	WB 202L to I-10 WB OnRamp	40,390	2,880	719	3,679	288	72
9063	I-10 WB OffRamp to Chandler	6,237	173	87	598	17	9
9037	I-10 EB OffRamp to Chandler	11,234	747	462	1,003	75	46
32214	I-10 WB OnRamp from Chandler	12,604	1,088	741	1,078	109	74
5159	I-10 WB ramp to 202L WB	14,769	3,777	2,553	844	378	255
5158	I-10 WB ramp to 202L EB	10,787	1,250	971	857	125	97
5419	I-10 WB ML2 north of Wild Horse Pass	76,436	10,106	7,640	5,869	1,011	764
5216	I-10 WB ML1 north of Wild Horse Pass	12,819	1,091	1,363	1,037	109	136
5367	Wild Horse Pass WB On-Ramp	16,038	944	315	1,478	94	31
5452	Wild Horse Pass WB Off-Ramp	6,476	412	283	578	41	28
5455	I-10 WB ML2 between WHP and QCR	63,716	9,294	7,339	4,708	929	734
5377	I-10 WB ML1 between WHP and QCR	15,976	1,371	1,631	1,297	137	163
32211	Queen Creek Rd WB On-Ramp	11,972	530	187	1,125	53	19
5425	Queen Creek Rd WB Off-Ramp	2,708	79	186	244	8	19
12024	I-10 WB ML2 between QCR and RR	55,905	8,877	7,258	3,977	888	726
12022	I-10 WB ML1 between QCR and RR	14,524	1,337	1,605	1,158	134	160
12054	Riggs Rd WB On-Ramp	12,652	1,232	289	1,113	123	29
12080	Riggs Rd WB Off-Ramp	1,058	58	39	96	6	4
28734	I-10 WB between RR and SR 587	58,835	9,040	8,612	4,118	904	861
30638	SR 587 WB On-Ramp	3,075	234	73	277	23	7
30640	SR 587 WB Off-Ramp	6,823	856	757	521	86	76
30632	I-10 WB between SR 587 and SFR	62,583	9,662	9,296	4,362	966	930
31965	Seed Farm Rd WB On-Ramp	275	37	7	23	4	1
31981	Seed Farm Rd WB Off-Ramp	728	10	6	71	1	1
28796	I-10 WB between SFR and SR 387	63,036	9,635	9,296	4,411	963	930
30261	SR 387 WB On-Ramp	12,760	2,129	557	1,007	213	56
30264	SR 387 WB Off-Ramp	2,530	167	73	229	17	7
46007	I-10 WB south of SR 387	52,805	7,673	8,812	3,632	767	881
32183	202L WB ramp to I-10 EB	12,809	1,193	939	1,068	119	94
5160	202L EB ramp to I-10 EB	18,781	4,347	5,354	908	435	535
5420	I-10 EB ML2 north of Wild Horse Pass	81,390	10,323	10,172	6,090	1,032	1,017
5214	I-10 EB ML1 north of Wild Horse Pass	12,158	1,049	1,322	979	105	132
5368	Wild Horse Pass EB Off-Ramp	20,665	1,249	386	1,903	125	39
5467	Wild Horse Pass EB On-Ramp	6,327	329	240	576	33	24
5454	I-10 EB ML2 between WHP and QCR	64,044	9,073	9,416	4,555	907	942
5378	I-10 EB ML1 between WHP and QCR	15,166	1,379	1,932	1,185	138	193
5372	Queen Creek Rd EB Off-Ramp	12,079	421	148	1,151	42	15
5424	Queen Creek Rd EB On-Ramp	2,765	84	82	260	8	8
12025	I-10 EB ML2 between QCR and RR	56,347	8,788	9,412	3,815	879	941
12026	I-10 EB ML1 between QCR and RR	13,550	1,328	1,870	1,035	133	187
12062	Riggs Rd EB Off-Ramp	10,337	1,127	228	898	113	23
12057	Riggs Rd EB On-Ramp	728	39	38	65	4	4
28738	I-10 EB between RR and SR 587	60,288	9,028	11,092	4,017	903	1,109
30647	SR 587 EB Off-Ramp	2,850	191	56	260	19	6
30645	SR 587 EB On-Ramp	7,038	776	737	553	78	74
30627	I-10 EB between SR 587 and SFR	64,475	9,613	11,772	4,309	961	1,177
31969	Seed Farm Rd EB Off-Ramp	712	145	31	54	14	3
31977	Seed Farm Rd EB On-Ramp	625	10	9	61	1	1
28799	I-10 EB between SFR and SR 387	64,388	9,477	11,747	4,316	948	1,175
30258	SR 387 EB Off-Ramp	13,030	1,981	483	1,057	198	48
30270	SR 387 EB On-Ramp	2,183	142	69	197	14	7
30166	I-10 EB south of SR 387	53,541	7,639	11,333	3,457	764	1,133

Daily Traffic Volumes in 2040 design year are derived from MAG approved Traffic Demand Model

Appendix D. Predicted Noise Levels

NOISE ANALYSIS RESULTS (PRELIMINARY)
I-10 Corridor Study: SR 202L (Santa) - SR387; F0252 01L and F0252 02L

ID	Description	# Dwell Units	NAC Category	Monitored	Noise Level (Leq), dBA				Mitigation Considerations
					2040		2040 Build		
					No Build	Unmitigated	Mitigated	Insertion Loss	
Section 1 - Chandler Blvd to SR 202L									
E1_1/MON 1	hotel	20	E	62	66	67			Noise level less than NAC Category E threshold
E1_2A	hotel	No outdoor use - façade	E		66	66			
E1_2B	hotel	No outdoor use - façade	E		67	67			
E1_3A	hotel	No outdoor use - façade	E		69	70			
E1_3B	hotel	No outdoor use - façade	E		77	77			
E2_1	senior living community	20	C		59	59			
E2_2A	senior living community	No outdoor use - façade	C		69	70			
E2_2B	senior living community	No outdoor use - façade	C		72	72			
E2_3A	senior living community	No outdoor use - façade	C		70	70			
E2_3B	senior living community	No outdoor use - façade	C		73	73			
E2_4A	apartment	No outdoor use - façade	B		69	70			
E2_4B	apartment	No outdoor use - façade	B		72	72			
E3_1/MON 2	apartment pool	40	B	63	55	55			
E3_2A	apartment	No outdoor use - façade	B		67	68			
E3_2B	apartment	No outdoor use - façade	B		70	71			
E3_3/MON 2_1	apartment tennis court	2	B	60	68	69			
E3_4A	apartment	No outdoor use - façade	B		62	62			
E3_4B	apartment	No outdoor use - façade	B		64	65			
E4_1	apartment pool	40	B		58	59			
E4_2A	apartment	No outdoor use - façade	B		67	67			
E4_2B	apartment	No outdoor use - façade	B		69	69			
E4_3A	apartment	No outdoor use - façade	B		65	66			
E4_3B	apartment	No outdoor use - façade	B		67	68			
E5_1	apartment pool	20	B		52	52			
E5_2A	apartment	No outdoor use - façade	B		64	65			
E5_2B	apartment	No outdoor use - façade	B		65	66			
E5_3A	apartment	No outdoor use - façade	B		62	63			
E5_3B	apartment	No outdoor use - façade	B		64	64			
E5_4A	apartment	No outdoor use - façade	B		60	60			
E5_4B	apartment	No outdoor use - façade	B		60	61			
W1_1	hotel pool	20	E		58	58			
W1_2A	hotel	No outdoor use - façade	E		69	69			
W1_2B	hotel	No outdoor use - façade	E		69	69			
W2_1	hotel pool	20	E		68	68			
W2_2A	hotel	No outdoor use - façade	E		67	67			
W2_2B	hotel	No outdoor use - façade	E		68	68			
W3_1	hotel pool	20	E		67	67			
W3_2A	hotel	No outdoor use - façade	E		66	66			
W3_2B	hotel	No outdoor use - façade	E		66	66			
W4_1/MON 3	temple	No outdoor use - façade	D	57	67	67(47)			No outdoor use, indoor noise level less than 51 dBA, no noise mitigation is considered
W4_2	temple	No outdoor use - façade	D		67	67(47)			
W5	industrial	1	F		64	64			
W6	industrial	1	F		66	66			No noise level threshold for NAC Category F
Section 2 - SR 202L to SR 587									
E6	Pecos Park	4	C		68	68			
E7/MON 4	Pecos Park	4	C	60	70	70			S2_Barrier1 NOT Recommended
E8	Pecos Park	4	C		70	69			

NOISE ANALYSIS RESULTS (PRELIMINARY)
I-10 Corridor Study: SR 202L (Santa) - SR387; F0252 01L and F0252 02L

ID	Description	# Dwell Units	NAC Category	Monitored	Noise Level (Leq), dBA					Mitigation Considerations
					2040		2040 Build			
					No Build	Unmitigated	Mitigated	Insertion Loss		
E9	retail	1	F		70	70				
E10	retail	1	F		68	68				
E11	retail	1	F		66	66				
E12	undeveloped land	1	G		71	72				
E13	undeveloped land	1	G		65	65				
E13A/Mon 5	undeveloped land	1	G	63	73	73				
E14	Wild Horse Pass Motorsports Park	1	E		68	69				
E15	Wild Horse Pass Motorsports Park	1	E		70	70				
E16	Wild Horse Pass Motorsports Park	1	E		69	69				
E17	Wild Horse Pass Motorsports Park	1	E		69	70				
E18	Wild Horse Pass Motorsports Park	1	E		69	69				
E19	Wild Horse Pass Motorsports Park	1	E		69	70				
E20	Wild Horse Pass Motorsports Park	1	E		69	70				
E21	undeveloped land	1	G		70	70				
E22	undeveloped land	1	G		70	70				
E23	undeveloped land	1	G		69	69				
E23A/Mon 8	undeveloped land	1	G	67	73	74				
E24	undeveloped land	1	G		61	62				
E25	undeveloped land	1	G		65	65				
E26	undeveloped land	1	G		70	71				
E27	undeveloped land	1	G		70	71				
E28	undeveloped land	1	G		70	71				
E29	undeveloped land	1	G		70	70				
E30	undeveloped land	1	G		69	70				
E31	undeveloped land	1	G		69	69				
E32	undeveloped land	1	G		70	70				
E33	undeveloped land	1	G		69	70				
E34	undeveloped land	1	G		69	70				
E35	undeveloped land	1	G		69	69				
E36	undeveloped land	1	G		69	70				
E37	undeveloped land	1	G		69	70				
E38	undeveloped land	1	G		70	70				
E39	undeveloped land	1	G		67	68				
E40	undeveloped land	1	G		65	66				
E41	undeveloped land	1	G		70	70				
E42	undeveloped land	1	G		71	72				
E43	undeveloped land	1	G		71	71				
E44	undeveloped land	1	G		71	71				
E45	undeveloped land	1	G		71	71				
E46	undeveloped land	1	G		71	71				
E47	undeveloped land	1	G		71	71				
E48	undeveloped land	1	G		71	71				
E49	undeveloped land	1	G		71	71				
E50	undeveloped land	1	G		71	72				
E51	undeveloped land	1	G		71	71				
E52	undeveloped land	1	G		71	71				
E52A/Mon 10	undeveloped land	1	G	62	72	72				
E53	undeveloped land	1	G		71	71				

No noise level threshold for NAC Category F & G

Noise level less than NAC Category E threshold

No noise level threshold for NAC Category G

NOISE ANALYSIS RESULTS (PRELIMINARY)
I-10 Corridor Study: SR 202L (Santa) - SR387; F0252 01L and F0252 02L

ID	Description	# Dwell Units	NAC Category	Monitored	Noise Level (Leq), dBA			Insertion Loss	Mitigation Considerations
					2040 No Build	2040 Build	2040 Build		
E54	undeveloped land	1	G		71	71			
E55	undeveloped land	1	G		71	71			
E56	undeveloped land	1	G		71	71			
E57	undeveloped land	1	G		71	71			
E58	undeveloped land	1	G		71	71			
E59	undeveloped land	1	G		71	71			
E60	undeveloped land	1	G		71	72			
E61	undeveloped land	1	G		72	72			
E62	undeveloped land	1	G		71	71			
E64	undeveloped land	1	G		71	71			
E65	undeveloped land	1	G		73	73			
E66	undeveloped land	1	G		71	71			
E67	undeveloped land	1	G		71	71			
E68	undeveloped land	1	G		71	71			
E69	undeveloped land	1	G		73	73			
E70	undeveloped land	1	G		72	72			
E71	undeveloped land	1	G		71	72			
E72	undeveloped land	1	G		70	71			
E73	undeveloped land	1	G		71	72			
E74	undeveloped land	1	G		73	73			
E75	undeveloped land	1	G		72	72			
E76	undeveloped land	1	G		72	72			
E77	undeveloped land	1	G		71	71			
E78	undeveloped land	1	G		71	71			
E79	undeveloped land	1	G		71	71			
E80	undeveloped land	1	G		71	72			
E80A/Mon 13	undeveloped land	1	G	69	83	83			
E81	undeveloped land	1	G		72	73			
E82	undeveloped land	1	G		73	73			
E83	undeveloped land	1	G		71	71			
E84	undeveloped land	1	G		71	71			
W7	industrial	1	F		74	74			
W8	industrial	1	F		75	75			
W9	industrial	1	F		74	74			
W10	industrial	1	F		71	72			
W11	industrial	1	F		75	75			
W12	industrial	1	F		71	72			
W13	industrial	1	F		75	75			
W14	undeveloped land	1	G		71	71			
W15	undeveloped land	1	G		68	69			
W16	hotel	1	E		67	67			
W16A/Mon 6	undeveloped land	1	G	64	66	66		Noise level less than Category E threshold	
W17	undeveloped land	1	G		70	70		No noise level threshold for NAC Category G	
W18	office	1	E		68	69		Noise level less than Category E threshold	
W19	RV park	6	C		74	75	68		
W19A/Mon 7	undeveloped land	1	G	77	82	82	7		
W20	RV park	8	C		74	75	68		
W21	RV park	5	C		70	71	66		

No noise level threshold for NAC Category G

No noise level threshold for NAC Category F & G

Noise level less than Category E threshold

No noise level threshold for NAC Category G

Noise level less than Category E threshold

S2_Barrier2 Recommended

NOISE ANALYSIS RESULTS (PRELIMINARY)
I-10 Corridor Study: SR 202L (Santa) - SR387; F0252 01L and F0252 02L

ID	Description	# Dwell Units	NAC Category	Monitored	Noise Level (Leq), dBA			Insertion Loss	Mitigation Considerations
					2040	2040 Build			
					No Build	Unmitigated	Mitigated		
W22	undeveloped land	1	G		70	71			
W23	undeveloped land	1	G		70	70			
W24	undeveloped land	1	G		70	70			
W25	undeveloped land	1	G		70	71			
W26	undeveloped land	1	G		70	71			
W27	undeveloped land	1	G		70	71			
W28	undeveloped land	1	G		71	71			
W29	undeveloped land	1	G		66	66			
W30	undeveloped land	1	G		62	62			
W31	undeveloped land	1	G		69	70			
W32	undeveloped land	1	G		71	71			
W33	undeveloped land	1	G		71	71			
W34	undeveloped land	1	G		71	71			
W35	undeveloped land	1	G		70	70			
W36	undeveloped land	1	G		70	70			
W37	undeveloped land	1	G		70	71			
W38	undeveloped land	1	G		70	71			
W39	undeveloped land	1	G		69	70			
W40	undeveloped land	1	G		69	70			
W41	undeveloped land	1	G		69	70			
W42	undeveloped land	1	G		70	70			
W43	undeveloped land	1	G		70	70			
W44	undeveloped land	1	G		70	71			
W45	undeveloped land	1	G		71	71			
W46	undeveloped land	1	G		67	67			
W46A/Mon 9	undeveloped land	1	G	67	68	69			
W47	undeveloped land	1	G		69	69			
W48	undeveloped land	1	G		71	72			
W49	undeveloped land	1	G		71	72			
W50	undeveloped land	1	G		71	71			
W51	undeveloped land	1	G		71	71			
W52	undeveloped land	1	G		71	71			
W53	undeveloped land	1	G		71	71			
W54	undeveloped land	1	G		71	71			
W55	undeveloped land	1	G		71	71			
W56	undeveloped land	1	G		71	71			
W57	undeveloped land	1	G		71	71			
W58	undeveloped land	1	G		71	71			
W59	undeveloped land	1	G		71	71			
W60	undeveloped land	1	G		71	71			
W61	undeveloped land	1	G		71	71			
W62	undeveloped land	1	G		71	71			
W63	undeveloped land	1	G		71	71			
W64	undeveloped land	1	G		71	71			
W65	undeveloped land	1	G		71	71			
W65A/Mon 11	undeveloped land	1	G	72	83	84			
W66	undeveloped land	1	G		71	71			
W67	undeveloped land	1	G		71	71			

No noise level threshold for NAC Category G

NOISE ANALYSIS RESULTS (PRELIMINARY)
I-10 Corridor Study: SR 202L (Santa) - SR387; F0252 01L and F0252 02L

ID	Description	# Dwell Units	NAC Category	Monitored	Noise Level (Leq), dBA					Mitigation Considerations
					2040		2040 Build			
					No Build	Unmitigated	Mitigated	Insertion Loss		
W68	undeveloped land	1	G		71	71				
W69	undeveloped land	1	G		71	71				
W70	undeveloped land	1	G		71	71				
W71	undeveloped land	1	G		71	71				
W72	undeveloped land	1	G		71	71				
W73	undeveloped land	1	G		71	71				
W74	undeveloped land	1	G		71	71				
W75	undeveloped land	1	G		72	72				
W76	undeveloped land	1	G		72	72				
W77	undeveloped land	1	G		72	72				
W78	undeveloped land	1	G		72	72				
W79	undeveloped land	1	G		72	72				
W80	residential	1	B		71	72	69	3		No noise level threshold for NAC Category G
W81	residential	1	B		71	78	69	9		S2_Barrier3 NOT Recommended
W81A/Mon 12	undeveloped land	1	G	73	83	83				
W82	undeveloped land	1	G		71	72				
W83	undeveloped land	1	G		71	71				
W84	undeveloped land	1	G		71	71				
W85	undeveloped land	1	G		71	71				
W86	undeveloped land	1	G		71	71				
W87	undeveloped land	1	G		73	73				
W88	undeveloped land	1	G		71	71				
W89	undeveloped land	1	G		72	72				
W90	undeveloped land	1	G		67	68				
Section 3 - SR 587 to South of SR 387										
E85	undeveloped land	1	G		72	73				
E86	undeveloped land	1	G		65	66				
E86A/Mon 15	undeveloped land	1	G	62	68	68				
E87	undeveloped land	1	G		69	69				
E88	undeveloped land	1	G		72	72				
E89	undeveloped land	1	G		71	72				
E90	undeveloped land	1	G		71	72				
E91	undeveloped land	1	G		71	72				
E92	undeveloped land	1	G		72	72				
E93	undeveloped land	1	G		72	73				
E94	undeveloped land	1	G		71	72				
E95	undeveloped land	1	G		72	72				
E95A/Mon 16	undeveloped land	1	G	72	82	82				No noise level threshold for NAC Category G
E96	undeveloped land	1	G		72	72				
E97	undeveloped land	1	G		71	72				
E98	undeveloped land	1	G		71	72				
E99	undeveloped land	1	G		71	72				
E100	undeveloped land	1	G		71	72				
E101	undeveloped land	1	G		71	72				
E102	undeveloped land	1	G		71	72				
E103	undeveloped land	1	G		71	72				
E104	undeveloped land	1	G		71	72				
E105	undeveloped land	1	G		71	72				

NOISE ANALYSIS RESULTS (PRELIMINARY)
I-10 Corridor Study: SR 202L (Santa) - SR387; F0252 01L and F0252 02L

ID	Description	# Dwell Units	NAC Category	Monitored	Noise Level (Leq), dBA			Insertion Loss	Mitigation Considerations
					2040 No Build	2040 Build	2040 Build		
E106	undeveloped land	1	G		72	72			
E107	undeveloped land	1	G		71	72			
E108	undeveloped land	1	G		71	72			
E109	undeveloped land	1	G		72	72			
E110	undeveloped land	1	G		71	72			
E111	undeveloped land	1	G		71	72			
E112	undeveloped land	1	G		71	72			
E113	undeveloped land	1	G		71	72			
E114	undeveloped land	1	G		71	72			
E115	undeveloped land	1	G		71	72			
E116	undeveloped land	1	G		71	72			
E117	undeveloped land	1	G		71	72			
E118	undeveloped land	1	G		67	68			
E119	Sacaton Rest Area EB	4	E		76	77	70		
E120/MON 19	Sacaton Rest Area EB	5	E	66	75	76	69		
E121	undeveloped land	1	G		66	66			
E122	residential	1	B		77	78	73		
E123	undeveloped land	1	G		71	72			
E124	undeveloped land	1	G		71	72			
E125	undeveloped land	1	G		72	72			
E126	undeveloped land	1	G		71	72			
E127	undeveloped land	1	G		72	72			
E128	undeveloped land	1	G		71	72			
E129	undeveloped land	1	G		71	72			
E130	undeveloped land	1	G		70	71			
E131	undeveloped land	1	G		70	71			
E132	undeveloped land	1	G		70	71			
E133	undeveloped land	1	G		71	71			
E134	undeveloped land	1	G		72	72			
E135	undeveloped land	1	G		71	71			
E136	undeveloped land	1	G		71	72			
E137	undeveloped land	1	G		71	72			
E138	undeveloped land	1	G		72	72			
E139	undeveloped land	1	G		65	66			
E140	undeveloped land	1	G		60	60			
E141	undeveloped land	1	G		64	64			
E142	undeveloped land	1	G		71	71			
E143	undeveloped land	1	G		71	72			
E144	undeveloped land	1	G		71	71			
E145	undeveloped land	1	G		71	71			
E146	undeveloped land	1	G		71	71			
E147	undeveloped land	1	G		71	71			
E148	undeveloped land	1	G		71	71			
E149	undeveloped land	1	G		71	71			
E149A/Mon 23	undeveloped land	1	G	66	75	76			

No noise level threshold for NAC Category G

S3_Barrier1 NOT Recommended

No noise level threshold for NAC Category G

NOISE ANALYSIS RESULTS (PRELIMINARY)
I-10 Corridor Study: SR 202L (Santa) - SR387; F0252 01L and F0252 02L

ID	Description	# Dwell Units	NAC Category	Monitored	Noise Level (Leq), dBA			Insertion Loss	Mitigation Considerations
					2040 No Build	2040 Build	2040 Build		
E150	residential	1	B		68	69	65	4	S3_Barrier4 NOT Recommended
E151	residential	1	B		72	72	66	6	
E152	residential	1	B		77	78	68	10	
E153	residential	1	B		68	69	64	5	
E154	residential	1	B		73	74	67	7	
E155	residential	1	B		70	71	65	6	
E156	residential	1	B		67	67	63	4	
E156A/Mon 24	residential	1	B	66	66	66	62	4	
E157	residential	1	B		65	65	61	4	
E158	residential	1	B		66	67	63	4	
E159	residential	1	B		70	71	65	6	
E160	residential	1	B		67	68	63	5	
E161	residential	1	B		67	68	63	5	
E162	residential	1	B		70	71	64	7	
E163	residential	1	B		75	76	67	9	
E164	residential	1	B		72	73	65	8	
E165	residential	1	B		66	67	62	5	
E166	residential	1	B		68	68	63	5	
E167	residential	1	B		66	66	62	4	
E167A/Mon 25	undeveloped land	----	G	57	66	67	62	5	
E168	residential	1	B		66	67	63	4	
E169	residential	1	B		75	76	67	9	
E170	undeveloped land	1	G		71	72	----	----	
W91	undeveloped land	1	G		65	65	----	----	
W92	undeveloped land	1	G		73	73	----	----	
W92A/Mon 14	undeveloped land	1	G	58	66	66	----	----	
W93	undeveloped land	1	G		71	72	----	----	
W94	undeveloped land	1	G		71	72	----	----	
W95	undeveloped land	1	G		71	72	----	----	
W96	undeveloped land	1	G		71	72	----	----	
W97	undeveloped land	1	G		72	72	----	----	
W98	undeveloped land	1	G		71	72	----	----	
W99	undeveloped land	1	G		72	72	----	----	
W100	undeveloped land	1	G		72	73	----	----	
W101	undeveloped land	1	G		71	72	----	----	
W102	undeveloped land	1	G		71	72	----	----	
W103	undeveloped land	1	G		71	72	----	----	
W104	undeveloped land	1	G		71	72	----	----	
W105	undeveloped land	1	G		71	72	----	----	
W106	undeveloped land	1	G		71	72	----	----	
W107	undeveloped land	1	G		71	72	----	----	
W108	undeveloped land	1	G		71	72	----	----	
W109	undeveloped land	1	G		71	72	----	----	
W110	undeveloped land	1	G		71	72	----	----	
W111	undeveloped land	1	G		71	72	----	----	
W111A/Mon 17	undeveloped land	1	G	71	82	82	----	----	
W112	undeveloped land	1	G		71	72	----	----	
W113	undeveloped land	1	G		72	72	----	----	

No noise level threshold for NAC Category G

NOISE ANALYSIS RESULTS (PRELIMINARY)
I-10 Corridor Study: SR 202L (Santa) - SR387; F0252 01L and F0252 02L

Noise Receiver		Noise Level (Leq), dBA					2040 Build		2040 Build		Insertion Loss	Mitigation Considerations
ID	Description	# Dwell Units	NAC Category	Monitored	2040 No Build	Unmitigated	Mitigated	Unmitigated	Mitigated			
W114	undeveloped land	1	G		71	72						
W115	undeveloped land	1	G		72	72						
W116	undeveloped land	1	G		72	72						
W117	undeveloped land	1	G		72	73						
W118	undeveloped land	1	G		71	72						
W119	undeveloped land	1	G		71	72						
W120	undeveloped land	1	G		71	72						
W120A/Mon 18	undeveloped land	1	G	72	83	84						
W121	undeveloped land	1	G		71	72						
W122	undeveloped land	1	G		71	72						
W123	undeveloped land	1	G		71	72						
W124	undeveloped land	1	G		71	72						
W125	undeveloped land	1	G		72	72						
W126	undeveloped land	1	G		71	72						
W127	undeveloped land	1	G		71	72						
W128	undeveloped land	1	G		71	72						
W129	undeveloped land	1	G		71	72						
W130	undeveloped land	1	G		70	70						
W131	Sacaton Rest Area WB	4	E		74	74	68			6		
W132/MON 20	Sacaton Rest Area WB	4	E	64	75	74	67			7		
W133	undeveloped land	1	G		65	65						
W134	residential	4	B		72	71	67			4		
W135	undeveloped land	1	G		71	71						
W136	undeveloped land	1	G		73	73						
W137	undeveloped land	1	G		70	70						
W138	undeveloped land	1	G		70	71						
W139	undeveloped land	1	G		71	71						
W140	undeveloped land	1	G		71	71						
W141	undeveloped land	1	G		72	72						
W142	undeveloped land	1	G		71	72						
W143	undeveloped land	1	G		72	73						
W144	undeveloped land	1	G		68	68						
W144A/Mon 21	undeveloped land	1	G	66	69	70						
W145	undeveloped land	1	G		65	65						
W146	undeveloped land	1	G		71	71						
W147	undeveloped land	1	G		71	71						
W148	undeveloped land	1	G		71	71						
W149	undeveloped land	1	G		71	71						
W150	undeveloped land	1	G		71	71						
W151	undeveloped land	1	G		71	71						
W152	undeveloped land	1	G		71	71						
W152A/Mon 22	undeveloped land	1	G	63	75	76						
W153	residential	1	B		65	65	62			3		
W154	undeveloped land	1	G		70	71						
W155	residential	1	B		69	69	64			5		
W156	residential	1	B		76	76	67			9		
W157	residential	1	B		66	67	62			5		

No noise level threshold for NAC Category G

S3_Barrier2 NOT Recommended

No noise level threshold for NAC Category G

S3_Barrier3 NOT Recommended

NOISE ANALYSIS RESULTS (PRELIMINARY)
I-10 Corridor Study: SR 202L (Santa) - SR387; F0252 01L and F0252 02L

Noise Receiver		Noise Level (Leq), dBA							Mitigation Considerations
ID	Description	# Dwell Units	NAC Category	Monitored	2040 No Build	Unmitigated	Mitigated	Insertion Loss	
W158	undeveloped land	1	G		71	72			No noise level threshold for NAC Category G
W159	undeveloped land	1	G		72	72			
W160	undeveloped land	1	G		72	72			
W161	undeveloped land	1	G		71	71			

Notes:
 Bold number in Column F (Unmitigated) denotes noise levels exceed NAC criteria for the corresponding category.

Appendix E. Barrier Analysis - Barrier Not Recommended

Noise Barrier S2_Barrier1 (NOT RECOMMENDED)

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Barrier Height Range (ft)	10	12	14	16	18	20
Barrier Length (ft)	2,000	2,000	2,000	2,000	2,000	2,000
Barrier Area (ft ²)	20,000	24,000	28,000	32,001	36,001	40,001
Total Barrier Cost ^[1]	\$700,000	\$840,000	\$980,000	\$1,120,035	\$1,260,035	\$1,400,035
Number of Receptors (Mitigated noise levels ≥ 66 dBA)	12	12	8	4	0	0
Number of Impacted Dwelling Unit (DU)	12	12	12	12	12	12
Number and Percentage of Benefited Impacted DU (Noise reduction ≥ 5dBA)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4 (33%)	8 (66%)
Number of First Row DU	12	12	12	12	12	12
Number and Percentage of First Row DU with 7 dBA+ noise reduction	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Number of Benefited Receptors	0	0	0	0	4	8
Cost per Benefited Receptor	NA	NA	NA	NA	\$315,009	\$175,004

Notes:

^[1] Total cost of the noise barrier based on the ADOT noise wall unit cost of \$35 per square foot off structure.

^[2] ADOT cost-per-benefited receptor threshold is \$49,000.

Noise Barrier S2_Barrier3 (NOT RECOMMENDED)

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Barrier Height Range (ft)	10	12	14	16	18	20
Barrier Length (ft)	1,800	1,800	1,800	1,800	1,800	1,800
Barrier Area (ft ²)	18,000	21,600	25,200	28,800	32,400	36,000
Total Barrier Cost ^[1]	\$630,000	\$756,000	\$882,000	\$1,008,000	\$1,134,000	\$1,260,000
Number of Receptors (Mitigated noise levels ≥ 66 dBA)	2	2	2	2	2	2
Number of Impacted Dwelling Unit (DU)	2	2	2	2	2	2
Number and Percentage of Benefited Impacted DU (Noise reduction ≥ 5dBA)	1 (50%)	1 (50%)	1 (50%)	1 (50%)	2 (100%)	2 (100%)
Number of First Row DU	2	2	2	2	2	2
Number and Percentage of First Row DU with 7 dBA+ noise reduction	0 (0%)	1 (50%)	1 (50%)	1 (50%)	1 (50%)	1 (50%)
Number of Benefited Receptors	1	1	1	1	2	2
Cost per Benefited Receptor	\$630,000	\$756,000	\$882,000	\$1,008,000	\$567,000	\$630,000

Notes:

^[1] Total cost of the noise barrier based on the ADOT noise wall unit cost of \$35 per square foot off structure.

^[2] ADOT cost-per-benefited receptor threshold is \$49,000.

Noise Barrier S3_Barrier1 (NOT RECOMMENDED)

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Barrier Height Range (ft)	10	12	14	16	18	20
Barrier Length (ft)	1,188	1,188	1,188	1,188	1,188	1,188
Barrier Area (ft ²)	11,879	14,255	16,631	19,007	21,383	23,759
Total Barrier Cost ^[1]	\$415,765	\$498,925	\$582,085	\$665,245	\$758,405	\$831,565
Number of Receptors (Mitigated noise levels ≥ 66 dBA)	10	10	10	10	10	10
Number of Impacted Dwelling Unit (DU)	10	10	10	10	10	10
Number and Percentage of Benefited Impacted DU (Noise reduction ≥ 5dBA)	0 (0%)	0 (0%)	9 (90%)	10 (100%)	10 (100%)	10 (100%)
Number of First Row DU	10	10	10	10	10	10
Number and Percentage of First Row DU with 7 dBA+ noise reduction	0 (0%)	0 (0%)	0 (0%)	9 (90%)	9 (90%)	9 (90%)
Number of Benefited Receptors	0	0	9	10	10	10
Cost per Benefited Receptor	NA	NA	\$64,676	\$66,525	\$75,841	\$83,157

Notes:

^[1] Total cost of the noise barrier based on the ADOT noise wall unit cost of \$35 per square foot off structure.

^[2] ADOT cost-per-benefited receptor threshold is \$49,000.

Noise Barrier S3_Barrier2 (NOT RECOMMENDED)

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Barrier Height Range (ft)	10	12	14	16	18	20
Barrier Length (ft)	1,400	1,400	1,400	1,400	1,400	1,400
Barrier Area (ft ²)	14,001	16,801	19,601	22,401	25,201	28,001
Total Barrier Cost ^[1]	\$490,035	\$588,035	\$686,035	\$784,035	\$882,035	\$980,035
Number of Receptors (Mitigated noise levels ≥ 66 dBA)	12	12	12	12	12	12
Number of Impacted Dwelling Unit (DU)	12	12	12	12	12	12
Number and Percentage of Benefited Impacted DU (Noise reduction ≥ 5dBA)	0 (0%)	0 (0%)	8 (66%)	8 (66%)	8 (66%)	8 (66%)
Number of First Row DU	12	12	12	12	12	12
Number and Percentage of First Row DU with 7 dBA+ noise reduction	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4 (33%)
Number of Benefited Receptors	0	0	8	8	8	8
Cost per Benefited Receptor	NA	NA	\$85,754	\$98,004	\$110,254	\$122,504

Notes:

^[1] Total cost of the noise barrier based on the ADOT noise wall unit cost of \$35 per square foot off structure.

^[2] ADOT cost-per-benefited receptor threshold is \$49,000.

Noise Barrier S3_Barrier3 (NOT RECOMMENDED)

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Barrier Height Range (ft)	10	12	14	16	18	20
Barrier Length (ft)	2,400	2,400	2,400	2,400	2,400	2,400
Barrier Area (ft ²)	24,001	28,801	33,601	38,401	43,201	48,002
Total Barrier Cost ^[1]	\$840,035	\$1,008,035	\$1,176,035	\$1,344,035	\$1,512,035	\$1,680,070
Number of Receptors (Mitigated noise levels ≥ 66 dBA)	3	3	1	1	1	1
Number of Impacted Dwelling Unit (DU)	3	3	3	3	3	3
Number and Percentage of Benefited Impacted DU (Noise reduction ≥ 5dBA)	1 (20%)	1 (20%)	1 (20%)	2 (66%)	3 (100%)	3 (100%)
Number of First Row DU	4	4	4	4	4	4
Number and Percentage of First Row DU with 7 dBA+ noise reduction	0 (0%)	1 (25%)	1 (25%)	1 (25%)	1 (25%)	1 (25%)
Number of Benefited Receptors	1	1	1	2	3	3
Cost per Benefited Receptor	\$840,035	\$1,008,035	\$1,176,035	\$756,017	\$504,011	\$560,023

Notes:

^[1] Total cost of the noise barrier based on the ADOT noise wall unit cost of \$35 per square foot off structure.

^[2] ADOT cost-per-benefited receptor threshold is \$49,000.

Noise Barrier S3_Barrier4 (NOT RECOMMENDED)

	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6
Barrier Height Range (ft)	10	12	14	16	18	20
Barrier Length (ft)	4,400	4,400	4,400	4,400	4,400	4,400
Barrier Area (ft ²)	44,000	52,800	61,600	70,400	79,200	88,000
Total Barrier Cost ^[1]	\$1,540,000	\$1,848,000	\$2,156,000	\$2,464,000	\$2,772,000	\$3,080,000
Number of Receptors (Mitigated noise levels ≥ 66 dBA)	19	18	12	9	6	5
Number of Impacted Dwelling Unit (DU)	20	20	20	20	20	20
Number and Percentage of Benefited Impacted DU (Noise reduction ≥ 5dBA)	1 (5%)	4 (20%)	7 (35%)	10 (50%)	15 (75%)	20 (100%)
Number of First Row DU	18	18	18	18	18	18
Number and Percentage of First Row DU with 7 dBA+ noise reduction	0 (0%)	1 (6%)	3 (16%)	3 (16%)	6 (33%)	8 (44%)
Number of Benefited Receptors	1	4	7	10	15	20
Cost per Benefited Receptor	\$1,540,000	\$462,000	\$308,000	\$246,400	\$184,800	\$154,000

Notes:

^[1] Total cost of the noise barrier based on the ADOT noise wall unit cost of \$35 per square foot off structure.

^[2] ADOT cost-per-benefited receptor threshold is \$49,000.

Appendix F. Recommended Barrier Dimensions and Coordinates

I-10 Corridor Study: SR 202L (Santan) - SR 387
 Project No. F0252 01L and F0252 02L
 Barrier Name: New S2_Barrier2

Barrier Segment	Point No.	Stationing ^[1]	Easting (X) (ft)	Northing (Y) (ft)	Bottom Elevation (Z) (ft) ^[2]	Top Elevation (Z) (ft)	Segment Length (ft)	Segment Height (ft)
1	1	8585+45	685571.8	828459.1	1145.59	1159.59	200	14
	2	8587+45	685680.8	828291.3	1145.91	1159.91		
2	2	8587+45	685680.8	828291.3	1145.91	1161.91	200	16
	3	8589+45	685789.7	828123.6	1147.01	1163.01		
3	3	8589+45	685789.7	828123.6	1147.01	1163.01	200	16
	4	8591+45	685898.6	827955.8	1147.64	1163.64		
4	4	8591+45	685898.6	827955.8	1147.64	1163.64	200	16
	5	8593+45	686007.5	827788.1	1148.01	1164.01		
5	5	8593+45	686007.5	827788.1	1148.01	1164.01	200	16
	6	8595+45	686116.4	827620.3	1145.97	1161.97		
6	6	8595+45	686116.4	827620.3	1145.97	1161.97	200	16
	7	8597+45	686225.3	827452.6	1146.50	1162.50		
7	7	8597+45	686225.3	827452.6	1146.50	1162.50	200	16
	8	8599+45	686334.2	827284.8	1146.28	1162.28		
8	8	8599+45	686334.2	827284.8	1146.28	1160.28	200	14
	9	8601+45	686443.1	827117.1	1147.06	1161.06		

Notes:

^[1] The noise barrier stationings are relative to the I-10 centerline stationings.

^[2] The noise barrier bottom elevations are based on existing ground.

^[3] The noise barrier coordinate points are for noise modeling purposes. Final designers need to refine the wall alignment to match other design features if needed.

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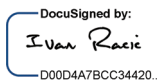
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Noise Technical Memo

I-10, SR 202L to SR 387
ADOT Project Nos. F0252 01L and F0252 02L
Federal Aid No. 010-C(222)S

This noise technical memo has been developed in support of the final noise report for the proposed widening of Interstate 10 (I-10) and traffic interchange improvements from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The final noise report was conducted in accordance with the Arizona Department of Transportation's (ADOT) Noise Abatement Requirements (NAR), dated May 2017, and was approved by ADOT on August 3, 2020. As part of the noise analysis, a noise barrier was recommended for the MotorCoach Resort/Recreational Vehicle (RV) park on the westbound side of I-10 just south of Wild Horse Pass Boulevard. The noise barrier location/limits are shown in the table below.

Noise Barrier	Barrier Height Range (ft)	Barrier Length (ft)	Area of Barrier (ft ²)	Total Barrier Cost	Number of Benefited Receptors	Cost-Per-Benefited-Receptor
New Barrier (ID: S2_Barrier2) (Sta 8585+45 to Sta 8601+45)	14 to 16	1,600	24,801	\$868,035	19	\$45,686

Note

[1] Total cost of the noise barrier is based on the unit cost of \$35 per square foot off-structure.

Subsequent to the approval of the final noise report, the MotorCoach Resort/RV park has been demolished. To confirm the noise activity category change of this MotorCoach Resort/RV park, the project team members (Ivan Racic, ADOT Air & Noise Planner; Kristina Davision, AZTEC) conducted a site visit on October 7, 2021. Photos 1 to 3 depict the construction at the subject parcel. Photos 4 and 5 depict a nearby existing covered RV storage area.



photo 1



photo 2



photo 3



photo 4



photo 5

During the site visit, the project team members spoke with one of the contractor personnel onsite, who relayed that the construction is for covered RV storage stalls. The covered RV storage stalls would be same as those already constructed in the vicinity, as shown in photos 4 and 5.

The ADOT NAR determines impacts as traffic noise levels approach the limits specified in the Federal Highway Administration Noise Abatement Criteria (NAC). ADOT defines “approach” as one (1) “A”-weighted decibel (dBA) below the NAC thresholds for Categories A, B, C, D, and E; no noise impact thresholds occurs for Categories F and G. The MotorCoach Resort/RV park was originally assigned to Category C, which ADOT considers for mitigation for receivers when predicted traffic noise levels are 66 dBA or higher. Because the subject parcel will be constructed into covered RV storage stalls, the noise category for the site is changed to F. In the event that a noise activity category C changes to F, consideration of noise abatement is not warranted and such a structure is ineligible for federal funding. Therefore, the potentially recommended noise barrier (ID: S2_Barrier2) in the final noise report is eliminated from final design and construction.

Appendix H. Visual Resources Memo

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Memo

Date: Friday, May 20, 2022

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

To: Project File

From: HDR

Subject: **Draft Visual Resources Memo**

A community's visual aesthetic quality is an integral component of its identity. Visual aesthetics concern both the character of the visual experience and the effect on the viewer. Assessing visual quality is subjective; however, federal, state, and local policies and guidelines provide advice as to what the general public considers a desirable visual environment. According to Federal Highway Administration (FHWA) 2015 guidelines, the visual impacts of a project are determined by assessing how the project would change the visual resource and by predicting the viewer's response to that change. The Visual Impact Assessment process (FHWA 2015) studies the interaction between viewers and the environment. An "Abbreviated" Visual Impact Assessment process was completed for this study because alteration of the existing visual environment is likely to be minor and compatible with local plans, among other assessment criteria, and because viewer sensitivity is low to moderate.

Regulatory Background

FHWA has two assessment guidance documents—the 1981 *Visual Impact Assessment for Highway Projects* and the more recent 2015 *Guidelines for the Visual Impact Assessment of Highway Projects*. The latter document was the primary methodology guide for this study, with support from the former.

The National Environmental Policy Act requires that proposed federal actions consider potential likely effects on the environment, and visual resources are considered an integral part of that environment. The regulation gives direction to "...use all practicable means ... [to] ... assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings."

Affected Environment

Visual Character

The study area is 26 miles long, extending between State Route (SR) 202L and SR 387/Pinal Avenue in Maricopa and Pinal Counties, Arizona. The proposed project would widen the existing Interstate 10 (I-10) freeway for the length of the study area and add high-occupancy vehicle lanes from SR 202L to Riggs Road. The existing freeway cuts a straight line from northwest to southeast from Phoenix to Casa Grande.

The likely construction materials would be asphalt pavement and concrete barriers and bridges. Ten existing freeway crossings could be widened, rebuilt, or rebuilt and reconfigured with new ramps and bridges. New common features may be noise walls, barriers, light fixtures, signals, and signs. New features would resemble the existing features in material and style of design.

Area of Visual Effect

The area of project visibility is referred to as the area of visual effect (AVE), which is determined by the physical constraints of the environment and the physiological limits of human sight. For most of the study area, there is little landform variation or land cover to even moderately obstruct fore-, middle-, or background views. Additionally, for most of the year, atmospheric conditions are clear and sunny, further increasing the ability to see great distances. The AVE is the sum of the static and dynamic viewsheds as seen, respectively, by neighbors and travelers (defined later in this section). Given the sparse land cover and the generally clear and sunny weather, there was no need to divide the project into viewsheds.

Landscape units are defined by viewsheds and landscape types. The study area was divided into two landscape units based on landscape type only, since no viewsheds were identified.

UNIT 1 – DESERT FLATS, MILEPOST 161 TO MILEPOST 173

Unit 1 begins at milepost 161, at the I-10 and SR 202L system traffic interchange (TI). The first 2 miles of the project are the only portion with an urban context, with commercial buildings and billboards. From there, the landscape quickly turns to natural desert. The vegetation, Sonoran desertscrub, is sparse, providing unobstructed views of the distant mountain ranges. The median also has little vegetation. Farther south, the density of trees in the median begins to increase. Approaching the Gila River, two low buttes (Gila Butte) appear on the east side of the highway. The Gila River crossing, while not included in this project's scope of work, is visible to travelers. It is a wide, shallow braided riverbed with minimal riparian vegetation because water seldom reaches this point. Cross streets in the area go over the freeway. The bridges (except for Wild Horse Pass Boulevard) are low, simple, gray concrete structures. The Wild Horse Pass Boulevard service TI has aesthetic bridge treatments and ornamental landscaping. The crossing roads are typically two lanes and paved. Throughout Unit 1, there are overhead power lines in the fore-, middle-, and background and, near milepost 167, several billboards.

UNIT 2 – AGRICULTURE AND HILLS, MILEPOST 173 TO MILEPOST 187.1

Unit 2 is differentiated by the increased natural vegetation density and by its areas of agricultural fields. The median in this unit has more vegetation with larger trees, compared with Unit 1, which occasionally obscures middle- and background drivers' views to the east or west. Farther south, the corridor begins to rise toward its highest elevation, and the natural desert vegetation becomes denser with more saguaros. Between milepost 175 and milepost 180, agricultural fields create geometric, human-made features in the landscape that, during the growing season, can be a bright green contrast to the otherwise surrounding desert. Between milepost 183 and milepost 186, the corridor passes through the low hills of the Sacaton Mountains, which constrain the travelers' views outward but provide panoramic views north and south from the top of the pass for drivers. The bridges in Unit 2 are low, simple gray concrete structures. The crossing roads are typically two lanes and paved. Throughout Unit 2, there are overhead power lines in the fore-, middle-, and background and, near milepost 176, two billboards.

Affected Natural Environment

The study area terrain is relatively level: approximately 1,170 feet at the north and approximately 1,555 feet at the south. The study area is in the Basin and Range Province, notable for long mountain ranges alternating with expanses of flat, dry desert. The flat desert floor provides the ability to see great distances to the surrounding mountain ranges. The mountains visible from the study area are the San Tan Mountains to the east, Sacaton Mountains to the south, Sierra Estrella to the west, and South Mountains to the north. In the distant northeast are the McDowell Mountains. Gila Butte is the small feature north of the Gila River on the east side of the corridor.

The study area is set within the Sonoran Desertscrub biome, a shrub-dominated community. Characteristic plant species include creosote bush, white bursage, ocotillo, brittlebush, foothill paloverde, fourwing saltbush, and ironwood. Desert washes can support a xeroriparian habitat with mesquites, ironwood, catclaw acacia, foothills and blue paloverde, desert willow, and smoketree. Plant density in the study area is generally open and simple, with concentrations along rivers and washes. Trees are about 25 feet high; shrubs are generally short (under 8 feet). Trees and shrubs have an open, sparse structure. Vegetation appears generally the same year round, although it can look sparser in the summer.

The proposed action would cross the Gila River about halfway through the study area. The Gila River has been dammed upstream and now flows intermittently. Its typical appearance in the study area is a dry, sandy riverbed with limited riparian habitat.

Between milepost 175 and milepost 180, the natural desert has been converted to agricultural production. The fields are generally laid out with geometric lines and are laser leveled. Depending on the growing season, this area can be a geometric patchwork of greens. In August 2019, during the site visit, only a portion of the fields was under production, leaving many in a brown, dusty condition.

It is mostly sunny, dry, and clear in this region. Occasional dust storms, which can completely obscure visibility for short periods, accompany the summer monsoons.

Most of the study area is either natural desert or agriculture. In the agricultural area, there are a few scattered human-made structures, mainly small residences. The community of Bapchule has several buildings that are taller and visible from the corridor. The rest stops at milepost 183 are visible from the corridor. The largest collection of human-made structures is at the northern end of the corridor near the Wild Horse Pass and Firebird Lake developments.

Affected Project Environment

The freeway improvements would abut the existing freeway lanes, matching the existing freeway's geometry. The new lanes would be similar to the existing lanes in scale and material. Several bridges may be widened but would use construction materials resembling the existing bridges. Some bridges may require replacement and would be built of similar form, scale, and material to the existing bridges. The freeway improvements may include additional light poles, signs, and other similar elements. The new elements would be similar to existing elements in scale and materials. The areas of the project disturbed by construction would be revegetated with plants to resemble the existing vegetation.

Affected Population

The people affected by a project are referred to as viewers and includes those who live in (neighbors) or regularly travel (travelers) through the study area or who may have sensitivity to visual changes in the environment. Viewer types were considered in the evaluation because they respond to change differently, and can be defined by their location, sensitivity to change, and duration of exposure.

The two main types of neighbors in the study area are residential and agricultural. The residents have lived in the area for many generations and their sensitivity to change would be high. Agricultural neighbors work intermittently in the fields and often regard cultural order and natural harmony as critical components of the landscape, but may be less interested in project coherence. Their sensitivity would be low. Most of the neighbors that have a view of the project are in the area of Bapchule, at milepost 175. Some homes are quite close to the project (a few hundred feet), while most have middle or distant views of the project. The agricultural neighbors work in the fields from milepost 175 to milepost 180.

Travelers on I-10 are predominantly commuting, touring, and shipping travelers. These types of travelers are most frequently interested in project coherence and wayfinding but are also interested in cultural order and natural harmony. All three types of travelers use the entire length of the project corridor and their sensitivity would be low.

Visual Quality

Visual quality is what viewers like and dislike about an AVE's visual character, and is the baseline for determining a project's degree of visual impact. Impacts can be adverse, beneficial, or neutral; if people

see what they expect, they are pleased and consider the visual quality good; if not, they are displeased and the visual quality is considered poor. Viewer preference was established using the professional observational approach because the project is of average complexity and minimal controversy.

Visual quality is an aesthetic issue, and while every individual brings a unique perception to a project, what most people consider visually pleasing is fairly consistent across society. Through observation, the study area's natural environment was determined to be harmonious; the cultural environment orderly; and the project environment coherent. While it is pleasing, it is not memorable or vivid.

Two key views were identified, one per landscape unit, to help assess the project's visual impacts on the AVE's visual quality.

UNIT 1 – DESERT FLATS

In Unit 1, the key view is at approximately milepost 167. It encompasses the change from the somewhat urban northern end into the natural desert area (Figure 1) of the remaining portion of Unit 1. The natural environment transitions from ornamental plantings to natural desert and thus is not completely harmonious. The cultural environment transitions from commercial/entertainment to vacant and thus is not completely orderly. The project environment is coherent because it would add built features similar to existing features.

Figure 1. View north from Riggs Road overpass



Views of the freeway from areas in Unit 1 are similar to those in Figures 2 and 3, respectively—traffic on the freeway can be seen but does not obstruct distant views, and freeway ramps and bridges, depending on the distance from the viewer, can somewhat obscure distant views.

Figure 2. Typical view of the freeway main line



Figure 3. Typical view of a freeway bridge



UNIT 2 – AGRICULTURE AND HILLS

In Unit 2, the key view is from approximately milepost 183 (Figure 4). The natural environment is mostly native desert with mountains in the middleground making it harmonious. The agricultural fields from milepost 175 to milepost 180, while contrasting with the natural desert, add a pleasing green patchwork during much of the year (Figure 5). The cultural environment includes scattered homes and businesses in the middle and background and thus is orderly. The project environment is coherent because it would add

built features similar to existing features. Unit 2 has similar typical views of the freeway as those seen in Figures 2 and 3.

Figure 4. View north from State Route 387 overpass



Figure 5. View of agricultural fields



Environmental Consequences

The purpose of the visual impact analysis is to present information on the visual consequences (impacts) of a proposed action. The impacts are the changes to the environment (compatibility) or to the viewers (sensitivity). The degree of change the project would bring about is determined to be beneficial, adverse, or neutral as it relates to the viewers' relationship (sensitivity) with the visual environment (compatibility).

Compatibility would be the ability of the environment to absorb the proposed project because the project and the environment have compatible visual character. If the improvements contrast with the existing visual character, they would be considered incompatible.

Sensitivity is the capacity of viewers to see and care about a project's impacts. Viewer sensitivity combines viewer exposure and viewer awareness. Viewer exposure encompasses how close a viewer is to the change; the number of viewers with exposure; and how long they are exposed to the change. Awareness encompasses attention (is the scene routine or unique), focus (ability to detail—moving travelers have less, stationary neighbors have more), and whether an area has legal or social protection.

The degree of change (compatibility + sensitivity) is beneficial, adverse, or neutral to visual quality. Benefits of a proposed action could be creation of better views or improving the visual quality of what viewers experience. Conversely, a proposed action could degrade visual resources or obstruct desirable views, causing adverse effects to visual quality.

Recommended Build Alternative

The Recommended Build Alternative would add the new lanes to the inside, so the median, of natural desert scrub, would be removed or reduced in width. Two TIs would be widened to a diverging diamond layout; one would be expanded to include new ramps and bridges; one would be expanded to a full TI; one crossroad would become a new diamond TI; one small bridge would be removed; and the other bridges would be widened, replaced, or improved. Three of the improved TIs are in Unit 1, which begins at the I-10 and SR 202L system TI and continues to just north of the Gila River. Additional visible elements would be more lighting, more traffic signs, and new traffic barriers in the median. A noise wall is planned south of the Wild Horse Pass Boulevard TI and would blend into the more urban context at that location. The remaining improvements are in Unit 2, which begins just south of the Gila River and continues to the end of the project near Casa Grande. The widenings and bridge improvements would be similar in both units. The discussions below of compatibility, sensitivity, and degree of change apply to both units, unless noted otherwise.

COMPATIBILITY

The project's scale, form, and materials would be compatible with the natural, cultural, and project environments. Because it is an expansion of an existing freeway, the forms and materials proposed would be compatible with the existing forms and materials. The scale of the project would increase through additional pavement width; wider, taller bridges; and, in some locations, expanded TIs. However, the overall scale of the project within the environment would remain similar, so the collective change would be neutral. The memorability of the landscape would not be altered.

One difference between the units is that Unit 2 has a few locations of mature trees in the median that would be removed to accommodate the new traffic lanes. These trees could be considered as blocking

background mountain views (adverse) for travelers or as blocking the view of oncoming traffic (benefit), so their loss would be neutral.

SENSITIVITY

The project would have a high number of travelers with short exposure to the project (duration) so their sensitivity would be low. Few neighbors have long-duration views, some of whom have very close proximity to the project, and thus high sensitivity; however, most neighbors would have middle or background proximity to the project and thus low sensitivity. Neighbors traveling near the project TIs would have short-duration exposure to the improvements but would be aware of the taller bridges obscuring more of the distant mountain views; however, because of the short duration, their sensitivity would be low to moderate. Collectively, overall sensitivity to the project would be low.

DEGREE OF CHANGE

The change in the experience of natural harmony would be neutral. No additional topography, water, or other similar natural elements would be affected that have not already been affected by the existing freeway. The stretches of desert with background mountain views would remain unchanged. Some mature trees and other vegetation would be removed for the new travel lanes and expanded TIs. The change in the experience of cultural order would be neutral. The new freeway elements would maintain and improve the order and neatness of the existing freeway elements. No significant buildings, structures, infrastructure, or art would be removed or affected. The existing billboards will remain. The change in the experience of project coherence would be neutral. The materials, forms, and finishes of the new freeway elements would coordinate with the existing elements to create a unified appearance. In summary, the overall change in visual quality would be neutral.

SUMMARY

The proposed project would not create adverse impacts on visual quality. Only minor adverse changes to the natural, cultural, or project environments are anticipated. Minor impacts would be the loss of vegetation from the freeway median and the taller bridges. Only minor adverse changes to viewer exposure or awareness are anticipated. Minor impacts would be intensified built features (taller bridges and expanded TIs) for those neighbors who live within a few hundred feet of the project, predominantly near Nelson Road. These minor changes would not constitute adverse impacts; therefore, no mitigation is necessary.

Construction activities would be visually unpleasant but would be a temporary visual change.

No-Build Alternative

Under the No-Build Alternative, no visual impacts as described for the proposed action would occur.

Mitigation

No mitigation is necessary to address visual impacts because the Recommended Build Alternative is not expected to contribute to adverse visual effects. Although no mitigation is necessary, the Recommended Build Alternative's final design would incorporate aesthetic treatments. The scope and the location of those treatments would be determined in final design and in coordination with the Gila River Indian Community.

Arizona Department of Transportation Roadside Development Section

- During final design, the Arizona Department of Transportation would coordinate with the Gila River Indian Community regarding the location and scope of aesthetic treatments.

References

Federal Highway Administration (FHWA). 1981. *Visual Impact Assessment for Highway Projects*.

———. 2015. *Guidelines for the Visual Impact Assessment of Highway Projects*. January.

Appendix I. Biological Resources Information

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**Arizona Department of Transportation
Environmental Planning**

BIOLOGICAL EVALUATION

I-10 Corridor Study: SR 202L (Santan) – SR 387
010-C(222)S
F0252 01L and F0252 02L

Prepared for:
Arizona Department of Transportation
Environmental Planning
1611 West Jackson Street, EM02
Phoenix, Arizona 85007

<i>ADOT Approval Signature</i>	
Justin White	Digitally signed by Justin White Date: 2021.09.15 09:41:33 -07'00'

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AZTEC Project Number: AZFWY1902

September 3, 2021
Submittal Number: 2

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ADOT approval is required prior to reproduction or distribution.*

EXECUTIVE SUMMARY – BIOLOGICAL EVALUATION

Project Type: Proposed roadway widening

Project Duration and Anticipated Construction Schedule: Design alternatives are currently being developed; therefore, the project duration and construction schedule have not yet been determined.

Project Location: The proposed project is located along Interstate 10 (I-10) from milepost (MP) 161.00 to MP 172.60, and from MP 173.60 to MP 187.10. The proposed project is located primarily within the Gila River Indian Community (Community) and within the cities of Phoenix and Chandler in Maricopa County, Arizona, as well as the City of Casa Grande in Pinal County, Arizona.

Other Federal Species Analyzed

Common Name	Scientific Name	Status	Potentially Affected?
Sonoran Desert tortoise	<i>Gopherus morafkai</i>	ESA C, CCA ¹	May impact individuals, but is not likely to result in a trend toward federal listing or loss of viability.
Monarch Butterfly	<i>Danaus plexippus plexippus</i>	ESA C	May impact individuals, but is not likely to result in a trend toward federal listing or loss of viability.

¹Status Definition: C = Candidate; CCA = Candidate Conservation Agreement; ESA = Endangered Species Act.

Tribal Special Status Species Analyzed and Determinations Made:

Individual Community Focal Species may be impacted, but the proposed project is not likely to result in a trend toward federal listing or a loss of viability. Plants protected by the Community Native Plant Ordinance would be impacted by the proposed project.

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DEFINITIONS

Action area	All areas to be affected directly or indirectly by the federal action and not merely the immediate area involved in the action (50 CFR §402.02)
ADOT	Arizona Department of Transportation
AGFD	Arizona Game and Fish Department
AWLW	Arizona Wildlife Linkage Workgroup
AZTEC	AZTEC Engineering Group, Inc.
BE	Biological Evaluation
BMP	Best Management Practice
CBC	Concrete Box Culvert
CCA	Candidate Conservation Agreement
CMP	Corrugated Metal Pipe
Community	Gila River Indian Community
Construction footprint	The area where construction-related equipment will operate
EA	Environmental Assessment
EB	Eastbound
ESA	Endangered Species Act
FHWA	Federal Highway Administration
FWCA	Fish and Wildlife Coordination Act
HOV	High-Occupancy Vehicle
I-10	Interstate 10
IPaC	Information for Planning and Consultation
MBTA	Migratory Bird Treaty Act
MP	Milepost
NB	Northbound
ROW	Right-of-Way
SB	Southbound
SR	State Route
SR 202L	State Route 202 Loop, Santan Freeway
UP	Underpass
TI	Traffic Interchange
USFWS	US Fish and Wildlife Service
WB	Westbound

1. Project Overview

1.1 Federal Nexus

The proposed project evaluated in this Biological Evaluation (BE) is funded in part by the Federal Highway Administration (FHWA) and would be constructed by the Arizona Department of Transportation (ADOT). This BE addresses the proposed action in compliance with Section 7(c) of the Endangered Species Act (ESA) of 1973, as amended. Section 7 of the ESA requires that, through consultation (or conferencing for proposed species) with the United States Fish and Wildlife Service (USFWS), federal actions do not jeopardize the continued existence of any threatened, endangered, or proposed species or result in the destruction or adverse modification of critical habitat. This document evaluates the potential effects of the proposed transportation project on species that are federally listed under the ESA.

1.2 Project Description

The proposed project proposes to widen I-10 from the State Route (SR) 202 Loop Santan Freeway (202L) Traffic Interchange (TI) (MP 161.00) to MP 187.10, which is east of the SR 387 TI. The segment of I-10 between MP 172.60 and MP 173.60 (Gila River Bridge) is excluded from this project but would be environmentally cleared in conjunction with a separate project (ADOT TRACs No. F0270 01C). To accommodate the proposed inside widening of the I-10 roadway, TI ramps and underpass (UP) bridges within this 26-mile corridor would also be upgraded, replaced, or removed. The following TIs and UP bridges are present within the limits of the proposed project:

- SR 202L TI, MP 161.00
- Wild Horse Pass Boulevard TI UP, MP 162.54
- SR 347/Queen Creek Road TI UP, MP 164.50
- Riggs Road TI UP, MP 166.52
- Goodyear Road UP, MP 169.85
- Nelson Road UP, MP 174.63
- SR 587/Casa Blanca TI UP, MP 175.81
- Gas Line Road UP, MP 177.76
- Seed Farm Road UP, MP 179.39
- Dirk Lay Road UP, MP 181.44
- SR 387 TI UP, MP 185.26

An Environmental Assessment (EA) is currently underway for this project that identifies widening the existing roadway towards the median as the Preferred Alternative. The EA's Preferred Alternative is the proposed project described and evaluated in this BE.

1.3 Project Location

The proposed project is located along I-10 between MP 161.00 and MP 172.60; and MP 173.60 to MP 187.10 in Maricopa and Pinal counties. The limits of the cities of Phoenix and Chandler are present from MP 161.00 to approximately MP 161.80, within the Community between MP 161.80 to MP 185.85, and within the City of Casa Grande from MP 185.85 to MP 187.10 (Figures 1 and 2). The project would occur primarily within existing ADOT easement through lands managed by the Community and right-of-way (ROW) where private and Arizona State Trust lands are present (Figure 2). It is anticipated that the proposed project would occur primarily within ADOT's existing ROW and easement; and approximately 96 acres of new easement would be required for construction activities at four TIs and two UP bridges: The four TIs include SR 347/Queen Creek Road, Riggs Road, SR 587/Casa Blanca Road, and SR 387; and the UP bridges include Gasline Road and Dirk Lay Road.

2. Federally Proposed and Listed Species and Designated Critical Habitat

The USFWS Information for Planning and Consultation (IPaC) system (Consultation Code: 02EAAZ00-2019-SLI-0766) was accessed on June 16, 2021 and the Arizona Game and Fish (AGFD) on-line environmental review tool was accessed on June 17, 2021 (Receipt Number: HGIS-09390); and are included in Appendix C. The ESA species list from the IPaC receipt was reviewed by a qualified biologist (Matthew Camba, AZTEC) and the species are listed in Table 1 below. The USFWS IPaC system is valid throughout the entire limits of the project whereas the AGFD on-line environmental review tool only applies to state and private lands within the action area. Neither

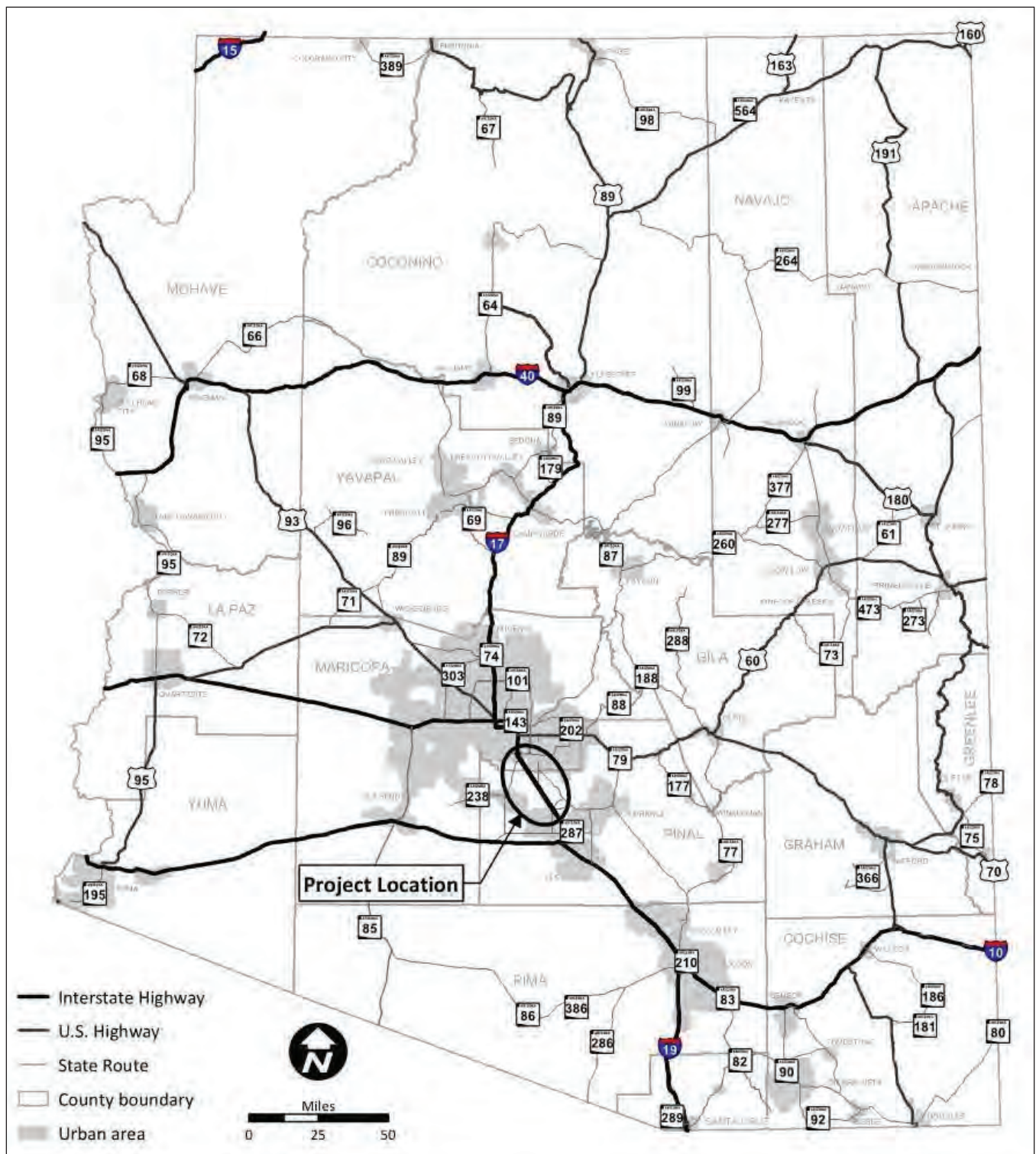


Figure 1. State Location Map

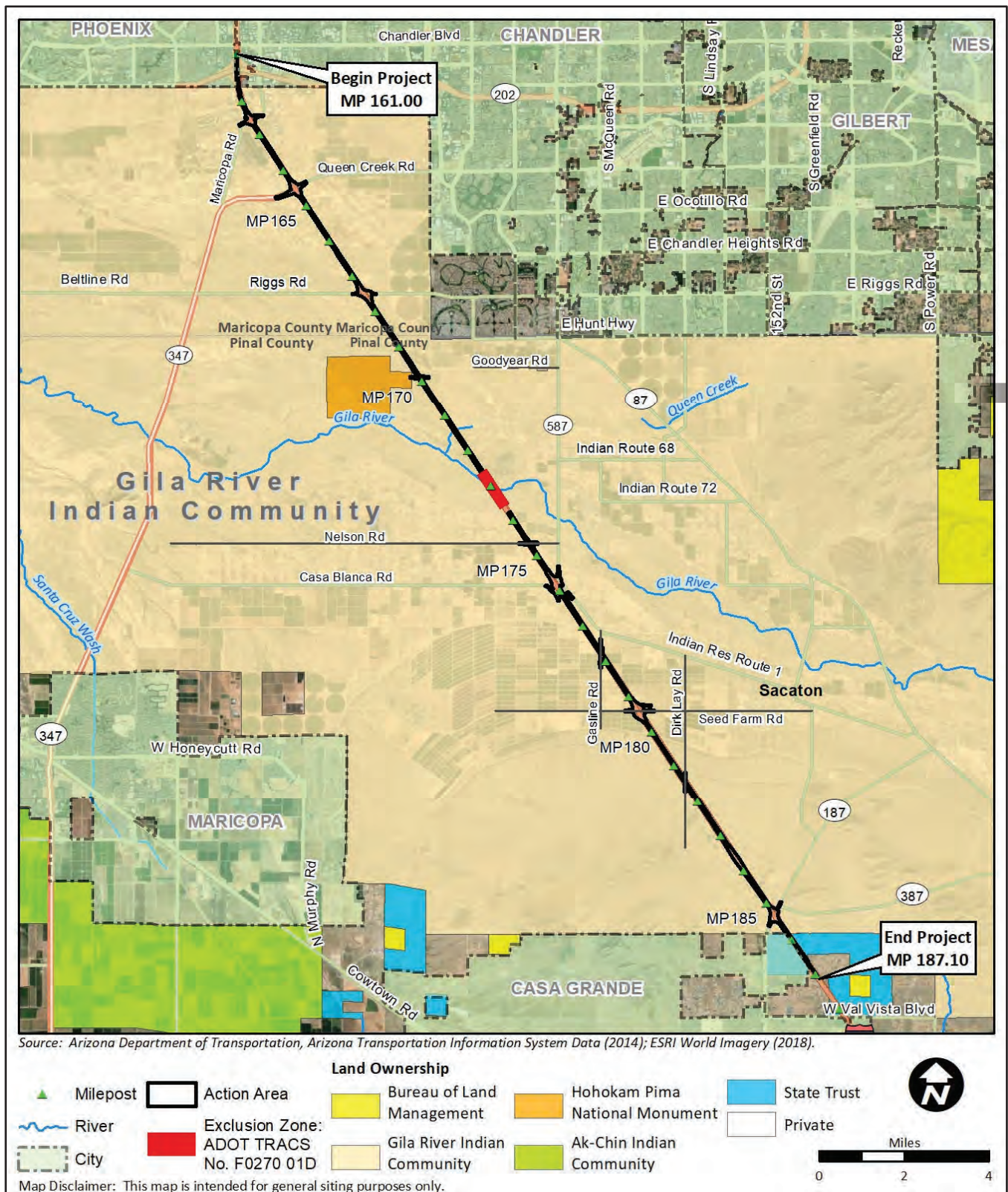


Figure 2. Project Location Map

the IPaC search nor the AGFD on-line environmental review tool identified critical habitat within the search area for the project. Focal species provided by the Community are discussed in Section 6 and evaluated for impacts in Appendix B. The species in Table 1 are excluded from detailed evaluations. Justifications for excluding these species from further evaluation are included in Table 1. The proposed project and related erosion and sediment control measures would have no effect on species listed in Table 1.

Table 1. Project Species List

Species	Status ¹	Habitat Requirements	Exclusion Justification
Mammals			
Sonoran pronghorn (<i>Antilocapra americana sonoriensis</i>)	ESA LE XN	Broad inter-mountain alluvial valleys in low elevation Sonoran desertscrub with creosote-white bursage and palo verde-mixed cacti associations at elevation between 400 and 1,600 feet.	Suitable habitat is present within the action area, but the nearest known population of Sonoran pronghorn are a part of the Cabeza Prieta population which is located approximately 50 miles southwest of the action area.
Birds			
California least tern (<i>Sterna antillarum browni</i>)	ESA LE	Open, bare or sparsely vegetated sand, sandbars, gravel pits, or exposed flats along shorelines of inland rivers, lakes, reservoirs, or drainage systems below 2,000 feet.	No suitable habitat. The action area is lacking shorelines and areas containing surface water.
Yellow-billed cuckoo (<i>Coccyzus americanus</i>)	ESA LT	Uses large contiguous patches of multi-layered riparian habitat, such as cottonwood-willow gallery forests along rivers and streams below 6,600 feet in elevation.	No suitable habitat. The action area does not contain riparian habitat.
Yuma Ridgway's rail (<i>Rallus obsoletus yumanensis</i>)	ESA LE	Fresh water and brackish marshes below 4,500 feet elevation.	No suitable habitat. No naturally occurring perennial surface water or brackish marshes occur in the action area.
Reptiles			
Northern Mexican gartersnake (<i>Thamnophis eques megalops</i>)	ESA LT	Cienegas, stock tanks, large-river riparian woodlands and forests, streamside gallery forests below 8,500 feet.	No suitable habitat. No suitable water sources, riparian woodlands, or forests occur in the action area.
Sonoran desert tortoise (<i>Gopherus morafkai</i>)	ESA C, CCA	Primarily rocky, steep hillsides and bajadas, or incised washes in Mohave and Sonoran desertscrub (south and east of the Colorado River) between 900 and 4,200 feet in elevation.	See Appendix B, Section V for evaluation.

Species	Status ¹	Habitat Requirements	Exclusion Justification
Fishes			
Roundtail Chub (<i>Gila robusta</i>)	ESA C	Cool to warm waters of mid-elevation rivers and streams at elevations from 1,210 to 7,220 feet. Often associated with deep pools adjacent to swifter riffles and runs, and areas with cover from boulders, undercut banks, and vegetation.	No suitable habitat. There are no rivers or streams within the action area.
Invertebrates			
Monarch butterfly (<i>Danaus plexippus plexippus</i>)	ESA C	Blooming nectar plants during the monarch migration timeframe.	See Appendix B, Section V for evaluation.
¹ Status Definitions: C=Candidate; CCA=Candidate Conservation Agreement; ESA = Endangered Species Act; LE = Listed Endangered, LT = Listed Threatened, XN = Experimental Non-essential Population.			

3. Environmental Baseline

The environmental baseline represents the current biological and physical conditions of the action area (defined in Section 5). This baseline describes the current conditions and reflects the following:

- Past and present impacts of all federal, state, or private activities;
- Anticipated impacts of all proposed federal projects that have already undergone Section 7 consultation, and
- Impacts of state or private actions that are contemporaneous with the consultation in process.

The proposed project occurs along I-10 between MP 161.00 and MP 187.10 (excluding the Gila River Bridge between MP 172.6 and MP 173.6). Where the proposed project begins at the SR 202L TI (MP 161.00), I-10 is an urban freeway with three, 12-foot-wide lanes in both the northbound (NB) and southbound (SB) directions. South of Pecos Road, at approximately MP 162.50, I-10 leaves the metropolitan Phoenix/Chandler area and transitions to a rural facility with two lanes in each direction near MP 164.20. I-10 remains a rural facility through the project terminus at MP 187.10, but transitions back to three lanes in each direction near MP 187.00. The median along I-10 is unpaved and contains desert vegetation with the exception of the northern mile of the proposed project which includes a median barrier system. The median ranges from approximately 70-370 feet wide within the limits of the project with its shoulders varying from approximately 2-feet to 4-feet wide, and outside shoulders generally have a width of 10-feet. Easement and ROW throughout the project is a 300-foot wide corridor, though the corridor widens at the eastbound (EB) and westbound (WB) Sacaton Rest Areas (MP 182.00 and MP 183.24, respectively), and at SR 202L, Wild Horse Pass Boulevard, SR 347/Queen Creek Road, SR 587/Casa Blanca Road, Riggs Road, and SR 387 to encompass UP bridges and TI ramps and associated structures.

Several site visits were conducted by AZTEC biologists (Jessica Rybczynski, Nicholas Vandehei, Matthew Camba and Norris Dodd) between early February 2021 and late May 2021, for a Wildlife Connectivity Assessment that was conducted as part of this corridor study. The entire limits of the project are located within the Sonoran Desertscrub biotic community (Turner and Brown 1994); however, within the cities of Phoenix and Chandler (MP 161.00 – MP 162.50), the surrounding environment is urbanized. Between MP 162.50 and MP 187.10, the biotic community is primarily comprised of the Lower Colorado subdivision of Sonoran Desertscrub with an approximate 2-mile section of the action area (MP 183.00 – MP 185.00) located within the Arizona Upland

subdivision of Sonoran Desertscrub biotic community. The terrain is generally flat throughout the action area, with the exception of the Sacaton Mountains located near the intersection of I-10 and SR 387. At the northern terminus of the action area, the elevation is approximately 1,140 feet and gradually increases to approximately 1,600 feet at the southern terminus. Soils in the action area are comprised of the Hyperthermic Arid soil family, with several different soil associations occurring throughout the limits of the proposed project. Soil associations within the action area are depicted in Figure 3; Table 2 includes the location, type, and description of the soil associations.

Table 2. Hyperthermic Arid Soils within the Action Area

Soil Association ²	Description ²	Milepost Limits
Torrifluvents Association	Well-drained to somewhat excessively drained, deep, stratified, and coarse to fine-textured soils that formed in sandy to clayey recent mixed alluvium on floodplains and lower alluvial fans.	MP 161.00 – MP 161.10; MP 162.20 – MP 163.80; MP 172.30 – MP 172.60; MP 173.60 – MP 175.00; MP 182.20 – MP 182.40; MP 183.20 – MP 185.10; MP 186.00 – MP 187.10
Casa Grande-Mohall-La Palma Association	Well-drained, deep to moderately deep, moderately fine-textured, nearly level soils formed in mixed old alluvium on valley plains and lower slopes.	MP 163.80 – MP 172.30
Laveen-Rillito Association	Well-drained, deep, limy, medium and moderately coarse-textured soils that formed in calcareous, old alluvium derived from limestone and other rocks on low alluvial surfaces and valley plains.	MP 161.10 – MP 162.20; MP 175.00 – MP 182.20
Lithic Camborthids-Rock Outcrop-Lithic Haplargids Association	Well-drained, shallow, very gravelly and cobbly, moderately coarse to moderately fine-textured soils that formed in materials weathered residually from granitic rocks, schists, volcanic tuffs and conglomerates, basalt, and some shale and limestone on hills and mountains.	MP 182.40 – MP 183.20; MP 185.10 – MP 186.00
² Source: Hendricks 1985		

The predominant geologic feature within the action area is undivided quaternary surficial deposits, but additional geologic features are interspersed throughout the action area and are summarized in Table 3 and depicted in Figure 4. Land use surrounding the proposed project varies, but it is predominantly undeveloped or used for agricultural practices. Within the urban areas from MP 161.00 to MP 162.50, land use is characterized by commercial and industrial businesses, and residential homes.

Table 3. Geologic Features within the Action Area

Geologic Unit Name ³	Geologic Unit Description ³	Milepost Limits
Quaternary surficial deposits, undivided	Unconsolidated to strongly consolidated alluvial and eolian deposits. This unit includes: coarse, poorly sorted alluvial fan and terrace deposits on middle and upper piedmonts and along large drainages; sand, silt and clay on alluvial plains and playas; and wind-blown sand deposits.	MP 176.80 – MP 183.40; MP 183.90 – MP 184.30; MP 184.80 – MP 187.10

Table 3. Geologic Features within the Action Area

Geologic Unit Name ³	Geologic Unit Description ³	Milepost Limits
Late and middle Pleistocene surficial deposits	Unconsolidated to weakly consolidated alluvial fan, terrace, and basin-floor deposits with moderate to strong soil development. Fan and terrace deposits are primarily poorly sorted, moderately bedded gravel and sand, and basin-floor deposits are primarily sand, silt, and clay.	MP 161.30 – MP 162.10; MP 162.40 – MP 162.60
Holocene river alluvium	Unconsolidated to weakly consolidated sand and gravel in river channels and sand, silt, and clay on floodplains. Also includes young terrace deposits fringing floodplains.	MP 173.60 – MP 176.80
Holocene surficial deposits	Unconsolidated deposits associated with modern fluvial systems. This unit consists primarily of fine-grained, well-sorted sediment on alluvial plains, but also includes gravelly channel, terrace, and alluvial fan deposits on middle and upper piedmonts.	MP 161.00 – MP 161.30; MP 162.10 – MP 162.40; MP 162.60 – MP 172.60
Early Tertiary to Late Cretaceous granitic rocks	Porphyritic to equigranular granite to diorite emplaced during the Laramide orogeny. Larger plutons are characteristically medium-grained, biotite +/- hornblende granodiorite to granite. Smaller, shallow-level intrusions are typically porphyritic. Most of the large copper deposits in Arizona are associated with porphyritic granitic rocks of this unit, and are thus named 'porphyry copper deposits'.	MP 183.40 – MP 183.90
Middle Proterozoic granitic rocks	Mostly porphyritic biotite granite with large microcline phenocrysts, with local fine-grained border phases and aplite. Associated pegmatite and quartz veins are rare. This unit forms large plutons, including the Oracle Granite, Ruin Granite, granite in the Pinnacle Peak - Carefree area northeast of Phoenix, and several bodies west of Prescott.	MP 184.30 – MP 184.80
³ Source: Ludington et al. 2005		

The action area is comprised of three habitats starting from north to south: urban (MP 161.00 – MP 162.50), creosote bush (*Larrea tridentata*)-dominated desert (MP 162.50 – MP 180.00), and palo verde (*Parkinsonia* spp.)-dominated desert (MP 180.00 – MP 187.10) with transitional areas between each. Vegetation within the urban areas (MP 161.00 – MP 162.50) is generally absent, and ground cover consists of decomposed granite rock mulch. The gore areas at the SR 202L and Wild Horse Pass Boulevard TIs contain some sparsely landscaped ornamental vegetation including mesquite (*Prosopis* spp.), date palm (*Phoenix* spp.), red bird of paradise (*Caesalpinia pulcherrima*), and bougainvillea (*Bougainvillea* spp.).

From approximately MP 162.50 to MP 180.00 (excluding the Gila River Bridge from MP 172.60 to MP 173.60), the habitat along I-10 within the action area includes a 3-foot to 6-foot wide strip of disturbance plant species adjacent to the edge of the existing shoulders, followed by The disturbance species are primarily exotic, non-native species and are present along the shoulders of both EB and WB I-10. They consist of Russian thistle (*Salsola* spp.), puncture vine (*Tribulus terrestris*), kochia (*Bassia scoparia*), common Mediterranean grass (*Schismus barbatus*), globe chamomile (*Oncosiphon piluliferum*), and broom snakeweed (*Gutierrezia sarothrae*). Beyond the disturbance plant species and extending towards the ROW and easement fencing, the vegetation density declines significantly and is characterized by bare ground interspersed with scattered shrubs dominated by creosote bush (*Larrea tridentata*), though brittlebush (*Encelia farinosa*), triangle leaf bursage (*Ambrosia deltoidea*), as well as an assortment of forbs and an occasional mesquite tree are also present. ADOT performs regular maintenance within the action area to control the spread and introduction of noxious and invasive species; thus, the density or prevalence of the disturbance plant species could vary as a result of recent

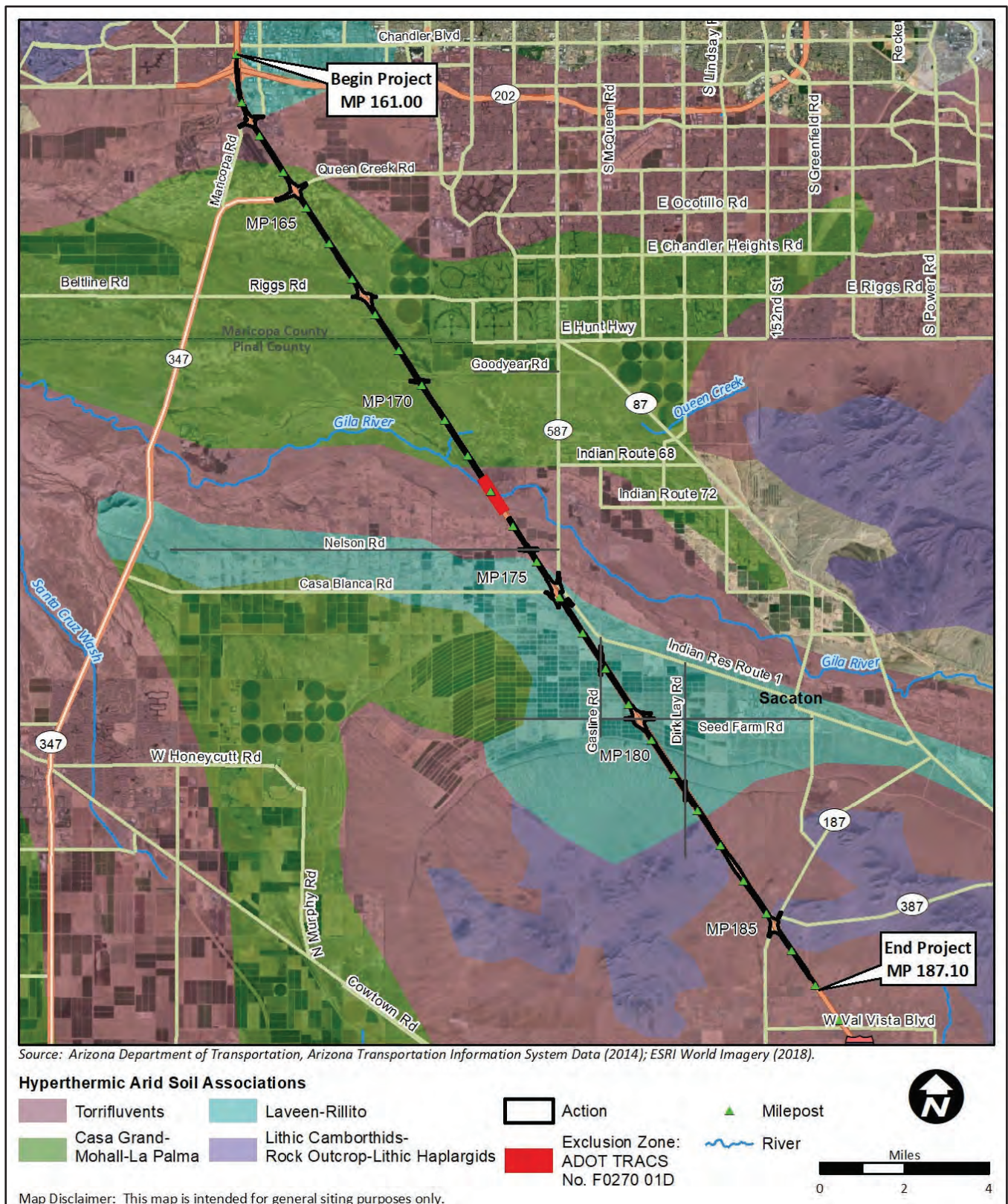


Figure 3. Hyperthermic Arid Soils within the Action Area

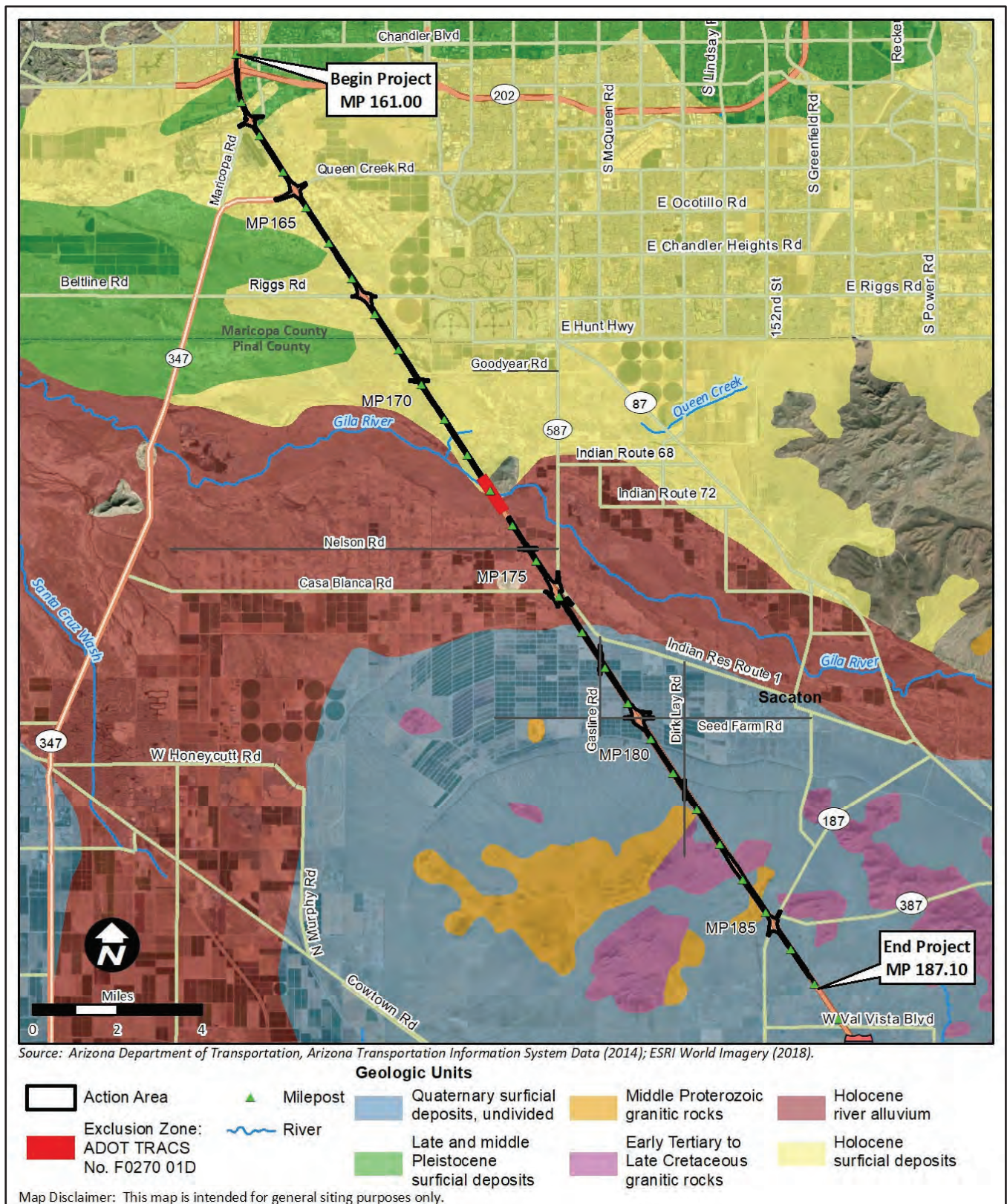


Figure 4. Geologic Features within the Action Area

treatments. In this portion of the project, from approximately MP 177.50 to MP 180.00, farmland is present in the vicinity of the action area.

The remaining limits of the action area, from MP 180.00 to MP 187.10, transition into the palo verde-dominated desert setting characterized by palo verde trees, brittlebush, and creosote bush. In addition, various species of cacti occur in the action area and include saguaro (*Carnegiea gigantea*), barrel (*Ferocactus* spp.), and cholla (*Cylindropuntia* spp.). Ground cover in the area includes a consistent cover of various forbs and grasses. The disturbance plant species listed above are largely absent in this portion of the action area, and if present, are sparsely scattered along existing roadway shoulders.

Several ephemeral washes are present in the action area. Habitat along the ephemeral washes is not classified as riparian, and is open with no developed canopy or patches of dense trees. Individual palo verde and mesquite trees, and creosote bushes that are larger in size than in surrounding areas, line the wash banks. Surface water in the action area is limited to man-made canals that service the surrounding agricultural area and intersect I-10 at MP 162.40, MP 177.00, and MP 180.10. No riparian broadleaf vegetation, or perennial or intermittent streams occur in the action area. A review of the National Wetlands Inventory website (NWI 2019) suggests no wetlands are present in the action area.

4. Scope of Work

4.1 Construction

The proposed project would generally include the following construction-related activities:

- Widen the segment of I-10 from SR 202L (MP 161.00) to Riggs Road (MP 167.50) to include one general purpose and one HOV lane in each direction.
- Widen I-10 between Riggs Road (MP 167.50) and MP 187.00 to include one general purpose lane in each direction.
- Upgrade TI ramps to current design standards and to improve vertical clearance at Wild Horse Pass Boulevard, Queen Creek Road, Riggs Road, Casa Blanca Road, Seed Farm Road, and Pinal Avenue.
- Replace bridges spanning I-10 at Riggs Road, Goodyear Road, Nelson Road, Casa Blanca Road, Gas Line Road, Seed Farm Road, and Pinal Avenue to accommodate the widened freeway (existing bridge piers are at the edge of the current roadway).
- Adding an additional bridge spanning I-10 at Wild Horse Pass Boulevard, Queen Creek Road, Riggs Road, Casa Blanca Road, and Pinal Avenue.
- Relocating access roads near Nelson Road, Gas Line Road, and Seed Farm Road.
- Constructing roundabouts at the TIs of Casa Blanca Road.
- Construct new lanes for the TI at Casa Blanca Road.
- Constructing a new TI at Seed Farm Road with onramps and offramps for northbound and southbound traffic of I-10.
- Relocate irrigation channels near Gas Line Road and Seed Farm Road.
- Removing embankment and bridge spanning I-10 at Dirk Lay Road.
- Acquire new ROW and easement.
- Modify drainage features where necessary.
- Relocate utilities, if required.
- Install fiber optic lines.
- Install or modify signing, pavement striping, lighting (SR202L to Riggs Road), freeway management systems, and traffic signal as necessary.

All roadway widening activities would occur within the existing roadway alignment towards the median. No new ROW, easements, or temporary construction easements are anticipated for the proposed roadway widening activities. Approximately 96 acres of new easement would be required to upgrade the TIs to current design standards, remove, replace, or construct new bridges, and to relocate access roads and irrigation channels.

Widening the roadway, replacing UP bridges, and upgrading TI ramps would require removal and replacement of vegetation and existing roadway features (i.e., utilities, drainage structures, guardrail, etc.). Once vegetation and existing roadway features are removed, dirt fill would be added or removed, graded and compacted, and the final treatment, whether pavement, concrete, milled gravel, erosion control measures, etc., would be installed. Replacing UP bridges would also generally involve these steps with the addition of removing the existing superstructure followed by the substructure. These activities may need to be completed at night and would ultimately result in temporary and permanent ground disturbance. Because the final design of this project is still being developed, the ground disturbance calculations within this document are approximations based on the Preferred Alternative. Final ground disturbance calculations would be based on the final design.

Permanent impacts are defined as ground disturbance that converts a permeable surface to an impermeable surface. Permanent impacts would occur along I-10 from adding two new lanes in each direction from SR 202L to Riggs Road (i.e. MP 161.00 to MP 167.50), one new lane in each direction from Riggs Road (MP 167.50) to MP 187.00, upgrading TI ramps, adding sidewalks curbs and gutters near bridge structures, and modifying or adding drainage structures. The estimated amount of permanent impact is approximately 194 acres based on preliminary review of the Preferred Alternative.

Temporary impacts are defined as any activity that disturbs the ground surface without converting it to a non-permeable surface. Cut and fill of ground surfaces and modifications to TI in-fields are anticipated to cause approximately 100 acres of temporary ground disturbance based on estimates from the Preferred Alternative. Additional temporary impacts would occur from relocating utilities, installing fiber optic lines via direct bury, equipment and vehicles maneuvering throughout the construction site, and staging and stockpiling activities. The exact location of these additional temporary impacts will be determined during final design. Therefore, the total area for temporary impacts could not be estimated at the time this document was finalized. After construction is complete, areas that are temporarily impacted will be contoured or graded to blend with the surrounding landscape and will be revegetated with a seed mix comprised of native species.

Vegetation removal is anticipated where ground disturbing activities would occur. This would primarily impact disturbance plant species near the existing roadway shoulders, as well as shrubs, trees, and cacti as mentioned in Section 3. Protected native plants impacted by the project would include saguaro, barrel cacti, cholla, mesquite, and palo verde trees.

4.2 Potential Impacts on Water Quality and Clean Water Act Compliance

Impacts on waters of the United States (US) would be determined during final design. It is anticipated that a Department of the Army Section 404 permit under the Clean Water Act would not be required. More than one acre of soil would be disturbed; therefore, the project would require a National Pollutant Discharge Elimination System permit within ADOT's easement on Community lands and an Arizona Pollutant Discharge Elimination System permit within ADOT's ROW. A Storm Water Pollution Prevention Plan would be developed. The proposed project is not located within 0.25 mile of an impaired or unique water.

5. Project Action Area

The action area includes all areas to be affected directly or indirectly by the action and not merely the construction footprint (50 CFR §402.02). The existing ROW and easement within the limits of the proposed project is a 300-foot-wide corridor with greater expanses of ROW and easement at the TIs. Most of the project would occur in the 300-foot-wide corridor with approximately 96 acres of new easement at nine locations within the project. Widening the roadway would occur towards the median, but because the final design for this project is not complete, the construction footprint is estimated from the Preferred Alternative.

Potential effects to consider from the construction of the proposed project are elevated levels of noise that could impact migratory birds nesting along I-10. Typically, noise emission values of construction-related equipment are measured at 50-feet from the operating piece of equipment; beyond 50-feet, noise levels decrease by 6 dBA for each doubling of distance (FHWA 2017). If migratory birds are nesting within the vicinity

of the project, noise emitted from construction-related equipment may have the potential to impact normal nesting behavior. However, I-10 is a heavily traveled roadway that experiences consistent, daily traffic. Additionally, noise generated from motorized vehicles occurs in the urban areas and agricultural lands adjacent to the project corridor. Due to the consistent presence of noise generated by daily traffic and vehicles in the surrounding areas, constructing the proposed project is not anticipated to elevate noise above ambient noise levels of the area and therefore birds nesting near the project corridor would not be impacted by noise generated by construction.

As discussed in the Environmental Baseline (Section 3), watercourses within the limits of the project consist of canals and ephemeral washes. Improvement to or expansion of the existing culverts at canals in the construction footprint are not anticipated to be needed at this time. However, ephemeral washes within the construction footprint would be impacted from installation and extensions of culverts and pipes. Surface waters are only present in these washes during and immediately following a storm events; therefore, these features do not support an aquatic environment or provide habitat for aquatic species. Furthermore, the ephemeral washes have been modified from their natural state due to the current alignment of I-10 and existing drainage culverts and pipes. As previously mentioned, the proposed project would proceed under a National Pollutant Discharge Elimination System permit within ADOT's easement on Community lands and an Arizona Pollutant Discharge Elimination System permit within ADOT's ROW, and a Storm Water Pollution Prevention Plan would be utilized. Best Management Practices (BMPs) and sediment controls would be implemented throughout construction to prevent impacts on drainages downstream of the project; therefore, there would be no impacts on washes downstream of the project or outside of the construction footprint.

The construction of the Preferred Alternative would result in the disturbance of at least 294 acres of habitat for general wildlife use, with additional losses anticipated once the final design is developed. The loss of vegetation would occur wherever ground disturbance is anticipated, but primarily within the median of I-10, which is low-quality habitat due its proximity to a busy interstate and its fragmentation from surrounding areas. However, trees suitable for nesting migratory birds are present within the medians and other areas of ground disturbance and would likely be removed as part of the proposed project. Applicable environmental commitments related to tree removal and migratory birds are included in Section 7 and further discussed in Appendix A, Section I.

Therefore, due to a lack of elevated noise levels and the prevention of downstream impacts on aquatic and terrestrial wildlife, the action area for this project is limited to the existing 300-foot-wide corridor and proposed new easements (see Appendix D).

6. Community Focal Species and Native Plant Ordinance

A request was made to the Community for a list of special status species to include and analyze in this BE for potential impacts from the proposed project. The Community responded and clarified that all species are equally special and important to the Community and thus a Community Sensitive Species list or an analogous ordinance to the ESA does not exist. However, a list of Focal Species was provided as well as the Community's Native Plant Ordinance for Land Use Planning and Zoning. Refer to Appendix C for the aforementioned lists and all agency correspondence.

Focal Species have a cultural significance to the Community because they appear in O'odham stories, songs, and traditions. A great number of species included on the Focal Species list are present within or adjacent to the action area of the proposed project. The proposed project would widen roadways towards the median of I-10 within ADOT's easement through Community lands and may impact individual species if they are located within the construction footprint during construction. However, the proposed project would not cause a large loss of Focal Species compared to what exist in the area and the species included on the Focal Species list would remain prevalent within the Community after construction is complete. Refer to Appendix B for a detailed evaluation of impacts to Community Focal Species.

The Community Native Plant Ordinance protects native plant species that are of aesthetic, ecological, educational, historical, scientific, and recreational value to the Community as well as regulates woodcutting for domestic use and sale. Several species included on the Native Plant Ordinance are present in the action area including but not limited to: saguaro, little leaf palo verde (*Parkinsonia microphylla*), blue palo verde (*Parkinsonia florida*), and barrel cacti. These species are prohibited from being dug up, collected, and/or removed from their growing sites unless a permit is obtained. To ensure compliance with the Native Plant Ordinance, the Roadside Development Section would coordinate with the Community. Refer to Section 7 for applicable environmental commitments.

7. Environmental Commitments

The following commitments would be implemented for this proposed project to prevent the spread and introduction of invasive plant species, protect plants protected by the Arizona Native Plant Law and Community Native Plant Ordinance, avoid project impacts to bats and birds protected by the Migratory Bird Treaty Act (MBTA), and to reduce potential impacts on the Sonoran desert tortoise.

Roadside Development Section Responsibilities

- Plants protected by the Gila River Indian Community's Native Plant Ordinance will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will coordinate with the Gila River Indian Community to ensure compliance with the Community Native Plant Ordinance.
- The Arizona Department of Transportation Roadside Development Section will provide special provisions for the control of noxious and invasive plant species during construction that may require treatment and control within the project limits.
- Protected native plants within the project limits will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will determine if Arizona Department of Agriculture notification is needed. If notification is needed, the Arizona Department of Transportation Roadside Development Section will send the notification at least 60 (sixty) calendar days prior to the start of construction.

Design Responsibilities

- During final design, a qualified biologist shall complete surveys for nesting birds protected under the Migratory Bird Treaty Act, as necessary and develop mitigation measures to avoid impacts to nesting birds during construction.
- During final design, a qualified biologist shall inspect all structures including concrete box culverts, underpass bridges, and large pipes that will be impacted by construction for roosting bats and develop mitigation measures to avoid impacts to bats during construction.
- During final design of the project, the status of species and critical habitat proposed, listed, or designated under the Endangered Species Act would be reviewed. If new species or critical habitat have been proposed, listed, or designated following completion of the Biological Evaluation, or if the potential effects on species or critical habitat from the project have changed from those described in the Biological Evaluation, an update to the Biological Evaluation would be prepared and any required consultation with the USFWS would be completed.

Contractor Responsibilities

- Prior to construction, all personnel who will be on-site, including, but not limited to, contractors, Contractors' employees, supervisors, inspectors, and subcontractors shall review the attached Arizona Department of Transportation Environmental Planning "Western Burrowing Owl Awareness" flyer.
- If any burrowing owls or active burrows are identified the contractor shall notify the Engineer immediately. No construction activities shall take place within 100 feet of any active burrow.

- If the Engineer in cooperation with the Environmental Planning Biologist determines that burrowing owls cannot be avoided, the contractor shall employ a qualified biologist holding a permit from the US Fish & Wildlife Service to relocate burrowing owls from the project area, as appropriate.
- The contractor shall develop a Noxious and Invasive Plant Species Treatment and Control Plan in accordance with the requirements in the contract documents. Plants to be controlled shall include those listed in the state and federal noxious weed and the state invasive species lists in accordance with state and federal laws and executive orders. The plan and associated treatments shall include all areas within the project right-of-way and easements as shown on the project plans. The treatment and control plan shall be submitted to the Engineer for the Arizona Department of Transportation Construction Professional Landscape Architect for review and approval prior to implementation by the contractor.
- Prior to the start of ground-disturbing activities and throughout the duration of construction and any landscape establishment period, the contractor shall arrange for and perform the control of noxious and invasive species in the project area.
- To prevent the introduction of invasive species seeds, all earthmoving and hauling equipment shall be washed prior to entering the construction site and the contractor shall inspect all construction equipment and remove all attached debris, including plant parts, soil and mud, prior to the equipment entering the construction site.
- To prevent invasive species seeds from leaving the site, the contractor shall inspect all construction and hauling equipment and remove all debris, including plant parts, soil and mud, prior to leaving the construction site.
- If any Sonoran Desert tortoises are encountered during construction, the contractor shall adhere to the attached Arizona Game and Fish Department “Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects”. If any tortoise is encountered during construction the contractor shall notify the Engineer to report the encounter.
- The contractor shall report encounters with any Sonoran Desert tortoise tortoises (live, injured, or dead) during construction to the Engineer using the attached Arizona Department of Transportation Sonoran Desert Tortoise Observation Form. The final form shall be sent to Arizona Department of Transportation Environmental Planning (email: bioteam@azdot.gov) within 24 hours of the encounter. Photographs should be taken of tortoises encountered, and included in the report if possible.
- Prior to construction activity the contractor’s field personnel including the Project Manager, Assistant Project Manager, General Superintendent, and Project Superintendent shall review the attached Arizona Department of Transportation Environmental Planning “Sonoran Desert Tortoise Awareness Program Handout” flier, become familiar with the identification and avoidance of the Sonoran Desert tortoise, and follow the notification request, as applicable.

8. Literature Cited

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9. Signatures

Prepared by:  _____ Date: September 3, 2021
Matthew Camba
Wildlife Biologist
AZTEC Engineering Group, Inc

Reviewed by:  _____ Date: September 3, 2021
Jessica Rybczynski
Wildlife Biologist
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APPENDIX A
OTHER SPECIAL STATUS SPECIES

I. MIGRATORY BIRD TREATY ACT

The proposed project would occur across a 23-mile corridor on I-10 from MP 161.00 to MP 187.10, excluding the Gila River Bridge (i.e. MP 172.6 to MP 173.6). Structures within the proposed project include concrete box culverts, large corrugated metal pipes, and UP bridges that span I-10 and canals. Several project structures were visited by AZTEC biologists' multiple times from February through May 2021, as part of a Wildlife Connectivity Assessment for this project. No nesting birds were observed on the structures visited during for the Wildlife Connectivity Assessment. Trees suitable for nesting migratory birds are also present within the action area and would likely be impacted by the proposed project. Lastly, elements of suitable western burrowing owl (*Athene cunicularia hypugaea*) habitat are present within portions of the action area as well as areas adjacent to the action area. Thus, with the current Preferred Alternative the following measures would be implemented to avoid impacts to nesting migratory birds:

Design Responsibilities

- During final design, a qualified biologist shall complete surveys for nesting birds protected under the Migratory Bird Treaty Act, as necessary and develop mitigation measures to avoid impacts to nesting birds during construction.

Contractor Responsibilities

- Prior to construction, all personnel who will be on-site, including, but not limited to, contractors, Contractors' employees, supervisors, inspectors, and subcontractors shall review the attached Arizona Department of Transportation Environmental Planning "Western Burrowing Owl Awareness" flyer.
- If any burrowing owls or active burrows are identified the contractor shall notify the Engineer immediately. No construction activities shall take place within 100 feet of any active burrow.
- If the Engineer in cooperation with the Environmental Planning Biologist determines that burrowing owls cannot be avoided, the contractor shall employ a qualified biologist holding a permit from the US Fish & Wildlife Service to relocate burrowing owls from the project area, as appropriate.

II. BALD AND GOLDEN EAGLE PROTECTION ACT

The construction footprint and surrounding ROW was evaluated by Matthew Camba, AZTEC. It is not located in the range of or within suitable habitat for bald and/or golden eagles. The project, if implemented, would not disturb or result in take of bald or golden eagles.

III. FISH AND WILDLIFE COORDINATION ACT (FWCA)

This project is a federal action but it would not impound, divert, deepen the channel or otherwise control or modify any stream or other body of water; therefore, the FWCA does not apply.

IV. NOXIOUS AND INVASIVE PLANT SPECIES

The ADOT District responded to a request for information on the presence of noxious and invasive plants in the construction footprint and surrounding ROW on September 11, 2019. The following noxious and/or invasive plants were reported within the construction footprint and surrounding ROW: Russian thistle, puncture vine, kochia, buffelgrass (*Pennisetum ciliare*), prickly lettuce (*Lactuca serriola*), skeleton weed (*Eriogonum deflexum*), and globe chamomile. A Noxious Species Control Plan would be required for the proposed project.

Roadside Development Section Responsibilities

- The Arizona Department of Transportation Roadside Development Section will provide special provisions for the control of noxious and invasive plant species during construction that may require treatment and control within the project limits.

Contractor Responsibilities

- The contractor shall develop a Noxious and Invasive Plant Species Treatment and Control Plan in accordance with the requirements in the contract documents. Plants to be controlled shall include those listed in the state and federal noxious weed and the state invasive species lists in accordance with state and federal laws and executive orders. The plan and associated treatments shall include all areas within the project right-of-way and easements as shown on the project plans. The treatment and control plan shall be submitted to the Engineer for the Arizona Department of Transportation Construction Professional Landscape Architect for review and approval prior to implementation by the contractor.
- Prior to the start of ground-disturbing activities and throughout the duration of construction and any landscape establishment period, the contractor shall arrange for and perform the control of noxious and invasive species in the project area.
- To prevent the introduction of invasive species seeds, all earthmoving and hauling equipment shall be washed prior to entering the construction site and the contractor shall inspect all construction equipment and remove all attached debris, including plant parts, soil and mud, prior to the equipment entering the construction site.
- To prevent invasive species seeds from leaving the site, the contractor shall inspect all construction and hauling equipment and remove all debris, including plant parts, soil and mud, prior to leaving the construction site.

V. OTHER FEDERAL SENSITIVE SPECIES

Table B-1. Other Federal Sensitive Species

Common Name	Scientific Name	Status	Occupied Habitat Present?	Suitable Habitat Present?	Suitable Habitat Affected?	Species Potentially Affected?
<i>Reptiles</i>						
Sonoran desert tortoise	<i>Gopherus morafkai</i>	C, CCA	Yes	Yes	Yes	Yes
<i>Invertebrates</i>						
Monarch butterfly	<i>Danaus plexippus plexippus</i>	C	Yes	Yes	Yes	Yes

Sonoran desert tortoise

The Sonoran desert tortoise is designated a candidate species under the Endangered Species Act. ADOT is a signatory to the *Candidate Conservation Agreement for the Sonoran Desert Tortoises (Gopherus morafkai) in Arizona* (USFWS and AIDTT 2015) and makes accommodations for protection of tortoises on construction projects where tortoises may be present. The Sonoran desert tortoise inhabits the bajadas and rocky, steep slopes of Mojave Desertscrub and both subdivisions of Sonoran Desertscrub, but can be found in other habitats within western and central Arizona between 900 and 4,200 feet elevation east and south of the Colorado River. Sonoran desert tortoise most often occur in a paloverde-cacti mix with boulders, rocky outcrops, and natural ground cavities nearby. They require loose soils to excavate shelters below rocks, boulders, and vegetation on semi-open slopes, but will also shelter in caliche caves of washes, or otherwise in rocky crevices(USFWS 2015).The Sonoran desert tortoise also utilizes inter-mountain valleys for dispersal at all life stages and these areas are considered part of their home range. Tortoise dispersal into new areas is typically related to physiological needs such as food and shelter availability and suitability (USFWS 2015).

Habitat within the action area consists primarily of desert flats, agricultural fields and urbanized environments. Suitable habitat for Sonoran desert tortoise is present in the Sacaton Mountains, and ephemeral washes through action area between MP182 and MP 186 could be used as travel corridors by dispersing tortoise. AZTEC biologists conducted several site visits from February 2021 through May 2021 and

no evidence of Sonoran desert tortoise including individuals, scat, shell fragments, or suitable burrows were observed in the action area. However, if Sonoran desert tortoise are present within the action area during the construction of the proposed project, individuals could be crushed or harmed by vehicles and equipment maneuvering within the construction site. To minimize this potential impact, the conservation measures listed below and in Section 7 of this document would be implemented. Therefore, the project may impact individuals of Sonoran Desert tortoise, but it is not likely to result in a trend toward federal listing or loss of viability.

Monarch butterfly

The monarch butterfly (*Danaus plexippus plexippus*) was designated a candidate species under the Endangered Species Act. Monarch butterflies migrate to Arizona in the spring from overwintering sites in California and Mexico. They follow the blooming of nectar plants to the north and from low to higher elevations and back between spring and fall. While the majority of monarchs return to overwintering sites in the fall, some monarchs remain in sheltered low elevation riparian areas in central and southern Arizona during the winter months. This project may result in a temporary loss of monarch habitat. Therefore, the project may impact individual Monarch butterfly, but would not result in a loss of viability or in a trend toward federal listing.

VI. STATE SENSITIVE SPECIES

The analysis in this section only applies to the action area that is located outside of Gila River Indian Community lands. The AGFD on-line environmental review tool was accessed on June 17, 2021 (Receipt Number: HGIS-09390) to determine whether special status species have been reported to occur in the area surrounding the project. As part of the environmental review process a letter describing the project was sent to the AGFD to inform them of the project and to solicit comments. The letter requested any specific concerns, suggestions or recommendations the agency may have related to the project. The AGFD on-line environmental review tool did not identify any special status species occurring in the area surrounding the project, and the AGFD sent a response letter. In the response letter, the agency included specific concerns related to the project including surveys for the western burrowing owl if suitable habitat is present within or adjacent to the action area; determining bat use and habitat suitability in UP bridges included in the proposed project; incorporation of the *Guidelines for Culvert Construction to Accommodate Fish & Wildlife Movement and Passage* for all culvert reconstructions and/or riprap installation; and minimizing the need and use of open trenches, avoid leaving trenches open overnight, installing escape ramps in trenches that cannot be immediately backfilled, and inspecting trenches that have been left open overnight for animals prior to backfilling.

Conservation measures related to the western burrowing owl have been included as part of compliance with the MBTA (See Appendix A, Section I).

VII. PROTECTED NATIVE PLANTS

The analysis in this section applies to state and Community owned lands present within in the action area. The Community keeps a list of protected native plants which prohibits the removal or collection of naturally growing plants. AZTEC biologists reviewed the construction footprint and surrounding ROW for the presence of Arizona and Community protected native plants during Wildlife Connectivity Assessment. The following Arizona protected plants were observed and would likely be impacted by the proposed project: saguaro, barrel cactus, cholla, and mesquite trees. The following Community listed protected plants were observed and would likely be impacted by the proposed project: saguaro, desert ironwood, little leaf palo verde, blue palo verde, and velvet mesquite. Therefore, the following measures would be implemented:

Roadside Development Responsibilities

- Plants protected by the Gila River Indian Community's Native Plant Ordinance will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will coordinate with the Gila River Indian Community to ensure compliance with the Native Plant Ordinance.

- Protected native plants within the project limits will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will determine if Arizona Department of Agriculture notification is needed. If notification is needed, the Arizona Department of Transportation Roadside Development Section will send the notification at least 60 (sixty) calendar days prior to the start of construction.

VIII. WILDLIFE CONNECTIVITY

ADOT, the AGFD, the Federal Highway Administration and representatives from other agencies have completed a Wildlife Linkages Assessment to address important wildlife movement corridors in Arizona. The AGFD on-line environmental review tool included a standard response regarding local or regional needs of wildlife movement, connectivity, access to habitat needs and design of various roadway features such as culverts and bridges. The project is not located within the Potential Linkage Zones identified in the *Arizona Wildlife Linkages Assessment (AWLW 2006)*. The Community also provided a letter with concerns with wildlife connectivity, or rather wildlife permeability, which is discussed in Appendix C.

APPENDIX B

COMMUNITY FOCAL SPECIES IMPACT EVALUATIONS

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Focal Shrubs		
White Brittlebush (<i>Encelia farinosa</i>)	Dry, rocky or gravelly slopes below 3,000 feet elevation in desertscrub, pine-oak woodlands, coastal sage scrub, and desert grasslands.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Ephedra (<i>Ephedra trifurca</i>)	Dry, rocky slopes to flat sandy areas between 1,500 feet and 6,500 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Creosote (<i>Larrea tridentata</i>)	Widespread and common in desert habitat below 5,000 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Anderson Wolfberry (<i>Lycium andersonii</i>)	Arid washes and arroyos, bajadas, rocky slopes, mesas and foothills below 5,500 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Coulter’s Globemallow (<i>Sphaeralcea coulteri</i>)	Desert flats in sandy or fine textured soils, and along arroyos below 2,500 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Graythorn (<i>Ziziphus obtusifolia</i>)	Found on mesas and canyon slopes, in deserts and grasslands, and along drainages. Elevation ranges from 1,000 feet to 5,000 feet.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Desert Broom (<i>Baccharis sarothroides</i>)	Occupies sandy washes, hillsides, along streams and low flat lands of the desert. Grows in elevations from 1,000 feet to 5,000 feet.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Four-wing Saltbush (<i>Atriplex canescens</i>)	Occupies saline or sandy soils in the desert or arid regions, typically where water is more abundant. Elevation ranges from 2,000 feet to 8,000 feet.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Arrowweed (<i>Pluchea sericea</i>)	Strongly associated riparian areas. Grows along rivers and streams below 3,000 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Quail Bush (<i>Atriplex lentiformis</i>)	Saline to non-saline soils along drainages, streams canal banks, and roadsides in warm desertscrub, saltbush, and riparian habitats. Elevation ranges from 230 feet to 3,200 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Snakeweed (<i>Gutierrezia sarothrae</i>)	Occupies deserts, plains, pinyon-juniper woodlands, ponderosa forest clearings, and roadsides. Elevation ranges from 3,000 feet to 8,000 feet.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Chuparosa (<i>Justicia californica</i>)	Dry, sandy soils in washes and canyons below 2,500 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Focal Trees		
Yellow Palo verde (<i>Parkinsonia microphylla</i>)	Dry, rocky hillsides and mesas, plains and deserts between 500 feet and 4,000 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Desert Ironwood (<i>Olneya tesota</i>)	Gravelly to silty soil below 3,000 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Screwbean Mesquite (<i>Prosopis pubescens</i>)	Floodplains and bottomlands along rivers below 4,000 elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Velvet Mesquite (<i>Prosopis velutina</i>)	Desert washes, bottomlands, slopes and mesas below 5,000 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Cottonwood (<i>Populus sp.</i>)	In Arizona, cottonwood species are closely associated with riparian areas between 150 feet to 7,000 feet elevation.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Goodding’s Willow (<i>Salix gooddingii</i>)	Strongly associated with riparian areas. Occurs along river and streams, and in wet meadows below 7,500 feet elevation.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Focal Forbs		
Palmer’s Amaranth (<i>Amaranthus palmeri</i>)	Commonly found in river bottoms and irrigated lands at elevations below 5,500 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Wheelscale Saltbush (<i>Atriplex elegans</i>)	Found at 3,500 feet elevation or lower along roadsides and in barren lands of Southern Arizona.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Pitseed Goosefoot (<i>Chenopodium berlandieri</i>)	Often found in disturbed habitats up to 7,000 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Narrow-leaf Goosefoot (<i>Chenopodium leptophyllum</i>)	Open, gravelly soils in shrublands and coniferous forests from 5,000 feet to 7,000 feet elevation.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Patata (<i>Monolepis nuttalliana</i>)	Dry or alkaline and often heavy soil below 10,000 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Common Purslane (<i>Portulaca oleracea</i>)	Open, disturbed habitat below 8,500 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Spiny Sowthistle (<i>Sonchus asper</i>)	Roadsides, fields, and disturbed sites below 8,000 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Annual Sowthistle (<i>Sonchus oleraceus</i>)	Disturbed areas between 500 feet and 8,000 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Desert Chia (<i>Salvia columbariae</i>)	Sandy, gravelly, or clay soils on slopes and washes below 3,500 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Southern Cattail (<i>Typha domingensis</i>)	Riparian areas, wetlands, marshes and other wet habitats between 1,000 feet and 5,500 feet elevation.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Black-seeded Devil's Claw (<i>Proboscidea parviflora</i>)	Sandy and gravelly soils in fields, roadsides, and disturbed habitats. Elevation ranges from 1,000 feet to 5,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Desert Tobacco (<i>Nicotiana obtusifolia</i>)	Along sandy washes, on and below rocky slopes, and in canyons of the southwest deserts up to 6,000 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Pickle Weed (<i>Salicornia sp.</i>)	Closely associated with saline and alkaline marshes and flats, and coastal marshes below 4,000 feet in elevation.	No suitable habitat within the action area or in the immediate vicinity of the proposed project. Therefore, the cultural relevance of this species would not be impacted or reduced by the proposed project.
Yerba Mansa (<i>Anemopsis californica</i>)	Wet, usually alkaline soils along streams and in wet meadows between 1,000 feet and 6,000 feet elevation.	No suitable habitat within the action area or in the immediate vicinity of the proposed project. Therefore, the cultural relevance of this species would not be impacted or reduced by the proposed project.
Jimmy Weed (<i>Isocoma pluriflora</i>)	Common and widespread in deserts and grasslands especially along road sides. Occurs in saline soils below 5,000 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Focal Succulents		
Desert Agave (<i>Agave deserti</i>)	Decomposed granite in low desertscrub habitats from 1,000 feet to 4,000 feet.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Saguaro (<i>Carnegiea gigantea</i>)	Well drained desert mountain slopes, and hill sides within the Sonoran Desert. Elevation ranges from 600 feet to 3,600 feet.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Buckhorn Cholla (<i>Cylindropuntia acanthocarpa</i>)	Occupies sandy soils of slopes and washes in desert thorn scrub. Elevation ranges from 500 feet to 3,500 feet.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Englemann's Prickly-Pear (<i>Opuntia engelmannii</i>)	Sandy soils in desert flats, hills, and valleys between 1,500 feet and 7,500 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Cane Cholla (<i>Cylindropuntia spinosior</i>)	Desert grasslands, flats, valleys, and plains from 2,000 feet to 6,500 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Focal Mammals		
Bat Order: (<i>Chiroptera</i>)	Deserts, forests, mountains, and canyons. Roost in rock outcroppings, crevices, bridges, and caves. Occupy most elevations due to migratory patterns.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Black Bear (<i>Ursus americanus</i>)	In Arizona, all forest types and grasslands above 6,000 feet elevation.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Black-tailed Jackrabbit (<i>Lepus californicus</i>)	Semidesert, scrublands, and grasslands below 7,000 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Coyote (<i>Canis latrans</i>)	Urban to rural areas, and desert, scrubland, and forest habitats generally below 12,000 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Desert Bighorn (<i>Ovis canadensis nelsoni</i>)	Desert mountain ledges and grassy basins within southern and western Arizona. Elevations range from 90 feet to 4,500 feet.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Desert Cottontail (<i>Sylvilagus audubonii</i>)	Open fields, golf courses, and brush or rock piles along streams, shrublands, semideserts, and deserts below 6,500 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Domestic Dog (<i>Canis lupus familiaris</i>)	Within the vicinity of rural and urban communities. Strongly associated with human presence.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Gray Fox (<i>Urocyon cinereoargenteus</i>)	Desertscrub, forests, rocky outcrops, river valleys, and brush areas at elevations up to 7,500 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Grey Wolf (<i>Canis lupus</i>)	Wolves are habitat generalists and can occupy a variety of habitats including temperate forests, mountains, tundra, taiga, and grasslands within the northern hemisphere.	No suitable habitat within or adjacent to the action area and do not occur in Arizona. Therefore, the proposed project would have no impact on this species.
Mexican grey wolf (<i>Canis lupus baileyi</i>)	Oak, pine/juniper, ponderosa pine and mixed conifer mountain woodlands above 4,000 feet in elevation.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Horse (<i>Equus caballus</i>)	Semideserts, shrublands, and valleys below 7,500 feet elevation.	This species is located within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, the proposed project would impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Jaguar (<i>Panthera onca</i>)	In Arizona, found in a variety of habitats from Sonoran desertscrub up through sub-alpine conifer forests between 1,600 feet and 9,000 feet elevation.	Suitable habitat is present, but this species is not known to occur within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Kit Fox (<i>Vulpes macrotis</i>)	Shrub land, chaparral, savanna, grassland, desert. Prefers open areas with sparse vegetation in semi-arid regions. Elevation ranges from 1,300 feet to over 6,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Mountain Lion (<i>Puma concolor</i>)	River valleys, woodlands, and unpopulated habitats above 7,000 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Mule Deer (<i>Odocoileus hemionus</i>)	Grasslands, semideserts, scrublands, and forests below 10,000 feet in elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
North American Badger (<i>Taxidea taxus</i>)	Forests, grasslands, deserts, shrub lands, agricultural. Prefers open areas with loose soils below 11,800 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
North American Beaver (<i>Castor canadensis</i>)	Rivers, streams, ponds, lakes, and ditches with trees and perennial water below 10,000 feet elevation.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Pronghorn (<i>Antilocapra americana</i>)	Occupy deserts, shrub lands, grasslands, sagebrush plains, foothills, and open juniper forests. Particularly in open areas where forbs and heavy browse is readily available. Elevations below 11,000 feet.	Suitable habitat is present, but this species is not known to occur within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Valley Pocket Gopher (<i>Thomomys bottae</i>)	Temperate deserts, grasslands, and forest habitats with loose, deep, and loamy soils below 13,800 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Focal Birds		
American coot <i>(Fulica americana)</i>	Mostly still water habitats including slow flowing rivers, lakes, wetlands, ponds, and sometimes saltwater environments. Elevations from sea level to over 11,000 feet.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
American kestrel <i>(Falco sparverius)</i>	Grasslands, meadows, deserts, agricultural fields and most other open habitats with high perches including power lines or tall trees. Elevation ranges from sea level to over 14,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Ash-throated flycatcher <i>(Myiarchus cinerascens)</i>	Found in forest, desert, shrub land, and wetlands. Often found in vegetated shrub lands which are near water for optimum foraging. Elevation ranges from above sea level to 9,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Barn Owl <i>(Tyto alba)</i>	Various habitats including deserts, grasslands, woodlands, shrub lands, and agricultural fields. Often found day roosting in caves and dark cavernous areas of cliffs near mostly open areas for hunting. Elevation ranges from sea level to 13,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Belted kingfisher <i>(Megaceryle alcyon)</i>	Permanent water sources such as wetlands, riparian areas, or lakes and ponds between sea level and 9,000 feet elevation.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Blue grosbeak <i>(Passerina caerulea)</i>	Small number of tree species, little canopy coverage, and low shrub density in low, overgrown fields, stream sides, woodland edges, and brushy roadsides. Elevation ranges from sea level to 8,200 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Curve-billed thrasher <i>(Toxostoma curvirostre)</i>	Lowland deserts and desert cities with abundant vegetation from sea level to 10,000 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Ducks Family: (<i>Anatidae</i>)	Ponds, rivers, lakes, large perennial streams and wetlands. These birds require abundant water sources for migration and foraging.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Gambel's quail (<i>Callipepla gambelii</i>)	Brushy habitat in low desert up to pinyon and juniper forests of desert mountains. Elevation ranges from below sea level to over 6,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Gila woodpecker (<i>Melanerpes uropygialis</i>)	Deserts with large cacti or trees as well as dry subtropical forest, riparian woodlands, and residential areas. Elevation ranges from sea level to 3,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Golden eagle (<i>Aquila chrysaetos</i>)	Open and semi-open country in mountains, hills, and cliffs in deserts, tundra, shrub lands, grasslands, coniferous forests, farmlands and riparian areas. Elevation ranges from sea level to 11,811 feet.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Great horned owl (<i>Bubo virginianus</i>)	Very diverse habitats including high alpine tundra, deciduous and evergreen forests, deserts, suburbs, and farmland. Occurring from sea level to 11,000 feet in elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Greater roadrunner (<i>Geococcyx californianus</i>)	Deserts, chaparral, grasslands, open woodlands and agricultural areas from below sea level to nearly 10,000 feet in elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Hummingbird (<i>Calypte costae</i>)	Deserts, washes, and sage scrub in dry and open habitats. In Arizona, typically occur below 3,000 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Loggerhead shrike (<i>Lanius ludovicianus</i>)	Open areas with sparse vegetation in deserts, grasslands, and shrublands. Elevations up to 6,500 feet down to low desert elevations.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Mourning dove <i>(Zenaida macroura)</i>	Open areas in deserts, grasslands, prairies, agricultural fields, lightly wooded areas as well as urban environments. Rarely exceeds 3,000 feet in elevation down to sea level.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Northern cardinal <i>(Cardinalis cardinalis)</i>	Dense shrubby areas in deserts, evergreen forests, overgrown fields, and city gardens. Elevations range from low elevation deserts to over 8,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Northern mockingbird <i>(Mimus polyglottos)</i>	Deserts, forests, urban and rural areas. Found in open areas throughout various habitats occupying a large range of elevations.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Northern oriole <i>(Icterus bullockii)</i>	Open woodlands, forest edges, orchards, and riparian areas where leafy deciduous trees grow. Elevation ranges from sea level to 8,000 feet.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Peregrine falcon <i>(Falco peregrinus)</i>	Open landscapes with cliffs, skyscrapers, or power pylons for nesting. Elevation ranges from low deserts up to 12,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Prairie falcon <i>(Falco mexicanus)</i>	Found in primarily open habitats of deserts, agricultural fields and alpine meadows. This species nests on ledges of rocky cliffs at elevations up to 10,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Raven <i>(Corvus corax)</i>	Found in virtually all habitats across North America including low deserts, forests, urban areas, alpine tundra and shorelines at a variety of elevations.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Sandhill crane <i>(Antigone canadensis)</i>	Winters in Arizona in shallow waters with low to no vegetation, such as playas, lakes, and sandbars along shallow/braided rivers.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Say's phoebe (<i>Sayornis saya</i>)	Dry, sparsely vegetated areas including sagebrush flats, badlands, dry barren foothills, canyons, and borders of deserts up to about 9,300 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Scarlet macaw (<i>Ara macao</i>)	Found in riparian and flooded tropical evergreen forests of Central and South America.	No suitable habitat within or adjacent to the action area and do not occur in North America. Therefore, the proposed project would have no impact on this species.
Turkey (<i>Meleagris gallopavo</i>)	Open pine forests and grassy savannahs with small oak species between 5,000 feet and 9,000 feet elevation.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.
Turkey vulture (<i>Cathartes aura</i>)	Habitat generalist occurring in mixed farmland, forests, rangelands, landfills, and along roadsides at various elevations.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Verdin (<i>Auriparus flaviceps</i>)	Arid habitats including desertscrub and chaparral between 500 feet and 7,000 feet in elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Western screech owl (<i>Megascops kennicottii</i>)	Forested habitats, suburbs, parks, deserts, coastal areas and in mountains at elevations ranging from sea level to 6,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
White-crowned sparrow (<i>Zonotrichia leucophrys</i>)	Patches of bare ground and grasses in open or shrubby habitats, including tundra, high alpine meadows, and forest edges at various elevations.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
White-winged dove (<i>Zenaida asiatica</i>)	Agricultural, desertscrub, woodlands and urban areas from sea level to 4,500 feet in elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Yellow-billed cuckoo (<i>Coccyzus americanus</i>)	Uses large contiguous patches of multi-layered riparian habitat, such as cottonwood-willow gallery forests along rivers and streams below 6,600 feet in elevation.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Focal Reptiles and Amphibians		
Western Diamondback Rattlesnake (<i>Crotalus atrox</i>)	Occupies slopes, hillsides and bajadas in desertscrub, often amongst rocky outcroppings in elevations from above sea level to 5,300 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Sonoran Desert Sidewinder (<i>Crotalus cerastes</i>)	Open, flat desertscrub with sandy, loamy soils from sea level to 2,800 feet in elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Red Racer (<i>Coluber flagellum</i>)	Occupies flat to moderate sloping areas of dunes, semidesert grasslands, and desertscrub from sea level elevations to 6,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Gila Monster (<i>Heloderma suspectum</i>)	Occupies rocky slopes of the lower woodland to low desertscrub biotic communities in elevations ranging from sea level to 5,500 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Horned Lizard (<i>Phrynosoma sp.</i>)	Seven species of horned lizards occupy Arizona in a variety of habitats including desertscrub, semidesert grassland, interior chaparral, and woodlands. Elevation ranges from sea level to 6,500 feet elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Desert Tortoise (<i>Gopherus morafkai</i>)	Primarily rocky, steep hillsides and bajadas, or incised washes in Mohave and Sonoran desertscrub (south and east of the Colorado River) between 900 feet and 4,200 feet in elevation.	See Appendix B, Section V for evaluation.
Gopher Snake (<i>Pituophis catenifer</i>)	Generalist species found in almost every biotic community except Alpine Tundra occupying elevations from sea level to 9,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Gartersnake (<i>Thamnophis sp.</i>)	Five species of garter snakes occupy riparian areas from sea level to 9,000 feet in elevation in Arizona.	No suitable habitat within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Spiny Lizard (<i>Sceloporus sp.</i>)	Five species of spiny lizard occupy many different biotic communities in Arizona. Occurs on bare mountain cliffs to low desert bajadas and washes. Elevation ranges from sea level to 10,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Sonoran Collared Lizard (<i>Crotaphytus nebrius</i>)	Hillsides, canyons and bajadas with many large rocks in desertscrub from sea level to 4,500 feet in elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Whiptail Lizard (<i>Aspidoscelis sp.</i>)	Many species occupy different habitats including woodlands, desertscrub and dunes between sea level and 8,000 feet in elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Western Banded Gecko (<i>Coleonyx variegatus</i>)	Occupies almost any shelter type in dunes, slopes, washes and canyons of open, arid deserts. Elevation ranges from sea level to 4,000 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Sonoran Desert Toad (<i>Incilius alvarius</i>)	Varied habitats including desertscrub, semidesert grasslands, oak, and occasionally pine-oak woodlands with valley bottoms and low-elevation hills and mountains. Elevation ranges from sea level up to 5,800 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Zebra-tailed Lizard (<i>Callisaurus draconoides</i>)	Common in flats, washes and plains of open, low desertscrub in elevations up to 5,900 feet.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.
Coral Snake (<i>Micruroides euryxanthus</i>)	Arid and semi-arid regions in an array of habitats from sea level up to 5,800 feet in elevation.	This species may occur within or adjacent to the action area. The majority of ground disturbance would occur in the median of I-10. Thus, if present the proposed project may impact individuals, but would not result in a loss of viability or reduce the prevalence of this species within the Community.

Table B-1. Gila River Indian Community Focal Species List

Species Name	Habitat Requirements*	Impact Evaluation
Orange-tailed Chuckwalla (<i>Sauromalus ater</i>)	Generally restricted to rocky flats and slopes where abundance of cracks and crevices in rock surfaces are present from sea level up to 6,000 feet in elevation. Orange-tailed chuckwallas are only known to occur on South Mountain in Maricopa County.	Suitable habitat is present, but this species is not known to occur within or adjacent to the action area. Therefore, the proposed project would have no impact on this species.

*Habitat requirements were generated by utilizing the sources listed in the References section below.

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APPENDIX C
AGENCY COORDINATION

The USFWS IPaC system and AGFD on-line environmental review tool were utilized to identify special status species potentially occurring in the area surrounding the proposed project. The IPaC and AGFD review tool results are included in this Appendix. As part of the environmental review process, a letter describing the project was also sent to the agencies below to inform them of the project and to solicit comments.

US Fish and Wildlife Service (USFWS)

Bob Lehman, ADOT Liaison

Arizona Game and Fish Department (AGFD)

Andrew Cavalcant, Project Evaluation Program Supervisor

Gila River Indian Community (Community)

Russell Benford, Environmental Program Manager, Wildlife & Ecosystems Management Program

All correspondence with these agencies is attached. A response was not received from the USFWS, but the AGFD responded with a letter, summarized in Appendix A. The Community also responded with a letter and had three areas of concerns with the proposed project: wildlife permeability, exotic species, and roadside trash. The majority of the concerns within these three areas pertain to the design of the proposed project. These concerns have been conveyed to the designers for incorporation with final design. ADOT will continue coordination with the Community on project design and the National Environmental Policy Act clearance as the project progresses.

The remaining topics do not pertain to the design of the project. Below is a summary of the requests made by the Community and ADOT's response to the request.

Wildlife Permeability

Bridges. The Community requests that bridges impacted by construction are inspected for bat use.

A Wildlife Connectivity Assessment was performed between early February 2021 and late May 2021 to investigate wildlife permeability within the action area. During site visits associated with this, no evidence of roosting bat colonies including individuals, guano accumulation, or urine staining was observed. However, occasional guano likely from individual night roosting bats was observed in several culverts throughout the action area. Thus, the following measure would be implemented to determine bat use prior to construction and avoid project impacts to bats:

Design Responsibilities:

- During final design, a qualified biologist shall inspect all structures including concrete box culverts, underpass bridges, and large pipes that will be impacted by construction for roosting bats and develop mitigation measures to avoid impacts to bats during construction.

Exotic Species

Native Plant Species. The Community requests that more of an effort to control the spread and introduction of noxious and invasive plant species within the project limits take place as culturally important plant species are in jeopardy from the invasion of exotic plant species.

Conservation measures pertaining to noxious and invasive plant species as well as protecting native plants have been included in Section 7 of this document.

Native Plant Salvage. All healthy native plants listed in the Community Native Plant Ordinance (attached) should be salvaged and either re-utilized in the proposed project or made available to the Community. Translocated plants within ADOT's easement should also be monitored and maintained for no fewer than five years to ensure a successful re-establishment.

The following measure would be implemented to facilitate salvaging native plants listed in the Community Native Plant Ordinance:

Roadside Development Section Responsibilities

- Plants protected by the Gila River Indian Community's Native Plant Ordinance will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will coordinate with the Gila River Indian Community to ensure compliance with the Community Native Plant Ordinance.

Herbicide Treatment of Exotic Plant Species. The Community requests that at least 5 years prior to construction, surveys for all exotic and invasive plant species be conducted and mapped within ADOT's easement. Based on the results of these surveys, all mapped populations should be eliminated by conducting herbicide treatments frequently enough to successfully eliminate the seed banks. All herbicide treatments should persist in perpetuity.

Prior to construction, a treatment plan for noxious and invasive species would be developed and implemented throughout the entirety of construction. In addition, after construction is complete, all temporarily disturbed areas would be seeded with a native seed mix to give native species a competitive advantage. Lastly, ADOT would continue to treat invasive species issues in the area in perpetuity. Refer to Section 7 of this document for all applicable conservation measures.

Native Plant Propagation. Areas that have been treated with herbicide should be re-seeded with a mix of endemic plant species.

All temporarily disturbed areas would be seeded with a native seed mix. Refer to Section 7 of this document for all applicable conservation measures.

Roadside Trash- Develop a comprehensive protocol for solid and hazardous waste control and removal and response within ADOT's easement. This protocol should be developed in collaboration with the Community's resource managers, first responders, and implemented in perpetuity by ADOT.

The proposed project will adhere to ADOT's Standard Specification regarding trash management.

An email was also sent to Russell Benford of the Community to obtain a list of Community special status species. This email correspondence is included within this Appendix. The Focal Species List and Community Native Plant Ordinance are addressed in Section 6 of the main document and impact evaluations for Community Focal Species are included in Appendix B.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Arizona Ecological Services Field Office

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<http://www.fws.gov/southwest/es/arizona/>

http://www.fws.gov/southwest/es/EndangeredSpecies_Main.html

In Reply Refer To:

June 15, 2021

Consultation Code: 02EAAZ00-2019-SLI-0766

Event Code: 02EAAZ00-2021-E-02486

Project Name: F0252, I-10, SR 202L to SR 387; DCR and EA

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The Fish and Wildlife Service (Service) is providing this list under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). The list you have generated identifies threatened, endangered, proposed, and candidate species, and designated and proposed critical habitat, that may occur within one or more delineated United States Geological Survey 7.5 minute quadrangles with which your project polygon intersects. Each quadrangle covers, at minimum, 49 square miles. In some cases, a species does not currently occur within a quadrangle but occurs nearby and could be affected by a project. Please refer to the species information links found at:

http://www.fws.gov/southwest/es/arizona/Docs_Species.htm

<http://www.fws.gov/southwest/es/arizona/Documents/MiscDocs/AZSpeciesReference.pdf> .

The purpose of the Act is to provide a means whereby threatened and endangered species and the habitats upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of Federal trust resources and to consult with us if their projects may affect federally listed species and/or designated critical habitat. A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, we recommend preparing a biological evaluation similar to a Biological Assessment to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If the Federal action agency determines that listed species or critical habitat may be affected by a federally funded, permitted or authorized activity, the agency must consult with us pursuant to 50 CFR 402. Note that a "may affect" determination includes effects that may not be adverse and that may be beneficial, insignificant, or discountable. You should request consultation with us even if only one individual or habitat segment may be affected. The effects analysis should include the entire action area, which often extends well outside the project boundary or "footprint." For example, projects that involve streams and river systems should consider downstream effects. If the Federal action agency determines that the action may jeopardize a proposed species or adversely modify proposed critical habitat, the agency must enter into a section 7 conference. The agency may choose to confer with us on an action that may affect proposed species or critical habitat.

Candidate species are those for which there is sufficient information to support a proposal for listing. Although candidate species have no legal protection under the Act, we recommend considering them in the planning process in the event they become proposed or listed prior to project completion. More information on the regulations (50 CFR 402) and procedures for section 7 consultation, including the role of permit or license applicants, can be found in our Endangered Species Consultation Handbook at:
<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>.

We also advise you to consider species protected under the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712) and the Bald and Golden Eagle Protection Act (Eagle Act) (16 U.S.C. 668 et seq.). The MBTA prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when authorized by the Service. The Eagle Act prohibits anyone, without a permit, from taking (including disturbing) eagles, and their parts, nests, or eggs. Currently 1026 species of birds are protected by the MBTA, including species such as the western burrowing owl (*Athene cunicularia hypugea*). Protected western burrowing owls are often found in urban areas and may use their nest/burrows year-round; destruction of the burrow may result in the unpermitted take of the owl or their eggs.

If a bald eagle (or golden eagle) nest occurs in or near the proposed project area, you should evaluate your project to determine whether it is likely to disturb or harm eagles. The National Bald Eagle Management Guidelines provide recommendations to minimize potential project impacts to bald eagles:

<https://www.fws.gov/migratorybirds/pdf/management/nationalbaldeaglenagementguidelines.pdf>

<https://www.fws.gov/birds/management/managed-species/eagle-management.php>.

The Division of Migratory Birds (505/248-7882) administers and issues permits under the MBTA and Eagle Act, while our office can provide guidance and Technical Assistance. For more information regarding the MBTA, BGEPA, and permitting processes, please visit the following: <https://www.fws.gov/birds/policies-and-regulations/incidental-take.php>. Guidance for minimizing impacts to migratory birds for communication tower projects (e.g. cellular, digital television, radio, and emergency broadcast) can be found at: <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds/collisions/communication-towers.php>.

Activities that involve streams (including intermittent streams) and/or wetlands are regulated by the U.S. Army Corps of Engineers (Corps). We recommend that you contact the Corps to determine their interest in proposed projects in these areas. For activities within a National Wildlife Refuge, we recommend that you contact refuge staff for specific information about refuge resources.

If your action is on tribal land or has implications for off-reservation tribal interests, we encourage you to contact the tribe(s) and the Bureau of Indian Affairs (BIA) to discuss potential tribal concerns, and to invite any affected tribe and the BIA to participate in the section 7 consultation. In keeping with our tribal trust responsibility, we will notify tribes that may be affected by proposed actions when section 7 consultation is initiated.

We also recommend you seek additional information and coordinate your project with the Arizona Game and Fish Department. Information on known species detections, special status species, and Arizona species of greatest conservation need, such as the western burrowing owl and the Sonoran desert tortoise (*Gopherus morafkai*) can be found by using their Online Environmental Review Tool, administered through the Heritage Data Management System and Project Evaluation Program <https://www.azgfd.com/Wildlife/HeritageFund/>.

For additional communications regarding this project, please refer to the consultation Tracking Number in the header of this letter. We appreciate your concern for threatened and endangered species. If we may be of further assistance, please contact our following offices for projects in these areas:

Northern Arizona: Flagstaff Office 928/556-2001

Central Arizona: Phoenix office 602/242-0210

Southern Arizona: Tucson Office 520/670-6144

Sincerely,

/s/ Jeff Humphrey Field Supervisor

Attachment

Attachment(s):

- Official Species List
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arizona Ecological Services Field Office

9828 North 31st Ave

#c3

Phoenix, AZ 85051-2517

(602) 242-0210

Project Summary

Consultation Code: 02EAAZ00-2019-SLI-0766

Event Code: 02EAAZ00-2021-E-02486

Project Name: F0252, I-10, SR 202L to SR 387; DCR and EA

Project Type:

Project Description: Design Concept Report and Environmental Assessment for potential road way upgrades and improvements as determined by this study.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@33.14444563748646,-111.86192808356208,14z>



Counties: Maricopa and Pinal counties, Arizona

Endangered Species Act Species

There is a total of 8 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Sonoran Pronghorn <i>Antilocapra americana sonoriensis</i> Population: U.S.A. (AZ), Mexico No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4750	Experimental Population, Non- Essential

Birds

NAME	STATUS
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened
Yuma Ridgways (clapper) Rail <i>Rallus obsoletus [=longirostris] yumanensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3505	Endangered

Reptiles

NAME	STATUS
Northern Mexican Gartersnake <i>Thamnophis eques megalops</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/7655	Threatened
Sonoran Desert Tortoise <i>Gopherus morafkai</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9289	Candidate

Fishes

NAME	STATUS
Roundtail Chub <i>Gila robusta</i> Population: Lower Colorado River Basin DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2782	Candidate

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Arizona Environmental Online Review Tool Report



Arizona Game and Fish Department Mission

To conserve Arizona's diverse wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations.

Project Name:

I-10, SR 202L to SR 387; DCR and EA

User Project Number:

F0252

Project Description:

Design Concept Report and Environmental Assessment for potential roadway upgrades and improvements as determined by this study.

Project Type:

Transportation & Infrastructure, Road construction (including staging areas), Road widening (shoulders or additional or new lanes)

Contact Person:

Justin White

Organization:

ADOT

On Behalf Of:

ADOT

Project ID:

HGIS-09390

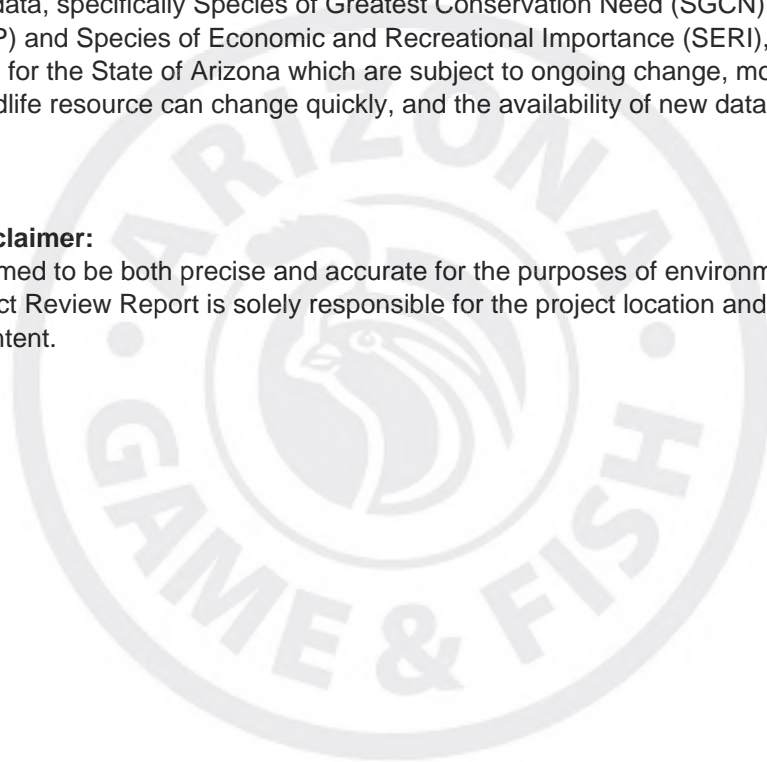
Please review the entire report for project type and/or species recommendations for the location information entered. Please retain a copy for future reference.

Disclaimer:

1. This Environmental Review is based on the project study area that was entered. The report must be updated if the project study area, location, or the type of project changes.
2. This is a preliminary environmental screening tool. It is not a substitute for the potential knowledge gained by having a biologist conduct a field survey of the project area. This review is also not intended to replace environmental consultation (including federal consultation under the Endangered Species Act), land use permitting, or the Departments review of site-specific projects.
3. The Departments Heritage Data Management System (HDMS) data is not intended to include potential distribution of special status species. Arizona is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. HDMS data contains information about species occurrences that have actually been reported to the Department. Not all of Arizona has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity. Such surveys may reveal previously undocumented population of species of special concern.
4. HabiMap Arizona data, specifically Species of Greatest Conservation Need (SGCN) under our State Wildlife Action Plan (SWAP) and Species of Economic and Recreational Importance (SERI), represent potential species distribution models for the State of Arizona which are subject to ongoing change, modification and refinement. The status of a wildlife resource can change quickly, and the availability of new data will necessitate a refined assessment.

Locations Accuracy Disclaimer:

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.



Recommendations Disclaimer:

1. The Department is interested in the conservation of all fish and wildlife resources, including those species listed in this report and those that may have not been documented within the project vicinity as well as other game and nongame wildlife.
2. Recommendations have been made by the Department, under authority of Arizona Revised Statutes Title 5 (Amusements and Sports), 17 (Game and Fish), and 28 (Transportation).
3. Potential impacts to fish and wildlife resources may be minimized or avoided by the recommendations generated from information submitted for your proposed project. These recommendations are preliminary in scope, designed to provide early considerations on all species of wildlife.
4. Making this information directly available does not substitute for the Department's review of project proposals, and should not decrease our opportunity to review and evaluate additional project information and/or new project proposals.
5. Further coordination with the Department requires the submittal of this Environmental Review Report with a cover letter and project plans or documentation that includes project narrative, acreage to be impacted, how construction or project activity(s) are to be accomplished, and project locality information (including site map). Once AGFD had received the information, please allow 30 days for completion of project reviews. Send requests to:
Project Evaluation Program, Habitat Branch
Arizona Game and Fish Department
5000 West Carefree Highway
Phoenix, Arizona 85086-5000
Phone Number: (623) 236-7600
Fax Number: (623) 236-7366
Or
PEP@azgfd.gov
6. Coordination may also be necessary under the National Environmental Policy Act (NEPA) and/or Endangered Species Act (ESA). Site specific recommendations may be proposed during further NEPA/ESA analysis or through coordination with affected agencies

I-10, SR 202L to SR 387; DCR and EA USA Topo Basemap With Locator Map



- Project Boundary
- Buffered Project Boundary

Project Size (acres): 213.50

Lat/Long (DD): 33.1353 / -111.8549

County(s): Maricopa; Pinal

AGFD Region(s): Mesa

Township/Range(s): T1S, R4E; T2S, R4E; T3S, R4E +

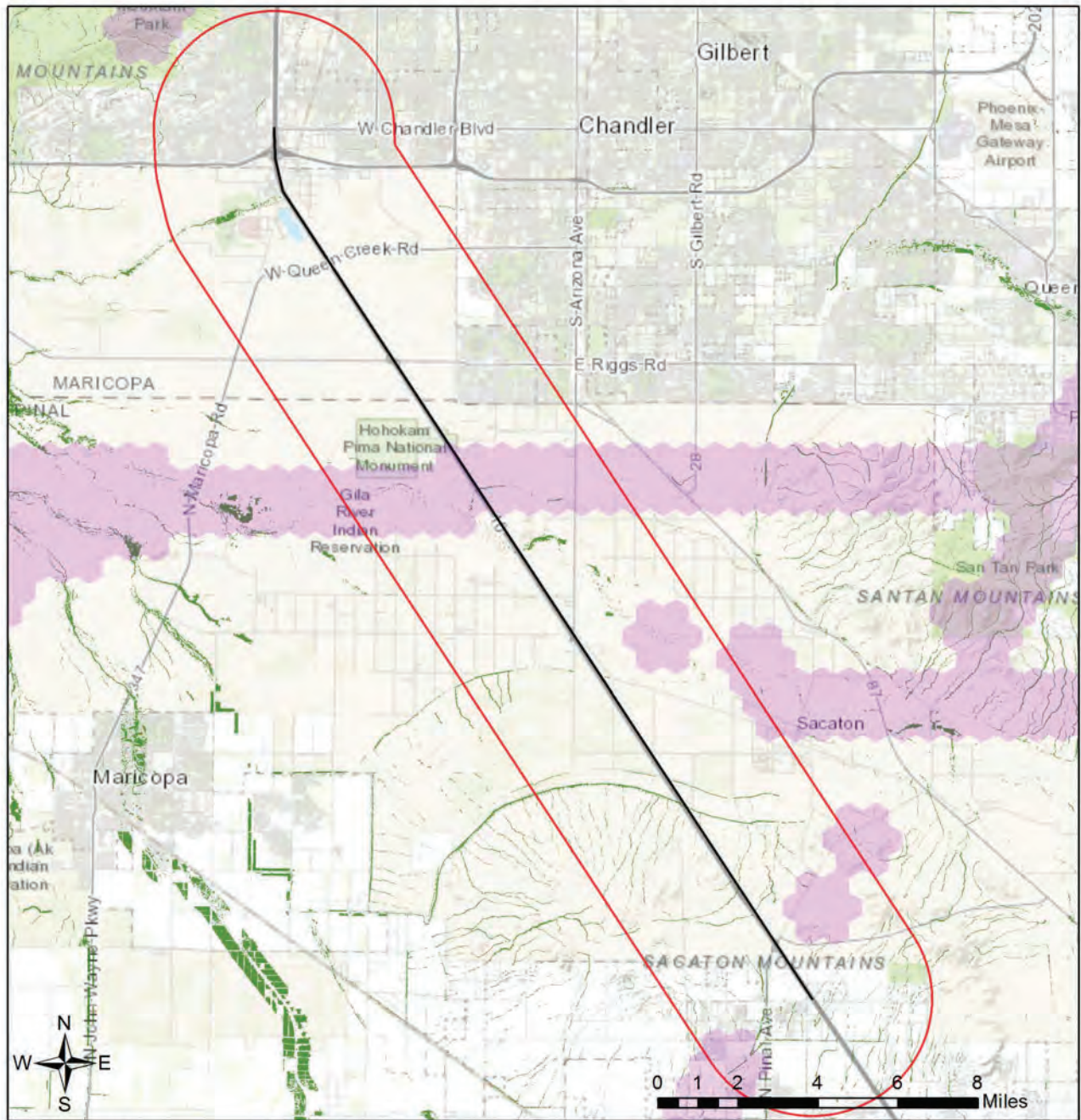
USGS Quad(s): CASA CRANDE EAST; GILA BUTTE +

Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap



I-10, SR 202L to SR 387; DCR and EA

Important Areas



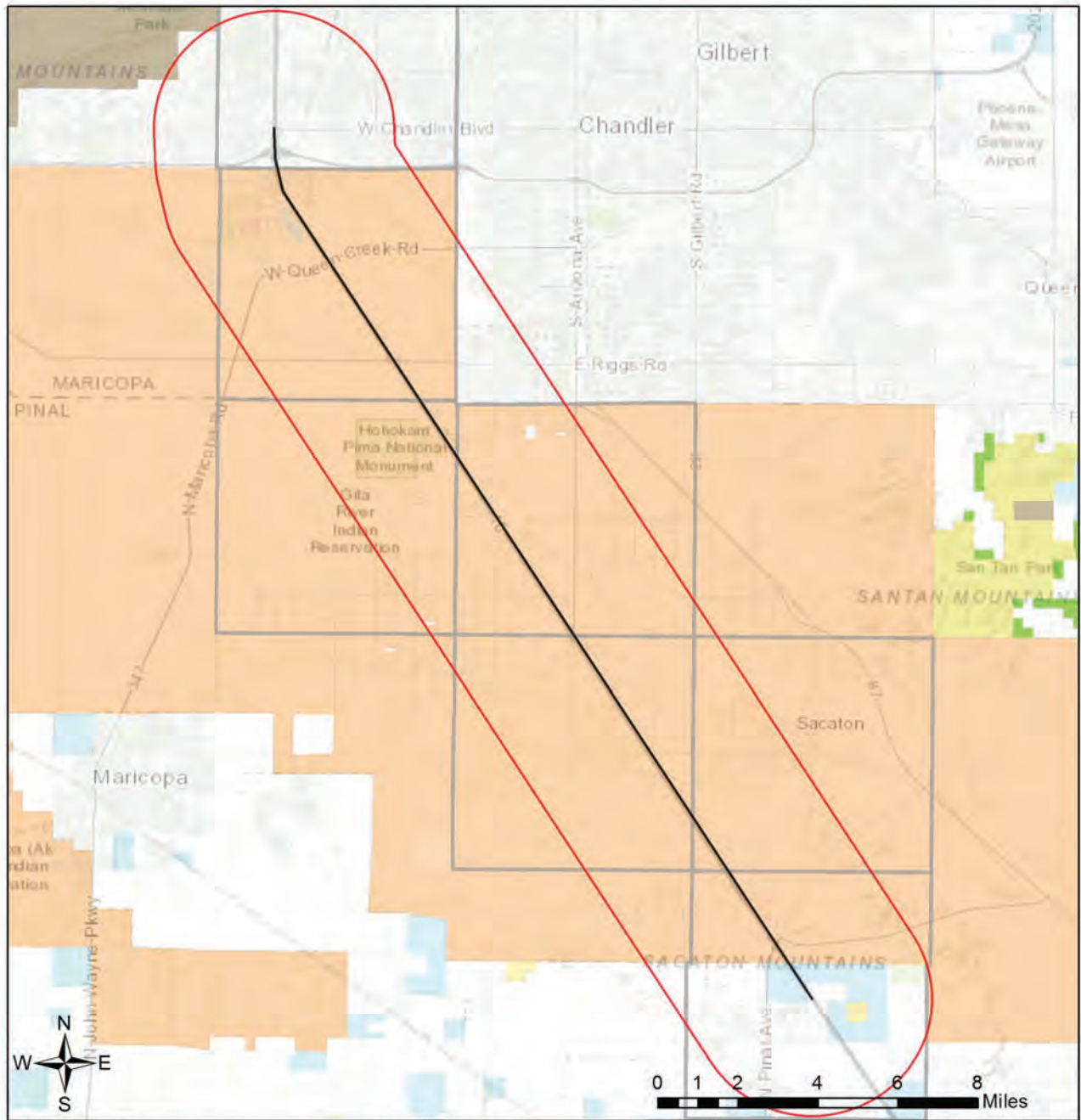
- Project Boundary
- Buffered Project Boundary
- Wildlife Connectivity
- Important Connectivity Zones
- Pinal County Riparian
- Critical Habitat
- Important Bird Areas

Project Size (acres): 213.50
 Lat/Long (DD): 33.1353 / -111.8549
 County(s): Maricopa; Pinal
 AGFD Region(s): Mesa
 Township/Range(s): T1S, R4E; T2S, R4E; T3S, R4E +
 USGS Quad(s): CASA CRANDE EAST; GILA BUTTE +

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

I-10, SR 202L to SR 387; DCR and EA

Township/Ranges and Land Ownership



- | | |
|---------------------------|------------------------|
| Project Boundary | Military |
| Buffered Project Boundary | Mixed/Other |
| Township/Ranges | National Park/Mon. |
| Land Ownership | |
| AZ Game & Fish Dept. | State Trust |
| BLM | US Forest Service |
| BOR | Wildlife Area/Refuge |
| Indian Res. | State & Regional Parks |
| | Private |

Project Size (acres): 213.50
 Lat/Long (DD): 33.1353 / -111.8549
 County(s): Maricopa; Pinal
 AGFD Region(s): Mesa
 Township/Range(s): T1S, R4E; T2S, R4E; T3S, R4E +
 USGS Quad(s): CASA CRANDE EAST; GILA BUTTE +

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Special Status Species Documented within 3 Miles of Project Vicinity

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Chionactis annulata	Resplendent Shovel-nosed Snake					1C

Note: Status code definitions can be found at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/statusdefinitions/>

Special Areas Documented that Intersect with Project Footprint as Drawn

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
East Maricopa Floodway	Maricopa County Wildlife Movement Area - Landscape					
Gila River Indian Reservation	Gila River Indian Reservation					
Gila River	Pinal County Wildlife Movement Area - Riparian/Wash					
Important Connectivity Zone	Wildlife Connectivity					
Queen Creek - Gila River Indian Community	Maricopa County Wildlife Movement Area - Riparian/Wash					
Queen Creek - Gila River Indian Community	Pinal County Wildlife Movement Area - Riparian/Wash					
Riparian Area	Riparian Area					

Note: Status code definitions can be found at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/statusdefinitions/>

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Aix sponsa	Wood Duck					1B
Ammospermophilus harrisi	Harris' Antelope Squirrel					1B
Anaxyrus retiformis	Sonoran Green Toad			S		1B
Aquila chrysaetos	Golden Eagle	BGA		S		1B
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S		1B
Botaurus lentiginosus	American Bittern					1B
Buteo regalis	Ferruginous Hawk	SC		S		1B
Calypte costae	Costa's Hummingbird					1C
Catostomus clarkii	Desert Sucker	SC	S	S		1B
Catostomus insignis	Sonora Sucker	SC	S	S		1B
Chilomeniscus stramineus	Variable Sandsnake					1B
Chionactis annulata	Resplendent Shovel-nosed Snake	SC				1C
Cistothorus palustris	Marsh Wren					1C
Colaptes chrysoides	Gilded Flicker			S		1B
Coluber bilineatus	Sonoran Whipsnake					1B
Corynorhinus townsendii pallescens	Pale Townsend's Big-eared Bat	SC	S	S		1B
Crotalus tigris	Tiger Rattlesnake					1B

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
<i>Empidonax wrightii</i>	Gray Flycatcher					1C
<i>Euderma maculatum</i>	Spotted Bat	SC	S	S		1B
<i>Eumops perotis californicus</i>	Greater Western Bonneted Bat	SC		S		1B
<i>Falco peregrinus anatum</i>	American Peregrine Falcon	SC	S	S		1A
<i>Gopherus morafkai</i>	Sonoran Desert Tortoise	C	S	S		1A
<i>Haliaeetus leucocephalus</i>	Bald Eagle	SC, BGA	S	S		1A
<i>Heloderma suspectum</i>	Gila Monster					1A
<i>Incilius alvarius</i>	Sonoran Desert Toad					1B
<i>Kinosternon sonoriense sonoriense</i>	Desert Mud Turtle			S		1B
<i>Lasiurus blossevillii</i>	Western Red Bat		S			1B
<i>Lasiurus xanthinus</i>	Western Yellow Bat		S			1B
<i>Leopardus pardalis</i>	Ocelot	LE				1A
<i>Leptonycteris yerbabuenae</i>	Lesser Long-nosed Bat	SC				1A
<i>Lepus alleni</i>	Antelope Jackrabbit					1B
<i>Macrotus californicus</i>	California Leaf-nosed Bat	SC		S		1B
<i>Melanerpes uropygialis</i>	Gila Woodpecker					1B
<i>Melospiza lincolni</i>	Lincoln's Sparrow					1B
<i>Melospiza aberti</i>	Abert's Towhee		S			1B
<i>Micrathene whitneyi</i>	Elf Owl					1C
<i>Micruroides euryxanthus</i>	Sonoran Coralsnake					1B
<i>Myiarchus tyrannulus</i>	Brown-crested Flycatcher					1C
<i>Myotis occultus</i>	Arizona Myotis	SC		S		1B
<i>Myotis velifer</i>	Cave Myotis	SC		S		1B
<i>Myotis yumanensis</i>	Yuma Myotis	SC				1B
<i>Nyctinomops femorosaccus</i>	Pocketed Free-tailed Bat					1B
<i>Oreoscoptes montanus</i>	Sage Thrasher					1C
<i>Oreothlypis luciae</i>	Lucy's Warbler					1C
<i>Panthera onca</i>	Jaguar	LE				1A
<i>Passerculus sandwichensis</i>	Savannah Sparrow					1B
<i>Perognathus longimembris</i>	Little Pocket Mouse	No Status				1B
<i>Phrynosoma goodei</i>	Goode's Horned Lizard					1B
<i>Phrynosoma solare</i>	Regal Horned Lizard					1B
<i>Phyllorhynchus browni</i>	Saddled Leaf-nosed Snake					1B
<i>Progne subis hesperia</i>	Desert Purple Martin			S		1B
<i>Rallus obsoletus yumanensis</i>	Yuma Ridgway's Rail	LE				1A
<i>Setophaga petechia</i>	Yellow Warbler					1B
<i>Sphyrapicus nuchalis</i>	Red-naped Sapsucker					1C

Species of Greatest Conservation Need Predicted that Intersect with Project Footprint as Drawn, based on Predicted Range Models

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Spizella breweri	Brewer's Sparrow					1C
Sturnella magna	Eastern Meadowlark					1C
Tadarida brasiliensis	Brazilian Free-tailed Bat					1B
Toxostoma lecontei	LeConte's Thrasher			S		1B
Troglodytes pacificus	Pacific Wren					1B
Vireo bellii arizonae	Arizona Bell's Vireo					1B
Vulpes macrotis	Kit Fox	No Status				1B

Species of Economic and Recreation Importance Predicted that Intersect with Project Footprint as Drawn

Scientific Name	Common Name	FWS	USFS	BLM	NPL	SGCN
Callipepla gambelii	Gambel's Quail					
Zenaida asiatica	White-winged Dove					
Zenaida macroura	Mourning Dove					

Project Type: Transportation & Infrastructure, Road construction (including staging areas), Road widening (shoulders or additional or new lanes)

Project Type Recommendations:

Fence recommendations will be dependant upon the goals of the fence project and the wildlife species expected to be impacted by the project. General guidelines for ensuring wildlife-friendly fences include: barbless wire on the top and bottom with the maximum fence height 42", minimum height for bottom 16". Modifications to this design may be considered for fencing anticipated to be routinely encountered by elk, bighorn sheep or pronghorn (e.g., Pronghorn fencing would require 18" minimum height on the bottom). Please refer to the Department's Fencing Guidelines located on Wildlife Friendly Guidelines page, which is part of the Wildlife Planning button at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>.

During the planning stages of your project, please consider the local or regional needs of wildlife in regards to movement, connectivity, and access to habitat needs. Loss of this permeability prevents wildlife from accessing resources, finding mates, reduces gene flow, prevents wildlife from re-colonizing areas where local extirpations may have occurred, and ultimately prevents wildlife from contributing to ecosystem functions, such as pollination, seed dispersal, control of prey numbers, and resistance to invasive species. In many cases, streams and washes provide natural movement corridors for wildlife and should be maintained in their natural state. Uplands also support a large diversity of species, and should be contained within important wildlife movement corridors. In addition, maintaining biodiversity and ecosystem functions can be facilitated through improving designs of structures, fences, roadways, and culverts to promote passage for a variety of wildlife. Guidelines for many of these can be found at: <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>.

Minimize the potential introduction or spread of exotic invasive species, including aquatic and terrestrial plants, animals, insects and pathogens. Precautions should be taken to wash and/or decontaminate all equipment utilized in the project activities before entering and leaving the site. See the Arizona Department of Agriculture website for a list of prohibited and restricted noxious weeds at <https://www.invasivespeciesinfo.gov/unitedstates/az.shtml> and the Arizona Native Plant Society <https://aznps.com/invas> for recommendations on how to control. To view a list of documented invasive species or to report invasive species in or near your project area visit iMapInvasives - a national cloud-based application for tracking and managing invasive species at <https://imap.natureserve.org/imap/services/page/map.html>.

- To build a list: zoom to your area of interest, use the identify/measure tool to draw a polygon around your area of interest, and select "See What's Here" for a list of reported species. To export the list, you must have an account and be logged in. You can then use the export tool to draw a boundary and export the records in a csv file.

The Department recommends that wildlife surveys are conducted to determine if noise-sensitive species occur within the project area. Avoidance or minimization measures could include conducting project activities outside of breeding seasons.

Based on the project type entered, coordination with State Historic Preservation Office may be required (<http://azstateparks.com/SHPO/index.html>).

Design culverts to minimize impacts to channel geometry, or design channel geometry (low flow, overbank, floodplains) and substrates to carry expected discharge using local drainages of appropriate size as templates. Reduce/minimize barriers to allow movement of amphibians or fish (e.g., eliminate falls). Also for terrestrial wildlife, washes and stream corridors often provide important corridors for movement. Overall culvert width, height, and length should be optimized for movement of the greatest number and diversity of species expected to utilize the passage. Culvert designs should consider moisture, light, and noise, while providing clear views at both ends to maximize utilization. For many species, fencing is an important design feature that can be utilized with culverts to funnel wildlife into these areas and minimize the potential for roadway collisions. Guidelines for culvert designs to facilitate wildlife passage can be found on the home page of this application at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>.

Based on the project type entered, coordination with U.S. Army Corps of Engineers may be required (<http://www.usace.army.mil/>)

Vegetation restoration projects (including treatments of invasive or exotic species) should have a completed site-evaluation plan (identifying environmental conditions necessary to re-establish native vegetation), a revegetation plan (species, density, method of establishment), a short and long-term monitoring plan, including adaptive management guidelines to address needs for replacement vegetation.

The Department requests further coordination to provide project/species specific recommendations, please contact Project Evaluation Program directly at PEP@azgfd.gov.

Project Location and/or Species Recommendations:

Analysis indicates that your project is located in the vicinity of an identified **wildlife habitat connectivity feature**. The **County-level Stakeholder Assessments** contain five categories of data (Barrier/Development, Wildlife Crossing Area, Wildlife Movement Area- Diffuse, Wildlife movement Area- Landscape, Wildlife Movement Area- Riparian/Washes) that provide a context of select anthropogenic barriers, and potential connectivity. The reports provide recommendations for opportunities to preserve or enhance permeability. Project planning and implementation efforts should focus on maintaining and improving opportunities for wildlife permeability. For information pertaining to the linkage assessment and wildlife species that may be affected, please refer to: <https://www.azgfd.com/wildlife/planning/habitatconnectivity/identifying-corridors/>.

Please contact the Project Evaluation Program (pep@azgfd.gov) for specific project recommendations.

This review has identified **riparian areas** within the vicinity of your project. During the planning stage of your project, avoid, minimize, or mitigate any potential impacts to riparian areas identified in this report. Riparian areas play an important role in maintaining the functional integrity of the landscape, primarily by acting as natural drainages that convey water through an area, thereby reducing flood events. In addition, riparian areas provide important movement corridors and habitat for fish and wildlife. Riparian areas are channels that contain water year-round or at least part of the year. Riparian areas also include those channels which are dry most of the year, but may contain or convey water following rain events. All types of riparian areas offer vital habitats, resources, and movement corridors for wildlife. The Pinal County Comprehensive Plan (i.e. policies 6.1.2.1 and 7.1.2.4), Open Space and Trails Master Plan, Drainage Ordinance, and Drainage Design Manual all identify riparian area considerations, guidance, and policies. Guidelines to avoid, minimize, or mitigate impacts to riparian habitat can be found at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>. Based on the project type entered, further consultation with the Arizona Game and Fish Department and Pinal County may be warranted.

Analysis indicates that your project is located in the vicinity of an identified **wildlife habitat connectivity feature**. The **Statewide Wildlife Connectivity Assessment's Important Connectivity Zones (ICZs)** represent general areas throughout the landscape which contribute the most to permeability of the whole landscape. ICZs may be used to help identify, in part, areas where more discrete corridor modeling ought to occur. The reports provide recommendations for opportunities to preserve or enhance permeability. Project planning and implementation efforts should focus on maintaining and improving opportunities for wildlife permeability. For information pertaining to the linkage assessment and wildlife species that may be affected, please refer to: https://s3.amazonaws.com/azgfd-portal-wordpress/azgfd.wp/wp-content/uploads/0001/01/23120719/ALIWCA_Final_Report_Perkl_2013_lowres.pdf. Please contact the Project Evaluation Program (pep@azgfd.gov) for specific project recommendations.

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:

Gila River Indian Community

PO Box 97
Sacaton, AZ 85247
(520) 562-2234
(520) 562-2245 (fax)

August 9, 2019

Arizona Ecological Services Office Field Supervisor
Attn: Bob Lehman, ADOT Liaison
US Fish & Wildlife Service
9828 N. 31st Avenue, Suite C3
Phoenix, AZ 85051

Submitted by email to incomingazcorr@fws.gov

RE: [010-C(222)S] [F0252 01L and F0252 02L] [Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387]
USFWS Consultation Code: [02EAAZ00-2019-SLI-0766]

Dear Field Supervisor:

The Arizona Department of Transportation (ADOT) is planning to widen Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The segment of I-10 between MP 172.6 and 173.6 (Gila River Bridge) is excluded from this project, but will be addressed under a separate project. The approximately 26-mile corridor is located primarily within the Gila River Indian Community and also within the cities of Phoenix and Chandler in Maricopa County, Arizona, and the City of Casa Grande in Pinal County, Arizona (Figure 1 – State Map and Figure 2 – Vicinity Map). The type of widening (e.g., widening in the median of I-10, to the outside of I-10) and other improvements along I-10 have not been determined and will be studied through the Design Concept Report and Environmental Assessment being prepared for the proposed project.

I-10 at the SR 202L (Santan) TI is an urban freeway with 6, 12-foot-wide lanes in each direction, 3 northbound and 3 southbound. South of Pecos Road, at approximately MP 162.5, I-10 leaves the metropolitan Phoenix area, becomes a rural freeway dropping to 2 lanes in each direction around MP 164.2. I-10 remains a rural facility through the Gila River Indian Community. Near Casa Grande, at approximately MP 187, the I-10 once again transitions to 3 lanes in each direction. The median area of I-10 is open desert with the exception of the northern mile of the proposed project which includes a median barrier system. The median shoulder widths along I-10 vary from approximately 2 to 4 feet, and are generally 10 feet on the outside.

The purpose of the project is to increase the vehicular capacity of I-10 in the study area. I-10 is a major transportation artery route for freight and passenger vehicular traffic, connecting Arizona's largest major metropolitan cities of Phoenix and Tucson. Further, the I-10 corridor provides a principle link for freight traffic from the ports of California, movement of international commerce, and plays a key role in the transportation infrastructure of Arizona, contributing to its economic success. The sections of I-10 both north and south of the study area have already been expanded to three lanes in each direction by ADOT, as noted above, and this proposed action would continue the expansion process to meet the need of increased travel demand and traffic congestion on this existing 4-lane section of I-10 in the study area by improving the overall capacity of I-10 in Maricopa and Pinal Counties.

The Project would generally include the following construction-related activities:

- Widen the segment of I-10 from SR 202L to Riggs Road to include one general purpose and one high-occupancy vehicle lane (HOV) in each direction.
- Widen I-10 between Riggs Road and MP 187 to include one general purpose lane in each direction.

- Upgrade TI ramps to current design standards and to improve vertical clearance at Riggs Road, Goodyear Road, Nelson Road, SR 587, and Seed Farm Road.
- Replace bridges spanning I-10 at Dirk Lay Road and Gas Line Road to accommodate the widened freeway (existing bridge piers are at the edge of the current roadway)
- Acquire new right-of-way (ROW) and easement, if required.
- Modify drainage features where necessary.
- Relocate utilities, if required.
- Install or modify signing, pavement striping, lighting (202L to Riggs Road), freeway management systems, and traffic signal as necessary.

Permanent ground disturbance as a result of this project is anticipated from constructing new travel lanes, exit and entrance ramps, and curbs and gutters; extending existing drainage structures and their associated features (i.e. wing-walls and headwalls); and installing embedded posts or poles for new signs and lights. Permanent erosion and sediment control measures, such as rip-rap, would also likely be installed at extended drainage structures and result in additional permanent ground disturbance. Temporary ground disturbance would be generated from constructing new shoulders, equipment and vehicles maneuvering off-pavement, and staging and stockpiling activities. Vegetation located within the footprint of the new travel lanes, shoulders, and drainage structure extensions would be removed and include trees, cacti, shrubs, and grasses. Some trees and cacti scoped for removal would likely be salvaged and replanted within the limits of the project once construction is complete; and all temporarily disturbed areas will be seeded with a native seed mix. Construction would occur within ephemeral watercourses and night-time work is anticipated.

The project limits are principally located within ADOT's I-10 ROW via agreement with the Gila River Indian Community. New ROW may be needed at the TIs and the grade separations being replaced. As design progresses, ROW may be required in other locations.

If you or others in your agency have any specific concerns, suggestions or recommendations pertaining to this specific project please let us know by responding to the address listed below. This can include information on wildlife movement, habitat issues, or seasonal concerns to name a few.

Please submit your comments or concerns by September 9, 2019, to ADOT c/o:

Tracy Goyak
HDR
20 E. Thomas Road, Suite 350
Phoenix, Arizona 85012
Email: tracy.goyak@hdrinc.com
Phone: 602.522.4331
Fax: 602.522.7707

Thank you for your time and assistance.

Sincerely,



Justin White
Biology Program Manager

ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
 Figure 2 – Project Vicinity Map

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



September 19, 2019

Tracy Goyak
HDR
20 East Thomas Road, Suite 2500
Phoenix, AZ 85012

Re: Review of the F0252 01L and F0252 02L I-10 Road Widening project

Dear Ms. Goyak:

The Arizona Game and Fish Department (Department) reviewed your Project Evaluation Request dated August 9, 2019, regarding the road widening of the Interstate 10 from mileposts (MP) 161.0 to 187.1 (excluding MP 172.6-173.6, the Gila River Bridge) in Maricopa County. It is the Department's understanding that this project will include bridge replacements, modifying drainages, and possibly relocating utilities.

Based on the provided information the Department has the following recommendations:

- There may be suitable habitat for the western burrowing owl (*Athene cunicularia hypugaea*), a special status species that is regulated under the Migratory Bird Treaty Act (MBTA), within the vicinity of your project. If suitable habitat for this species is present within or adjacent to your project area, the Department recommends conducting an occupancy survey for western burrowing owl to determine if this species occurs within your project footprint. Guidelines for conducting this survey are found in *Burrowing Owl Project Clearance Guidance for Landowners* which can be accessed on-line through the Department's website. Please note that the survey should be conducted by a surveyor that is certified by the Department. If an active burrowing owl burrow is detected, please contact the Department and the U.S. Fish and Wildlife Service for direction, in accordance with the *Burrowing Owl Project Clearance Guidance for Landowners*.
<https://www.azgfd.com/wildlife/speciesofgreatestconservneed/raptor-management/burrowing-owl-mangement/>
- Given that bridges will be replaced, please determine if these bridges are structurally suitable to provide day and/or night time roosting habitat for bats (refer to Page 7 of the Bridge Guidelines below); bats may use structures seasonally, so evidence of bat use, such as guano, should also be evaluated. It is noted that your letter states that construction is expected to start in the fall of 2014 and last 2 months; however, if construction is delayed or could encroach on the breeding season, impacts could occur to a maternity colony of bats, if present. If necessary, bat surveys should be conducted prior to any work on or immediately adjacent to the bridge; surveys should be scheduled far in advance of proposed work to allow for schedule modification to avoid disruption of maternity roosts during the breeding season, and again immediately prior to construction. If the project

azgfd.gov | 602.942.3000

5000 W. CAREFREE HIGHWAY, PHOENIX AZ 85086

GOVERNOR: DOUGLAS A. DUCEY **COMMISSIONERS:** CHAIRMAN, ERIC S. SPARKS, TUCSON | KURT R. DAVIS, PHOENIX
LELAND S. "BILL" BRAKE, ELGIN | JAMES E. GOUGHNOUR, PAYSON | JAMES S. ZIELER, ST. JOHNS **DIRECTOR:** TY E. GRAY **DEPUTY DIRECTOR:** TOM P. FINLEY

will impact a roosting feature, roost friendly designs should be incorporated into the design plans to replace loss of roosting habitat. Refer to the Guidelines for Bridge Construction or Maintenance to Accommodate Fish & Wildlife Movement and Passage, for additional guidance on bats as appropriate.

<https://s3.amazonaws.com/azgfd-portal-wordpress/PortalImages/files/wildlife/planningFor/wildlifeFriendlyGuidelines/BridgeGuidelines.pdf>

- Please refer to *Guidelines for Culvert Construction to Accommodate Fish & Wildlife Movement and Passage*, found on the Department's website, and incorporate guidance as appropriate for culvert reconstruction. More specifically, rip-rap is difficult for many species to traverse. If rip-rap is required on the ground in front of the culvert, it should be buried, back-filled with topsoil, or at least a portion of it should be covered by another substrate that would allow wildlife to move through the culverts.

<https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>

- If underground utilities are relocated and/or trenching occurs, trenching and backfilling crews should be close together to minimize the amount of open trenches at any given time. Avoid leaving trenches open overnight. Where trenches cannot be back-filled immediately, escape ramps should be constructed at least every 90 meters. Escape ramps can be short lateral trenches or wooden planks sloping to the surface. The slope should be less than 45 degrees (1:1). Trenches that have been left open overnight should be inspected and animals removed prior to backfilling.

The Department understands that ADOT will comply with the Arizona Native Plant Law for any ground disturbing activities, efforts will be made to minimize ground disturbance, and all temporarily disturbed land will be re-seeded to minimize erosion. In addition, the Department understands that, in accordance with ADOT Environmental Planning Group's (EPG's) guidelines, invasive species and the Migratory Bird Treaty Act (MBTA) will be addressed within the proposed project's biological report, if applicable.

The Department appreciates the opportunity to provide an evaluation of impacts to wildlife or wildlife habitats associated with the F0252 01L and F0252 02L I-10 Road Widening project. If you have any questions regarding this letter, please contact me at (623) 236-7222, and visit our website for additional guidelines at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>.

Sincerely,



Andrew Cavalcant
Project Evaluation Program Specialist, Habitat Branch
Arizona Game and Fish Department

cc: Ginger Ritter, Project Evaluation Program Supervisor
John Windes, Habitat Program Manager, Region V

AGFD# M19-08122301



GILA RIVER INDIAN COMMUNITY

DEPARTMENT OF ENVIRONMENTAL QUALITY

September 9, 2019

Ms. Tracy Goyak, HDR
c/o Arizona Department of Transportation
206 S. 17th Ave.
Phoenix, AZ 85007

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

Ms. Goyak,

Thank you for contacting the Gila River Indian Community's Wildlife & Ecosystems Management Program about the proposed widening of the Interstate 10 freeway (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387 (excluding the Gila River Bridge segment of the project) to increase the vehicular capacity of I-10 in the study area. I understand that the proposed action would include but not be limited to:

- widening of existing traffic lanes, either toward the median or shoulder of the existing road;
- upgrading TIs;
- improving vertical clearances at Riggs Road, Goodyear Road, Nelson Road, SR 587, and Seed Farm Road overpasses;
- replacing bridges spanning I-10 at Dirk Lay Road and Gas Line Road;
- modifying drainage features;
- installing signage, pavement striping, lighting and signals; and
- acquiring new right-of-way (ROW), if necessary.

All currently proposed activities are principally located within ADOT's I-10 ROW via agreement with the Gila River Indian Community, but the engineering demands of the expansion may require the negotiation and acquisition of new ROW.

I have reviewed the project proposal based on information disclosed in the scoping letter, dated August 9, 2019, that you sent. I am writing to share general concerns and suggestions pertaining to the proposed project, with the understanding that a formal design proposal has not yet been rendered, nor has a formal environmental assessment of the project been conducted.

My initial comments about the proposed project generally relate to three areas of concern: wildlife permeability, exotic species and roadside trash. I provide general perspective about each area of concern below.

Wildlife Permeability

Fencing. Presently, aging five-wire fencing is placed along the ROW and generally maintained, but the fence is cut or damaged at numerous places (Figure 1). In other places, substrate beneath the fence eroded such that terrestrial wildlife species that have potential to enter the ROW are able to do so (Figure 2). In places where the fence is compromised, its functionality as a safety barrier is rendered ineffective.



Figure 1. Damage to fencing along I-10.



Figure 2. Erosion along fencing allowing terrestrial wildlife to enter the I-10 ROW.

In the future, the entire length of freeway should be fenced with five-wire or (as appropriate) cyclone and/or post-and-cable fencing to discourage egress into the ROW of humans and terrestrial wildlife. The fence should be maintained *in perpetuity* in a condition that prevents egress of people and animals into the ROW.

The southern extent of the project area (south of Dirk Lay Road [MP180] – Casa Blanca Rd [MP 186]) contains medium to high quality habitat for mule deer. Deer have been observed in this area on both sides of the freeway. Therefore, 8 ft cyclone fencing should be used as an exclusion barrier for deer and other large ungulates (i.e. horses and cows) and connected to large culverts that accommodate passage of such animals. Such fencing should be tied in to culverts with 8 ft Type 4 woven fabric with hog rings (i.e. hog wire).

The same extent of the project area also contains medium to high quality habitat for desert tortoises (a species of conservation concern) on both sides of the freeway. The freeway is likely to jeopardize the welfare of individual animals attempting to cross it. Therefore, fencing in this section should include small animal exclusion fencing with either 1 in x 2 in or 0.5 in cells (to US Fish & Wildlife specification for desert tortoises).

Culverts and Underpasses. Presently, scores of culverts and underpasses (hereafter, “culverts”) perforate the freeway corridor. Most are built in low areas where storm water would naturally flow; many are built in obvious ephemeral washes that experience regular flow in storm events.

Most structures presently in use are corrugated metal pipes of various sizes and shapes (round, oval and arch) that extend, uninterrupted, from the shoulder of the southbound lane to the shoulder of the northbound lane under both lanes of traffic (Figure 3).



Figure 3. Corrugated metal pipe which spans the entire length across Interstate 10.

In some cases, the natural substrate at one or both ends of the drainage structure is eroded (Figure 4), rendering the structure useless as a dispersal aid.



Figure 4. Culvert with natural substrate eroded.

While such structures offer few resources for wildlife (note that they retain some value as day-roosts for birds and larger animals such as coyotes), evidence suggests that some, typically the larger ones that are level with and contain natural substrate and in which an exit route is evident (Figure 5), are being utilized by wildlife (Figure 6). Other types of structures, notably concrete box culverts and reinforced concrete box culverts, seem to be used regularly by wildlife.



Figure 5. Culvert with an evident exit route visible to crossing wildlife.



Figure 6. Evidence of wildlife usage of concrete box culvert with natural substrate.

In the future, culvert improvements should accommodate free and safe passage of terrestrial wildlife. Species that are known to utilize existing wildlife culverts and underpasses include coyote, bobcat, gray fox, kit fox, mule deer, javelina and feral horses, desert cottontail, black-tailed jackrabbit, skunks (various species) and rodents (round-tailed ground squirrel, kangaroo rat, pocket mice etc.). Additional species that have potential to use underpasses and that could be accommodated to mitigate safety risks to humans or wildlife and/or population connectivity concerns include the Sonoran Desert tortoise, Tucson shovel-nosed snake, Gila monster, American badger and snakes (various species). While some of these species may not be of special concern, the reduction of the amount of roadkill within the ROW will have the added effect of reducing the secondary mortality caused by the attraction of wildlife to the roadkill carrion (i.e. vultures, coyotes, owls, foxes etc.).

Culverts designed to accommodate wildlife permeability should be connected to roadside fencing using angles $\geq 45^\circ$ from the roadside fence and designed to direct animals parallel to the thoroughfare and into the culvert. Egress to culverts should not utilize standard rip rap; instead, they should utilize grouted rip rap and/or articulated block to facilitate wildlife movements.

When possible, culverts in natural washes, should be widened to a minimum 3:2 width to height ratio. Natural substrate beneath the structures should be retained. Steel culverts, pipes and other drainage structures that have potential to accommodate wildlife but that are unlikely to retain sediment should be grouted so that a near-natural substrate persists.

When practical, and especially for larger structures that could accommodate larger animals such as ungulates including javelina, mesocarnivores and mustelids, drainage structures should include sky lighting (i.e. open ceilings) in the median to decrease the “tunnel effect” and encourage wildlife utilization. Additionally, natural root balls or vegetation salvaged from the ROW and placed along walls throughout the culvert to provide cover for small mammals, reptiles and amphibians.

Lighting. Roadside lighting has potential to affect migratory behavior and attract, both directly (because it can be perceived as a navigation aid) and indirectly (because it also attracts insect prey) birds, bats, reptiles and amphibians. Roadside lighting should therefore be used minimally, only as safety requires. When roadside lighting is required, lights that are low to the ground and that only illuminate the road surface should be utilized (guidance should be taken from lighting used in Saguaro National Park), also incandescent or short wavelength LED bulbs should be used to reduce the attraction of wildlife.

Bridges. Highway bridges sometimes provide useful habitat for bats, including the lesser long-nosed bat (a species of conservation concern). Because the more heavily-trafficked portion of bridges at Queen Creek, Riggs, Nelson, Casa Blanca, Seed Farm, Gas Line and Dirk Lay Roads is under the bridge where bats are most likely to roost, bat use of these bridges seems unlikely but remains unknown. Therefore, prior to the initiation of construction, each bridge should be monitored for bat occupancy. If occupied, appropriate avoidance, minimization and mitigation measures should be taken to conserve local bat populations. Additionally, new construction of bridges should be designed to accommodate bat occupancy, as it has on Ina Road west of I-10.

The proposed project will include renovation and, in some cases, reconstruction of bridges at Queen Creek, Riggs, Nelson, Casa Blanca, Seed Farm, Gas Line and Dirk Lay Roads. While bridges in high-traffic areas are seldom used by wildlife as crossing structures, bridges in low-traffic areas where habitat quality is good can facilitate permeability. Thus, bridges at Gas Line and Dirk Lay Roads should be reconstructed to accommodate safe, shared use of motor vehicles and wildlife. This design could include such features as a natural (i.e. not paved) substrate and/or a split-lane to accommodate each class of user. Dirk Lay Road is an especially good candidate for such a design.

Exotic Species

Native Plant Species. Presently, the plant species composition in the I-10 ROW is a mix of native and exotic species. Some native species that predominate in the ROW include brittle bush, white bursage, triangle-leaf bursage, salt bush, creosote, velvet mesquite, desert broom, desert marigold and saguaro. Many, if not all, of the abundance of these species can be attributed to seeding and maintenance efforts made after the freeway's original construction.

Despite efforts to encourage a native plant community in the ROW, the ROW has been (and continues to be) overwhelmed with exotic and often invasive species including buffel grass, red brome, stinknet, London rocket, Sahara mustard, Mediterranean grass, Russian thistle and cheeseweed mallow. These exotic and invasive plant species create a variety of resource management challenges, including an increased risk of wildfire ignition and spread, increased allergen load and related adverse effects on human health, threatening transmission of pathogens to agricultural crops and the incursion of invasive weeds into natural and relatively unadulterated areas of the Gila River Indian Community (GRIC or Community). In GRIC, non-agricultural exotic and invasive species occur almost exclusively within and adjacent to the ROWs of high-speed, high volume thoroughfares such as I-10 (Figure 7). Concentrations of exotic plants in and introductions of exotic plants from such roads threaten and degrade natural areas in GRIC that have both cultural and ecological importance.



Figure 7. Invasion of stinknet along the Interstate 10 ROW.

The significance of GRIC's natural areas that are being affected negatively by freeway-borne exotics is illustrated by the existence of a Native Plant Ordinance (GR-03-90) within the Community. GRIC's Native Plant Ordinance enshrines in law some culturally important species that are jeopardized by exotic plant species and that have potential to be affected by the proposed project. These include saguaro cactus, velvet mesquite, ironwood, palo verde (foothill and blue), barrel cactus, hedgehog cactus, fishhook cactus and cholla cactus.

Presently, ADOT's efforts to control the introduction and spread of exotic and invasive plant species within the proposed project area are inadequate. Herbicide treatments within the proposed project area are rare and seem to be given low priority compared to rights-of-way in other parts of the state that ADOT maintains.

Native Plant Salvage. Prior to construction, all healthy native plants protected by GRIC's Native Plant Ordinance and that have potential to be negatively affected by project activities and/or the operation and maintenance of the improved thoroughfare should be salvaged and either re-utilized in the proposed project or made available to the Community for translocation and use. Plants translocated within the ROW should be monitored and maintained for no fewer than five years to ensure success in their re-establishment.

Herbicide Treatment of Exotic Plant Species. For no fewer than five years prior to project implementation, surveys for exotic and invasive plant species in the ROW should be conducted. The distribution of exotic and invasive species in the ROW should be documented (mapped), and populations of exotic and invasive plant species in the ROW should be eliminated in and in the immediate vicinity of the ROW. Herbicide treatments should be conducted multiple times per year and for a period of time adequate enough to ensure that the seed banks of exotic and invasive plant species in and surrounding the ROW are depleted. Herbicide treatments should

persist in perpetuity to ensure that native plant species have a competitive advantage over exotics that persist and that continue to be introduced into the ROW.

Native Plant Propagation. When the proposed project is executed, the ROW and areas surrounding the ROW that have been treated with herbicide to reduce the abundance of exotic and invasive plant species should be vigorously re-seeded with a mix of endemic plant species that are known to thrive in soils and microclimates in areas targeted for restoration.

Weed Barrier. When the proposed project is executed, one or more barriers that prevent the incursion and spread of exotic and invasive plant species should be incorporated into the design of the project. The barrier could be spatial (i.e. enough distance of open and maintained ground to prevent even wind-borne seeds from re-entering the Community) or physical (an inanimate or living fence to achieve the same goal). Whatever the design, the weed barrier should be monitored and maintained for effectiveness. Future weed incursions in and near the ROW should be treated proactively with herbicide.

Roadside Trash

In the present, the I-10 is a major point source of solid and hazardous waste in the Community. A persistent stream of debris, which includes household trash, yard waste and automotive parts, is left in the ROW by motorists. Commercial vehicles including improperly covered trash trucks often disperse refuse within the ROW; leaking and crashed commercial vehicles introduce hazardous waste into the Community's air, soil and surface water. While refuse is regularly collected between Queen Creek Road (MP 164) and Casa Blanca Road (MP 176) by ADOT contractors, efforts are insufficient to prevent trash from being introduced into built and natural areas of the Community. Furthermore, waste, not only from sources previously mentioned but also from ADOT and its contractors (Figure X) is introduced and left in the ROW south of Casa Blanca Road (MP 176). In the future, a comprehensive waste control, removal and response protocol should be developed in collaboration with Community resource managers and first-responders, and implemented *in perpetuity* by ADOT.



Figure 8. ADOT and its contractors contribute to the refuse load on Interstate 10; refuse south of SR-587 is rarely collected and remains a persistent problem and risk for the Community.

I appreciate the opportunity to respond and look forward to subsequent discussions to improve the design and implementation of this proposed road-widening project.

Sincerely,

Russell Benford, PhD, CWB
Environmental Program Manager
Wildlife & Ecosystems Management Program
Department of Environmental Quality
Gila River Indian Community

Angela T Muszynski

From: Russell Benford [Russell.Benford@gric.nsn.us]
Sent: Thursday, September 05, 2019 8:49 AM
To: Angela T Muszynski
Cc: AZFWY1902 - I-10-SR202L-to-SR387-DCR-and-EA; Mike Shirley; Jessica Rybczynski
Subject: RE: Gila River Indian Community Species List
Attachments: Focal Species.docx; Focal Species.docx

Hi Angela,

Please pardon my delayed response. Generating a list such as you requested is no small chore in a Community with such diversity in culture, history and perspective.

In the Akimel O'otham tradition, with which I am most familiar (but certainly not an expert!), all species are equally special and important. Thus, GRIC does not have a list of special status species. However, a non-authoritative, non-exhaustive list of **Focal Species** that occur in O'otham stories, songs and traditions is attached. Additionally, GRIC's **Native Plant Ordinance**, which contains a list of plant species protected by law within the Community, is attached. Note that an analogous ordinance for wildlife does not exist. Finally, for species of conservation concern, I'd defer and refer you to the State of Arizona's list of **Species of Greatest Conservation Need**. I hope you find these three references useful.

I appreciate your attention to natural resources of special concern to the Community, and your sensitivity to the Community's culture and values.

best regards,
Russ

Russell Benford, PhD, CWB • Environmental Program Manager
Wildlife & Ecosystems Management Program
Department of Environmental Quality • Gila River Indian Community
PO Box 97 • 45 South Church Street • Sacaton, AZ 85147
(520) 562-2761 office • (520) 610-2269 cell • (520) 562-2245 fax • www.gricdeq.org

From: Angela T Muszynski [<mailto:ATMuszynski@aztec.us>]
Sent: Monday, August 19, 2019 2:37 PM
To: Russell Benford <Russell.Benford@gric.nsn.us>
Cc: AZFWY1902 - I-10-SR202L-to-SR387-DCR-and-EA <AZFWY1902@aztec.us>; Mike Shirley <MShirley@aztec.us>; Jessica Rybczynski <JRybczynski@aztec.us>
Subject: Gila River Indian Community Species List

Hello Russell,

AZTEC, in association with HDR, are working on the I-10 Corridor project, which is a study along I-10 from State Route 202 to State Route 387. A biology scoping letter should be headed your way soon (if it hasn't hit your desk already), but we were wondering if you could provide us with the Community's **special status species list**. We will use this list to analyze potential effects from the study on all **tribal sensitive species**. Please let us know if you need any additional information or have any questions.

Thank you,

Angela Muszynski
Biologist/Assistant Environmental Planner

AZTEC Engineering | 4561 E. McDowell Road | Phoenix, AZ 85008
T: 602.454.0402 | D: 602.458.7460 | C: 480.330.0032 | F: 602.454.0403 | atmuszynski@aztec.us



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Focal Species

Shrubs

White Brittlebush
Ephedra
Creosote
Anderson Wolfberry
Coulter's Globemallow
Graythorn
Desert Broom
Fourwing Saltbush
Arrowweed
Quail Brush
Snakeweed
Chuparosa

Trees

Yellow Paloverde
Desert Ironwood
Screwbean Mesquite
Velvet Mesquite
Cottonwood
Gooding's Willow

Forbs

Palmer's Amaranth
Wheelscale Saltbush
Pit-seeded Goosefoot
Narrow-leaved Goosefoot
Patota
Common Purslane
Spiny Sowthistle
Annual Sowthistle
Desert Chia
Southern Cattail
Black-seeded Devil's Claw
Desert Tobacco
Pickle Weed
Yerba Mansa
Jimmy Weed

Succulents

Desert Agave
Saguaro

Buckhorn Cholla
Englemann's Prickly-Pear
Cane Cholla

Mammals

Bat
Black Bear
Black-tailed Jackrabbit
Coyote
Desert Bighorn
Desert Cottontail
Domestic Dog
Gray Fox
Grey Wolf
Mexican Wolf
Horse
Jaguar
Kit Fox
Mountain Lion
Mule Deer
North American Badger
North American Beaver
Pronghorn
Valley Pocket Gopher

Birds

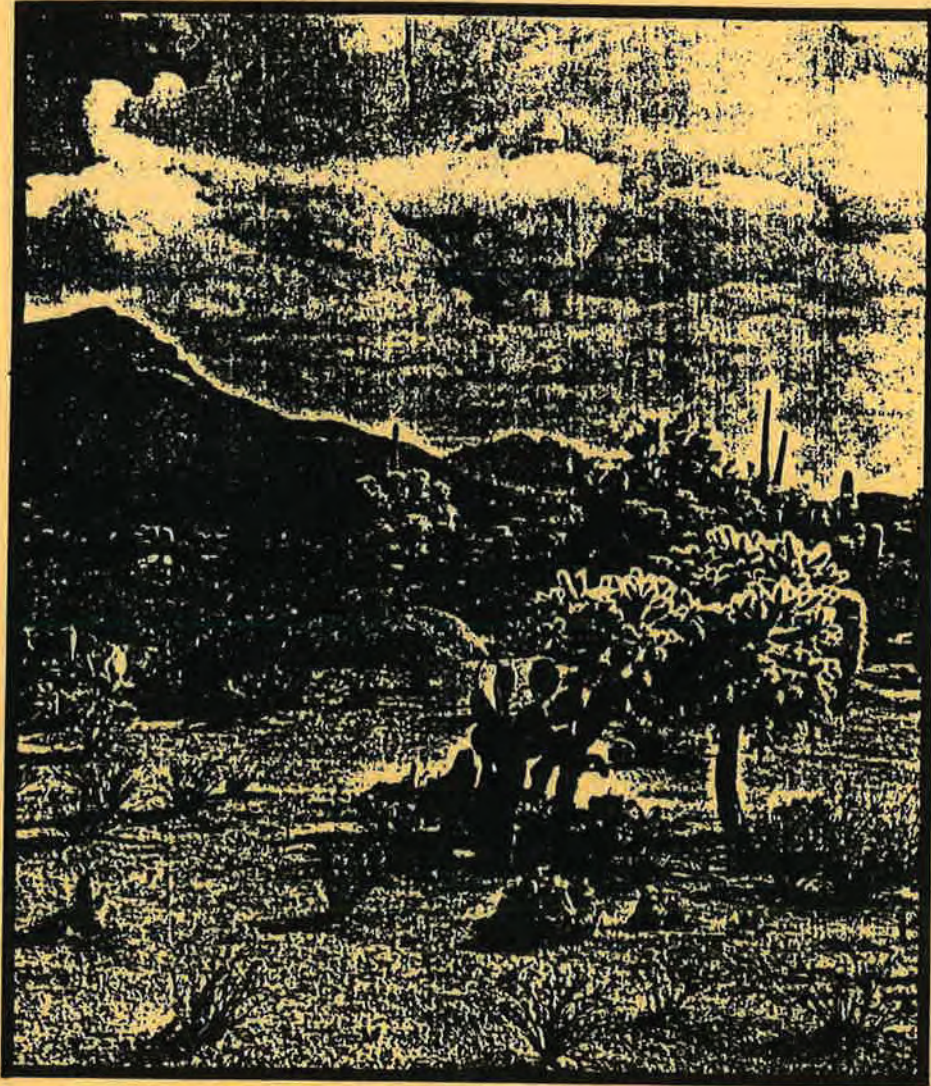
American coot
American kestrel
Ash-throated flycatcher
Barn Owl
Belted kingfisher
Blue grosbeak
Curve-billed thrasher
Ducks
Gambel's quail
Gila woodpecker
Golden eagle
Great horned owl
Greater roadrunner
Hummingbird
Loggerhead shrike
Mourning dove
Northern cardinal
Northern mockingbird
Northern oriole
Peregrine falcon

Prairie falcon
Raven
Sandhill crane
Say's phoebe
Scarlet macaw
Turkey
Turkey vulture
Verdin
Western screech owl
White-crowned sparrow
White-winged dove
Yellow-billed cuckoo

Reptiles and Amphibians

Western Diamondback Rattlesnake
Sonoran Desert Sidewinder
Red Racer
Gila Monster
Horned Lizard
Desert Tortoise
Gopher Snake
Garter Snake
Spiny Lizard
Sonoran Collared Lizard
Whiptail Lizard
Western Banded Gecko
Sonoran Desert Toad
Zebra-tailed Lizard
Coral Snake
Orange-tailed Chuckwalla

NATIVE PLANT ORDINANCE



LAND USE PLANNING & ZONING



GILA RIVER INDIAN COMMUNITY
ORDINANCE GR-03-90

AN ORDINANCE MODIFYING ARTICLE 1, SECTION 1, PART D, OF ORDINANCE GR-04-85 OF THE NATIVE PLANT LAW.

THE GILA RIVER INDIAN COMMUNITY COUNCIL HEREBY ENACTS THE FOLLOWING AMENDMENT TO THE NATIVE PLANT LAW.

- WHEREAS, The beauty and natural resources of this Community are of the highest value to our people; and
- WHEREAS, The native plants growing on the Gila River Indian Reservation are a natural resource of aesthetic, ecological, educational, historical, scientific, and recreational value to the Community; and
- WHEREAS, A serious danger now exists to these resources due to the wanton and thoughtless removal of cactus and other native plants, thereby endangering and destroying the natural flora which has been protected by the Pima and Maricopa Indians for centuries; and
- WHEREAS, Woodcutting for domestic use and sale have also created a serious and potentially dangerous crisis by depleting presently available mesquite and other woods on the Reservation; and
- WHEREAS, Such acts also endanger and destroy the natural habitat of wildlife, game animals, as well as wildlife itself; and
- WHEREAS, Such acts contribute to soil erosion and flooding which destroy man-made as well as natural resources; and
- WHEREAS, It will be difficult if not impossible to restore these natural resources once destroyed; and
- WHEREAS, Such potential harmful consequences are detrimental to the health, peace and general welfare of the Gila River Indian Community and its members; and
- WHEREAS, The Gila River Indian Community established a Native Plant Law to protect certain flora indigenous to the trust lands of the Reservation (GR-04-85); and
- WHEREAS, Ordinance GR-04-85 was in need of revision to encompass woodcutting as an activity that requires stringent regulation.

RECEIVED

JUN 27 1990

PIMA AGENCY
SACATON

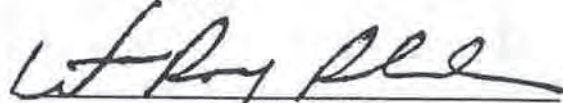
GILA RIVER INDIAN COMMUNITY
ORDINANCE GR-03-90
NATIVE PLANT LAW
PAGE 2

NOW THEREFORE BE IT RESOLVED, that the Gila River Indian Community Council hereby amends and replaces Article 1, Section 1, Part D of Ordinance GR-04-85 by enacting the attached Native Plant Law.

CERTIFICATION


Pursuant to authority contained in Article XV, Section 1, (a) (9), (1), (b), (8) and Section 4 of the amended Constitution and Bylaws of the Gila River Indian Community ratified by the Tribe, January 22, 1960, and approved by the Secretary of the Interior on March 17, 1960, the foregoing Resolution was adopted this 20th day of June, 1990, at a Regular Council Meeting held in DISTRICT #3, Sacaton, Arizona, at which a quorum of 15 members were present by a vote of 15 FOR: 0 OPPOSE: 0 ABSTAIN: 2 ABSENT: 0 VACANCY.

GILA RIVER INDIAN COMMUNITY



LT. GOVERNOR

ATTEST:


TRIBAL COUNCIL SECRETARY

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JUN 27 1990

PIMA AGENCY
SACATON

GILA RIVER INDIAN COMMUNITY
Ordinance No. 03 - 90
Native Plant Law

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GILA RIVER INDIAN COMMUNITY
Ordinance No. 03 - 90
Native Plant Law

ARTICLE I. PROTECTION

SECTION 1 - PROTECTED GROUPS OF PLANTS; BOTANICAL NAMES TO GOVERN; POWER TO ADD OR REMOVE PLANTS

- A. The botanical (Latin binomial) names of the plants referred to in this article shall in all cases govern in the interpretation of this article. Protected native plants shall be any plant or part thereof, to include fruit, but not seeds, of plants in the named protected groups, which is growing wild on trust land of the Gila River Indian Reservation, to include Tribal and allotted land, without being propagated or cultivated by human beings.
- B. The following shall constitute certain named protected native plants that are prohibited from being dug up, collected and/or removed from their original growing sites, or destroyed or mutilated, except by permit approved by the Natural Resources Standing Committee of the Gila River Indian Community Tribal Council:

Bursera microphylla: elephant tree;
Peniocereus greggii: night blooming cereus;
Tumamoca mcdougalli: tumamoc globe berry;
Neolloydia erectocentra var. acunensis: Acuna Valley pineapple cactus;
Cheilanthes pringlei: pringle lip fern;
Bacopa rotundifolia: disk water hyssop;
Castela emoryi (Holocantha emoryi): crucifixion thorn;
Atriplex hymenelytra: desert holly;
Fouquieria splendens: ocotillo;
Mammillaria thornberi: thornber fishhook cactus;
Colubrina californica: California snakewood;
Euphorbia trachysperma: roughseed spurge;
Selaginella eremophilla: desert spikemoss;
Dalea spinosa: smoke tree;
Cereus giganteus: saguaro cactus;
Ferrocactus acanthodes eastwoodiae: golden barrel cactus;
Olneya tesota: ironwood tree;
Juniperus monosperma: one seeded juniper;
Cercidium microphyllum: little leaf paloverde;
Cercidium floridum: blue paloverde;

- C. The following shall constitute the protected group of plants, whose member species, whether named or not, shall be prohibited from being dug up, collected and/or removed from their original growing sites except by permit:

1. All species of the following families:

Liliaceae (lilies, including yucca and sotol);
Agavaceae (agaves);
Orchidaceae (orchids);
Crassulaceae (orpines);
Cactaceae (cactus).

2. All species of the following genera:

Lobelia (lobelia);
Aquilegia (columbine)

3. The following plant assemblages, whether or not their individual component species are in the protected group:

Rare, unique or sensitive plant assemblages of scientific value, to include relict or undisturbed natural areas, and plant assemblages which provide essential habitat for rare, threatened or endangered wildlife species.

Mesquite bosques, considered "sensitive" habitat necessary to the survival of a number of wildlife species, white winged dove among them.

4. All plants protected under the Arizona Native Plant Law are included in the protected group under this Ordinance, whether named in this Ordinance or not
5. Plant species and critical habitats protected under the Federal Endangered Species Act are protected on trust lands, and are included in the protected group under this Ordinance, whether named in this Ordinance or not.
6. Plant species and assemblages may be added to or deleted from protected status by the Tribal Council.

- D. Fuelwood cutting/gathering is a right reserved exclusively for Community members. Cutting/Gathering of fuelwood by persons other than Community members is a violation of this Native Plant Ordinance. In particular, mesquite (Prosopis spp.) is protected under Section 1.C.(4). Fuelwood cutting/gathering by persons other than Community members is also a violation of Section 2A of GR-03-81, Civil Trespass. (See GRIC Civil Code, Title 5, Chapter 1, Article 5.101-A.10 et seq.)

The sale of fuelwood to non-tribal members off the Reservation of the Gila River Indian Community is hereby prohibited; non-resident tribal members are given the privilege to obtain fuelwood for domestic purposes only, and shall be required to obtain a special permit to transport wood off the Reservation, from the Land Use Planning Program office, located at Sacaton, telephone number 562-3301. Proof of residence must be supported by both a utility bill and a current tribal identification card.

No permit is required for the sale of domestic wood to other members of the Gila River Indian Community, however, the sold wood shall not be allowed to leave the boundaries of the Gila River Indian Community. Only the non-resident tribal member shall be allowed to transport wood to his/her place of residence provided that the above special permit is obtained. Resale of domestic wood by non-resident tribal members shall be considered a violation of this Ordinance, Article III, Section 2 - Violations.

The amount of fuelwood which may be cut by non-resident tribal members as set forth in this Ordinance shall be one cord per month. One cord of wood shall measure four feet by four feet by eight feet (4' x 4' x 8'); an eight-foot bed pickup load with side boards is accepted to be approximately one cord of wood.

No amount limit shall be set for the domestic use of mesquite wood for Community members.

SECTION 2 - DELEGATION OF COUNCIL AUTHORITY; PERMITS, TAGS AND FEES;
EXEMPTIONS; ISSUANCE OF PERMITS AND TAGS; COLLECTION AND USE OF
FEES

- A. The Tribal Council shall delegate to the Natural Resources Standing Committee authority to approve requests for permits to collect protected native plants, or parts thereof.
1. The fee for a collection permit shall be \$500. The Natural Resources Standing Committee shall have the right to waive the fee if collection of plants is to be performed by a non-profit organization for scientific and/or educational purposes. Permit fees are non-refundable. No permits shall be issued to non-members of the Gila River Indian Community for the purpose of collecting plants for resale.
 2. Members of the Gila River Indian Community wishing to collect plant parts for their personal use and Community groups wishing to collect plants for non-commercial beautification projects are exempt from the \$500 permit fee, and are exempt from all other fees specified in this Ordinance; however, members of the Community and Community groups wishing to collect native plants protected by this Ordinance must abide by all other provisions of this Ordinance, including application to the Natural Resources Standing Committee for permission to collect.
 3. The Tribal Lease Compliance Officer shall issue collection permits and tags and shall collect fees as applicable. The permits will specify the name or business name of the permittee, the kind(s) and numbers(s) of plant(s) to be collected, will define as precisely as possible the geographic area from which they are to be removed, and will specify the term for which the permit is valid. A permit is invalid unless it bears on its face the tag identification numbers of the plant(s) to be collected legally. A permit to take, transport, or possess protected native plants is non-transferrable.

4. Plant identification tags for each plant to be removed will be issued by the Tribal Lease Compliance Officer and affixed to plants. The non-refundable fee for each tag will be \$3. Tags will identify the permittee, project (if applicable), date of issue, location of collection site, plant species to which they will be affixed, and place(s) to which the plant will be moved. Each tagged plant will be assigned an identification number. It will be the responsibility of the Tribal Lease Compliance Officer to issue, record and affix the tags to the plants to be removed from their original growing sites.

No tag is valid unless it is issued under a valid permit, and no plant may be moved from its natural growing site until the Tribal Lease Compliance Officer has affixed a tag to the plant. It is unlawful to alter or deface any permit or tag.

5. No person, except as provided in this article, shall take, transport or have in his possession any protected native plant removed from its original growing site on the Gila River Indian Reservation unless he has a valid permit on his person at the time of taking, and unless each plant in his possession has a valid collection tag affixed to it.
6. Permits and/or tags shall be made available for inspection upon request of any member of the Gila River Indian Community or any of its authorized agents, or Federal or State of Arizona peace officers or agents charged with enforcing laws and statutes protecting native flora of Arizona, as provided in cooperative agreements between local police agencies and the Gila River Indian Community.
7. After any protected native plant has been taken legally as provided by this Ordinance, it shall be unlawful to remove the affixed tag until the plant has been replanted in its permanent site.

If the permanent site is within the boundaries of the Gila River Indian Reservation, the tag shall be removed only by the Tribal Lease Compliance Officer, who shall record the permanent site of the tagged plant(s) by tag identification number(s), and will store the tags as proof of legal taking under the provisions of this Ordinance.

If the permanent site of the plant(s) is outside the boundaries of the Gila River Indian Reservation, State of Arizona or Federal agents, as appropriate, shall have authority to inspect the plants in their permanent location, and shall remove the tags and return them to the Tribal Lease Compliance Officer, who shall then issue a letter of ownership itemizing the plants in the legal possession of the ultimate owner. The fee for issuing a letter of ownership is \$10.

8. No permit or tag is transferable by the permittee or his agents, nor shall it be used by anyone except the person or institution to which permit and tags were issued, nor shall permit and tags be applicable to any more native plants than indicated by species and number on the permit.
9. Any permittee shall be responsible for the acts of any other person or persons acting under any authority expressed or implied by the permittee.
10. It is unlawful for any person or institution to misuse a permit or tag in any manner, or to falsify any paper or document issued to any person to take native plants of the protected group or to take more native plants than authorized by the permit. Misuse of a permit or tag or falsification of documents will result in forfeiture of the right to collect native plants on the Gila River Indian Reservation both for the time remaining before expiration of a permit (if any) and at any future time.
11. The portion of the permit authorizing collection of native plants shall expire when the Tribal Lease Compliance Officer completes affixing tag(s) with identification number(s) to the plant(s) to be removed from their natural growing site(s), or on the date of expiration, whichever comes first.

After the time the affixing of tags is complete, no further collection shall occur, and the Tribal Ordinance Officer shall stamp EXPIRED on that portion of the permit authorizing collection. Portions of the permit authorizing storage and transportation shall remain valid until the expiration date of the permit.

Any permit to collect plants shall become null and void when the land on which the plants are growing, as described in the permit, changes ownership, unless the new owner certifies in writing that the permittee may continue taking such plants as are specified in the permit.
12. Plants which are to be transported on the Reservation, except within the boundaries of an allotment, must be issued a permit to ship issued by the Tribal Ordinance Officer, and an accompanying certificate of inspection identifying by permit number and tag identification number the plants to be shipped. No fee will be charged Community members.

13. Native plants imported onto the Reservation which are under the protection of Federal and/or State of Arizona law must be cleared for compliance with applicable non-Tribal regulations by the Tribal Ordinance Officer before they can be planted in their permanent installation site. The Tribal Ordinance Officer shall reinspect the plants after permanent installation and shall at that time record the tag identification numbers, remove any non-Tribal tags and return them to the issuing agency, and shall issue a letter of clearance certifying that the plants itemized by species and tag identification number were permanently installed on the Gila River Indian Reservation, giving date and location. The fee for issuing a letter of clearance will be \$10.
14. Fees are to be collected by the Tribal Lease Compliance Officer and deposited in the Tribal permits and business license account.
 - B. When any power or authority is given by any provision of this Ordinance to any person or institution, it may be exercised by a deputy, inspector or agent duly authorized by such person. Persons charged with enforcing this Ordinance must be commissioned by the Tribe. Persons duly commissioned by the Tribe shall have the power to enforce any provision of this Ordinance.
 - C. Application for permits, payment of fees, and compliance with inspection which may be required by the State of Arizona for collection and/or transport of native plants protected under State of Arizona statutes shall be the responsibility of the individual permittee. Compliance with applicable Gila River Indian Community regulations regarding collection of native plants protected in this Ordinance does not imply compliance with applicable State of Arizona regulations.

Application for permits, payment of fees, and compliance with the Federal Endangered Species Act which lists protected species and critical habitats, some of which may occur on the trust lands of the Reservation, shall be the responsibility of the permittee. Compliance with applicable Gila River Indian Community regulations regarding collection of native plants protected in this Ordinance does not imply compliance with applicable Federal regulations.

ARTICLE II. IMPLEMENTATION

SECTION 1 - ALLOTTED LANDS; PROCEDURES FOR SALVAGE OF PLANTS, DISPOSAL OF SALVAGED PLANTS

- A. No person or institution shall dig up, destroy, mutilate, or remove plants from allotted land without obtaining written permission from the allottee and a permit authorized by the Natural Resources Standing Committee and tags issued by the Tribal Ordinance Officer.

- B. Nothing in this Ordinance pertaining to collection of plants on Tribal land shall be construed to prevent an allottee or his agent from taking the following actions on his allotment: clearing land, or clearing or removing protected native plants from a canal, lateral, ditch, survey line, building site, road or other right-of-way, unless such protected native plants are to be transported from the allotted land and/or offered for sale, or if the allotted land is to be developed for any purpose other than residential use by the allottee or agricultural use.
1. Tribal entities, lessees of Tribal land and non-Indian lessees of allotted land are specifically excluded from this exemption, and must follow the permit procedures prescribed in this Ordinance when clearing land, or clearing or removing protected native plants from a canal, lateral, ditch, survey line, building site, road, or other right-of-way.
 2. If plants are to be transported from allotted land or offered for sale, the person or institution who transports or purchases the plants from the allottee must have a valid permit and tags obtained through the procedures specified in this Ordinance. The permit fee and tag fees may be waived at the discretion of the Natural Resources Standing Committee. An allottee moving protected plants from one of his properties to another must obtain a valid permit and tags, transportation permit and certificate of inspection, but is exempt from fees for the permits, tags, and certificate of inspection provided no protected plants are to be offered for sale.
- C. Protected native plants may be moved from their natural growing sites to remove them from the path of construction projects which cannot be designed to allow them to remain in place. Protected plants may also be moved to allow necessary pre-construction activities including survey lines, access roads and other rights-of-way. Permits and tags must be obtained as prescribed by this Ordinance. Plants which must be moved out of the path of construction or construction-related activities shall be salvaged to the greatest extent feasible and relocated to other growing sites on Tribal land, or salvaged and used to revegetate disturbed areas after construction is completed, insofar as such salvage and relocation or reuse is feasible.

If salvage and relocation or reuse on Tribal land is not feasible, the Governor or Lieutenant Governor, or his designee, is authorized to arrange for disposal of protected plants by either of the following methods:

1. allow Community members or Community groups to remove such plants as they may use beneficially to beautify their homes, buildings or recreation areas, provided the plants are not to be transported from the Reservation or offered for sale;

2. allow non-profit institutions to remove plants that can be used for educational or scientific purposes, provided the plants will not be offered for sale.

If relocation to Tribal land, reuse, or beneficial use by Community members or non-profit organizations is not feasible, the Governor, Lieutenant Governor, or his designee is authorized to dispose of protected plants growing in the path of construction by accepting bids for sale of the protected plants to dealers in native plants, who shall remove only those plants specified by the Governor, Lieutenant Governor, or his designee. Plants to be salvaged or sold must be collected under the direction and supervision of the Tribal Lease Compliance Officer.

In the event of an emergency which requires removal of protected plants from their growing sites, the Governor, Lieutenant Governor, or his designee may authorize disposal of the protected plants as appropriate to the circumstances.

SECTION 2 - DISPOSAL OF CONFISCATED PLANTS

Confiscated plants become the property of the Gila River Indian Community, and may be disposed of as appropriate to circumstances by the Governor, Lieutenant Governor or his designee.

SECTION 3 - USE OF PLANTS BY COMMUNITY MEMBERS; COLLECTING PLANTS OR PARTS FOR PROPAGATION; CUTTING NATIVE PLANTS FOR FUELWOOD

- A. Community members may collect seeds, plant parts and fruit for personal use if such collection does not cause the death of the plant, or so severely deplete its reproductive parts that it cannot generate replacement plants necessary to the perpetuation of its species, with the exception of wood cut for fuelwood.
- B. If a Community member wishes to collect protected plant parts, seeds, or fruit for resale to non-members in any form, except woven baskets and other such traditional artifacts, such collection will require authorization by the Natural Resources Standing Committee, which shall specify areas of the Reservation to which such collection shall be confined, and shall set limits to the quantity of seeds, plant parts or fruit which can be collected.
- C. The Natural Resources Standing Committee may issue a permit to a person or scientific or educational institution to take seeds, fruit or plant parts to be used for plant propagation, provided that collection of propagation materials will not cause the death of the plant, or so severely deplete its reproductive parts that it cannot generate replacement plants necessary to the perpetuation of its species.

SECTION 4 - SHIPMENT OF PLANTS; EXHIBITION OF TRANSPORTATION PERMIT;
CERTIFICATE OF INSPECTION

No person or common carrier shall transport a plant, or any part thereof, belonging to the protected group, nor receive or possess a protected native plant for transportation within or without the Gila River Indian Reservation unless the person offering the plant for shipment exhibits to the person or common carrier a valid written permit for the transportation of the plant or parts thereof, and has securely and properly attached thereto a valid plant tag. If the plant or plant parts are for transport to places outside the Reservation boundaries, the carrier shall be required to bear a certificate of inspection issued by the Tribal Lease Compliance Officer.

ARTICLE III. ENFORCEMENT

SECTION 1 - ENFORCEMENT; ARRESTS WITHOUT WARRANT; CONFISCATION OF PLANTS

- A. Law enforcement officers duly authorized to enforce the laws and regulations of the Community may in the enforcement of this Ordinance make arrests without warrant for a violation of this Ordinance which he may witness, and may confiscate plants or parts thereof belonging to the protected group when unlawfully taken, transported, possessed, sold, or otherwise in violation of this Ordinance, and may confiscate archaeological and other specimens or objects if unlawfully excavated or collected. Possession of such archaeological or other artifacts is a separate offense punishable under GR-01-82, Archaeological License Ordinance.
- B. Duly authorized law enforcement officers are empowered and directed to enter in or upon any premises or other place, train, vehicle, or other means of transportation within or entering the Reservation which is suspected of containing or having present therein or thereon protected native plants in violation, or suspected to be in violation, of this Ordinance.
- C. The Arizona Commission of Agriculture and Horticulture may, upon request of Community officials and upon being duly empowered, assist in enforcing any provision in this article.

SECTION 2 - VIOLATIONS; CONFISCATION OF VEHICLES AND EQUIPMENT

- A. A person subject to the criminal jurisdiction of the Community violating any provision of this Ordinance is guilty of a public offense punishable by a fine of not less than \$50.00, nor more than \$500 and/or six months imprisonment. Each violation constitutes a separate offense; each and every protected plant found in the illegal possession of a person or persons violating any provision of this Ordinance shall be counted as a separate punishable offense.

Persons who are not Community members who violate any provision of this Ordinance are also subject to prosecution under GR-03-81, Civil Trespass. Unauthorized use of Community member status to benefit non-Community members, or collusion by Community members to violate or assist in violation of any provision of this Ordinance will be punishable by a maximum fine of \$500 and/or six months imprisonment, and forfeiture of privileges to collect native plants as a Community member.

- B. Vehicles and equipment used to commit acts which violate any provision of this Ordinance are subject to confiscation, impoundment, and forfeiture pending appearance to answer a complaint or citation, and may be used to satisfy fines or penalties which may be assessed by the Community Court.
- C. Upon conviction of a violation of this article, all permits issued to the person convicted shall be revoked and the permittee shall become ineligible for future permits and prohibited from acting as an agent for any other permittee. Any member of the Community who is convicted of falsely applying for a permit to enable a non-Community person to collect plants protected in this Ordinance without paying fees applicable to non-members shall be subject to penalties as applicable, and shall forfeit the right to collect protected native plants, and shall be ineligible to apply for a permit to collect native plants. Moreover, any Community member found guilty of acting as an accomplice to any person found guilty of violating the provisions of this Ordinance shall be subject to the maximum applicable penalties, and shall forfeit the right to collect protected native plants and shall be ineligible to apply for a permit to collect protected native plants.



TRIBAL WOOD PERMIT
(Non-Resident Tribal Members)

LAND USE PLANNING & ZONING
P.O. BOX 398 SACATON, AZ 85247
562-3301

APPLICANT INFORMATION

Applicant _____ GRID No. _____
Address _____
City _____ Zip Code _____ Tel. _____
Proof of Residence _____

GENERAL INFORMATION

One Card Per Month
One Card = 4'x4'x8'

Permit Only Valid For One Day

District where wood will be obtained: _____

PERMIT FOR DOMESTIC USE ONLY
NOT FOR SALE OF WOOD

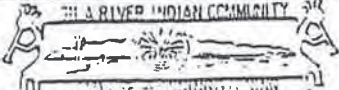
PERMIT DATA

DATE: _____ PERMIT No. NPL- _____
Wood must be obtained on
this date only.

I hereby acknowledge the Native Plant Ordinance GR-00-90 and I am familiar
with its provisions regarding fuelwood cutting.

Applicant Date

Native Plant Officer Date Issued



**APPLICATION FOR
 REMOVAL AND TRANSPORT
 OF NATIVE PLANTS**

GENERAL INFORMATION

CONTRACTING ORGANIZATION _____
 ADDRESS _____
 NAME OF INDIVIDUAL RESPONSIBLE FOR REMOVAL AND TRANSPORT _____
 COMMUNITY MEMBER YES NO GILA RIVER INDIAN COMMUNITY ENROLLMENT NO. _____

PURPOSE AND LOCATION OF REMOVAL

PURPOSE: COMMUNITY USE , RETAIL , LANDSCAPE CONTRACTOR , PERSONAL USE
 FROM LOCATION: _____
 LEGAL DESCRIPTION: _____
 TRIBAL LAND , ALLOTTED LAND , DISTRICT _____
 TO LOCATION: _____
 LEGAL DESCRIPTION: _____
 TRIBAL LAND , ALLOTTED LAND , DISTRICT _____
 OFF RESERVATION LOCATION: _____ CITY _____ COUNTY _____ STATE _____

**NATIVE PLANT INFORMATION
 (GR-04-85)**

NO. of PLANTS	TYPE	TAG NUMBERS	NO. of PLANTS	TYPE	TAG NUMBERS
1. _____	CHOLLA	FROM _____ TO _____	6. _____	PRICKLY PEAR	FROM _____ TO _____
2. _____	HEDGEHOG	FROM _____ TO _____	7. _____	SARREL CACTUS	FROM _____ TO _____
3. _____	OCOTILLO	FROM _____ TO _____	8. _____	SAGUARO CACTUS	FROM _____ TO _____
4. _____	CENTURY PLANT	FROM _____ TO _____	9. _____		FROM _____ TO _____
5. _____	JOSHUA TREE	FROM _____ TO _____	10. _____		FROM _____ TO _____

ACKNOWLEDGEMENT

I hereby acknowledge the receipt of G.R.I.C. ordinance no. 04-85 and I am familiar with all provisions of this ordinance.


 Applicant Date

FOR OFFICE USE ONLY

RECEIVED ON _____ CASE NO. _____
 NATURAL RESOURCES COMMITTEE ACTION: _____
 TAG FEE _____ REGULAR , SAGUARO , TRIBAL MEMBER WAIVER
 FEE _____ RECEIVED BY _____
 Name Title Date

APPLICANT SIGNATURE _____ RECEIVED BY _____
 Date Name Title Date

Application For Removal and
 Transport of Native Plants



GILA RIVER INDIAN COMMUNITY

NATIVE PLANT REMOVAL & TRANSPORT PERMIT

NO. _____

P.O. Box 97
Sacaton, AZ 85247
(602) 562-3311


Issued To: _____

This permit entitles the recipient to remove and transport native plants, as specifically described below, subject to the terms and conditions of Ordinance GR-04-85 as amended, and any other applicable Tribal or Federal regulations.

Compliance Officer _____ Date _____ Chairman, Natural Resources _____ Date _____

FOR SAMPLE USE ONLY

Native Plant Removal & Transport Permit



NATIVE PLANT TAG

PERMITTEE _____

DATE ISSUED _____

LOCATION OF COLLECTION SITE _____

PROJECT _____

NPT No. _____

IT IS UNLAWFUL to transport plant without this tag properly affixed or to remove tag from plant until planted in final location.

FOR SAMPLE USE ONLY

Native Plant Tag

Angela T Muszynski

From: Kirt Cummings [kcummings2@azdot.gov]
Sent: Tuesday, September 17, 2019 11:18 AM
To: Angela T Muszynski
Subject: Fwd: F0252, I-10 Corridor Study: SR 202L (Santan) - SR 387 Invasive Species Request
Attachments: Figure 2 - I10 GRIC Vicinity.pdf

See below Here is the information you requested. Angela

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

From: Luis Perez <lperez@azdot.gov>
Date: Tue, Sep 17, 2019 at 9:27 AM
Subject: Fwd: F0252, I-10 Corridor Study: SR 202L (Santan) - SR 387 Invasive Species Request
To: Kirt A. Cummings <kcummings2@azdot.gov>

Most of the vegetation is dormant at this time. This is what we came up with:

- Russian Thistle
- Puncturevine
- Kochia
- Bufflegrass
- Prickly Lettuce
- Skeleton Weed
- Globe Chamomile

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

From: Luis Perez <lperez@azdot.gov>
Date: Mon, Sep 16, 2019 at 8:22 AM
Subject: Fwd: F0252, I-10 Corridor Study: SR 202L (Santan) - SR 387 Invasive Species Request
To: Elena Renn <erenn@azdot.gov>

Forwarded Conversation

Subject: Fwd: F0252, I-10 Corridor Study: SR 202L (Santan) - SR 387 Invasive Species Request

From: Kirt Cummings <kcummings2@azdot.gov>
Date: Mon, Sep 16, 2019 at 5:33 AM
To: Luis Perez Jr. <lperez@azdot.gov>, Alejandro Munoz <AMunoz@azdot.gov>

Luis see email below, Please send someone out today or no later than tomorrow to gather this information please.

Kirt Cummings

Highway Operations Superintendent

Central District

[2140 W. Hilton Ave.](#)

[Phoenix, AZ 85009](#)

Cell: 602. 909-6077

Office: 602 712-5822



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

From: **Angela T Muszynski** <ATMuszynski@aztec.us>

Date: Wed, Sep 11, 2019 at 2:08 PM

Subject: F0252, I-10 Corridor Study: SR 202L (Santan) - SR 387 Invasive Species Request

To: Kirt Cummings <kcummings2@azdot.gov>, achadwick@azdot.gov <achadwick@azdot.gov>, Jgrijalva@azdot.gov <Jgrijalva@azdot.gov>

Cc: Justin White <jwhite@azdot.gov>, AZFWY1902 - I-10-SR202L-to-SR387-DCR-and-EA <AZFWY1902@aztec.us>, Unger, Audrey C. <Audrey.Unger@hdrinc.com>

Hello Kirt, Anthony, and Jorge,

We're not entirely sure who has jurisdiction on this one, but ADOT is planning to widen I-10 from MP 161.0 (SR 202L [Santan]) to MP 187.1 (east of SR 387) within the Gila River Indian Community and also within the cities of Phoenix and Chandler in Maricopa County, Arizona, and the City of Casa Grande in Pinal County, Arizona. The segment of I-10 between MP 172.6 and 173.6 (Gila River Bridge) is excluded from this project, but will be addressed under a separate project. Can you provide us with a list of invasive species in this area? An informational map is attached for your reference.

If we could receive a response no later than Wednesday, 9/25, that would be greatly appreciated. If you have any questions or comments, please let us know.

Thank you for your time and assistance.

Angela Muszynski

Biologist/Assistant Environmental Planner

AZTEC Engineering | [4561 E. McDowell Road](#) | [Phoenix, AZ 85008](#)

T: 602.454.0402 | D: 602.458.7460 | C: 480.330.0032 | F: 602.454.0403 | atmuszynski@aztec.us



aztec.us/follow-us

From: **Luis Perez** <lperez@azdot.gov>
Date: Mon, Sep 16, 2019 at 7:49 AM
To: Kirt Cummings <kcummings2@azdot.gov>

Will do.

From: **Luis Perez** <lperez@azdot.gov>
Date: Mon, Sep 16, 2019 at 8:16 AM
To: Elena Renn <erenn@azdot.gov>

Here you go!

--

Kirt Cummings

Highway Operations Superintendent

Central District

2140 W. Hilton Ave.

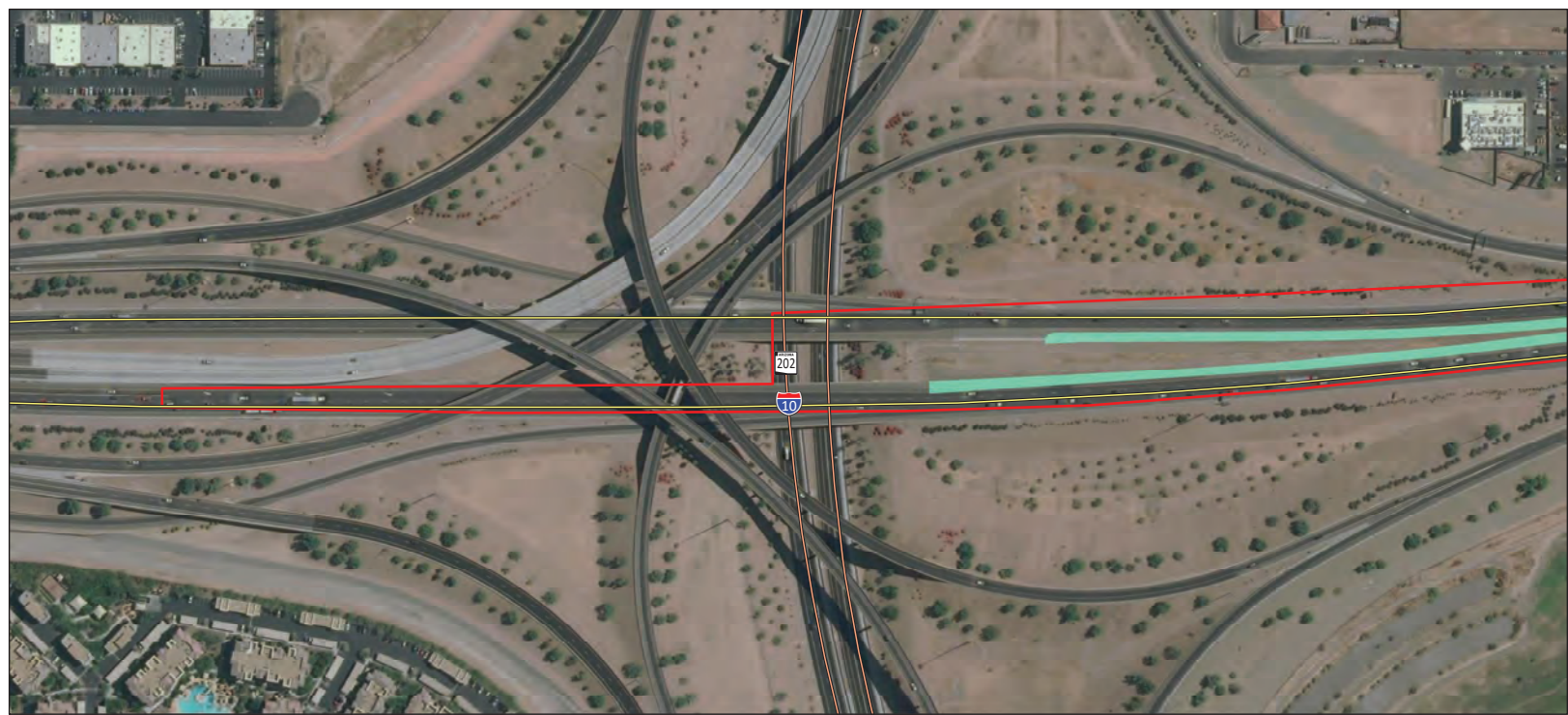
Phoenix, AZ 85009

Cell: 602. 909-6077

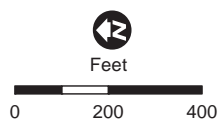
Office: 602 712-5822



APPENDIX D
ACTION AREA MAPS



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



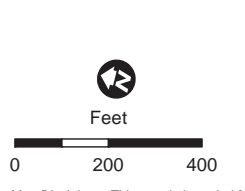
Action Area (red outline)
Construction Footprint
New Pavement (green fill)

Map Disclaimer: This map is intended for general siting purposes only





Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



○ Mileposts
 □ Action Area

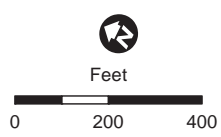
Construction Footprint
 ■ New Pavement



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);

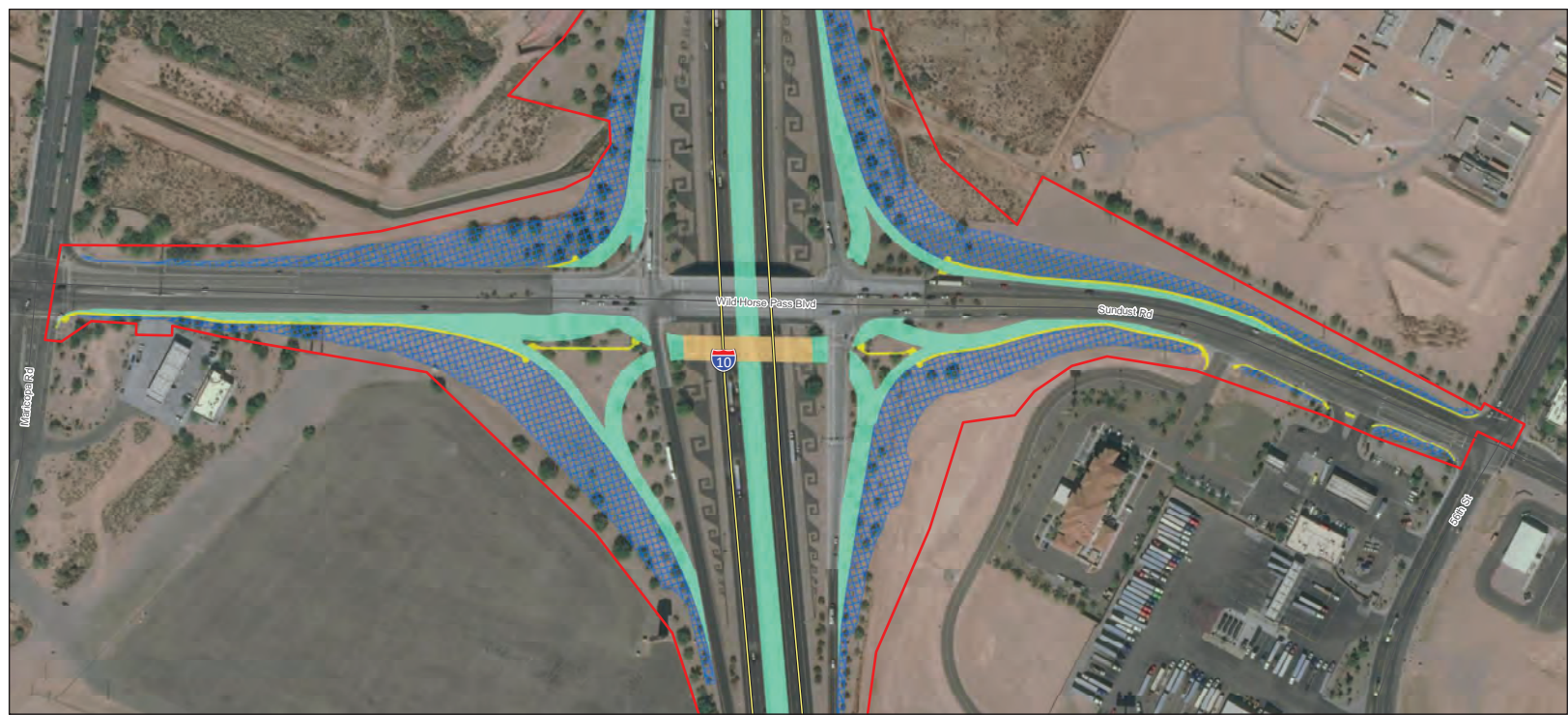


- Mileposts
- Action Area

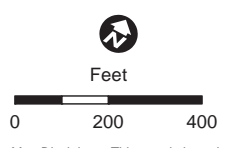
- Construction Footprint**
- Bridge
 - New Pavement
 - ▨ Cut and Fill
 - Sidewalk, Curb, Gutter



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



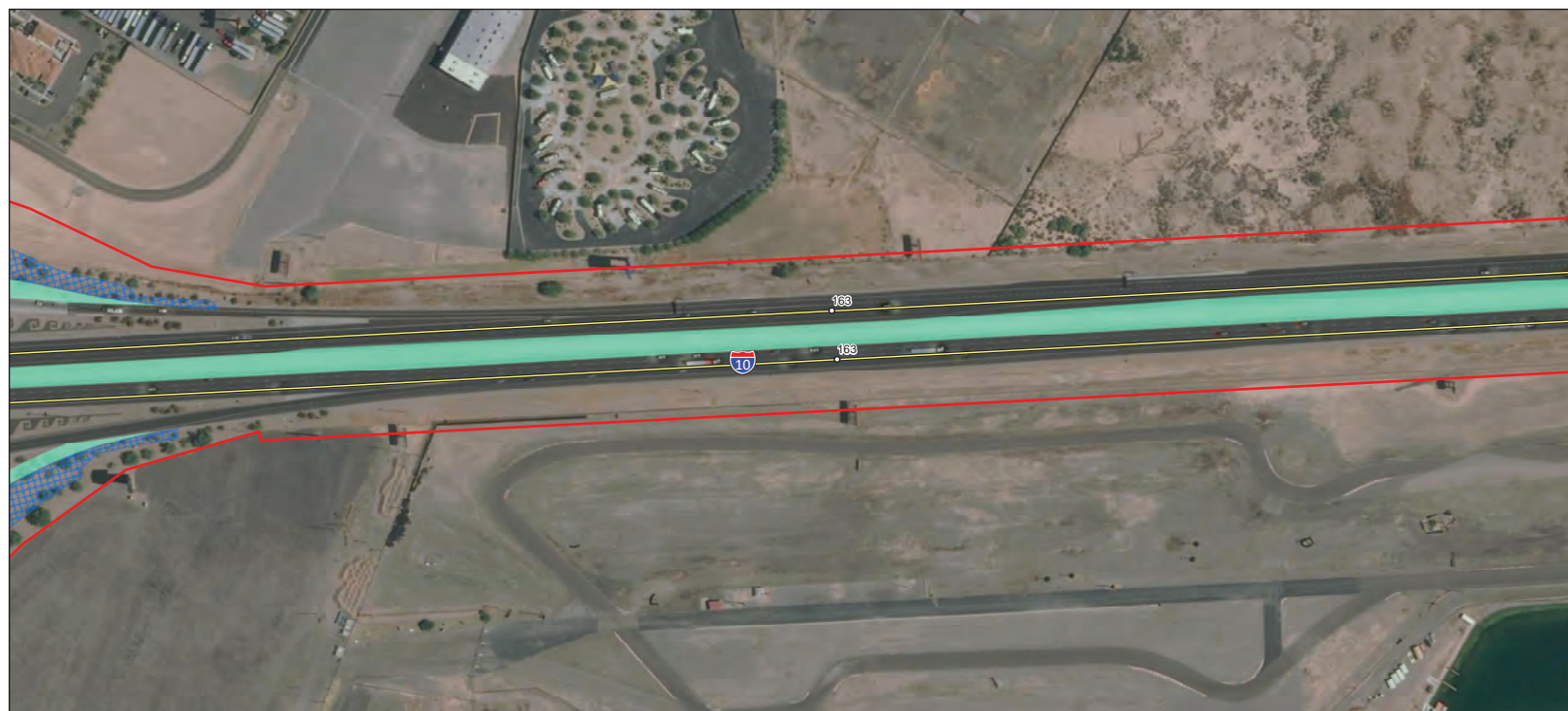
Action Area

Construction Footprint

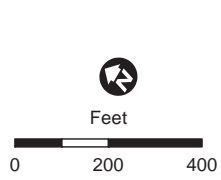
- Bridge
- New Pavement
- Cut and Fill
- Sidewalk, Curb, Gutter



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



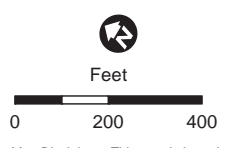
- Mileposts
 - Action Area
- Construction Footprint**
- ▨ Cut and Fill
 - New Pavement



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);

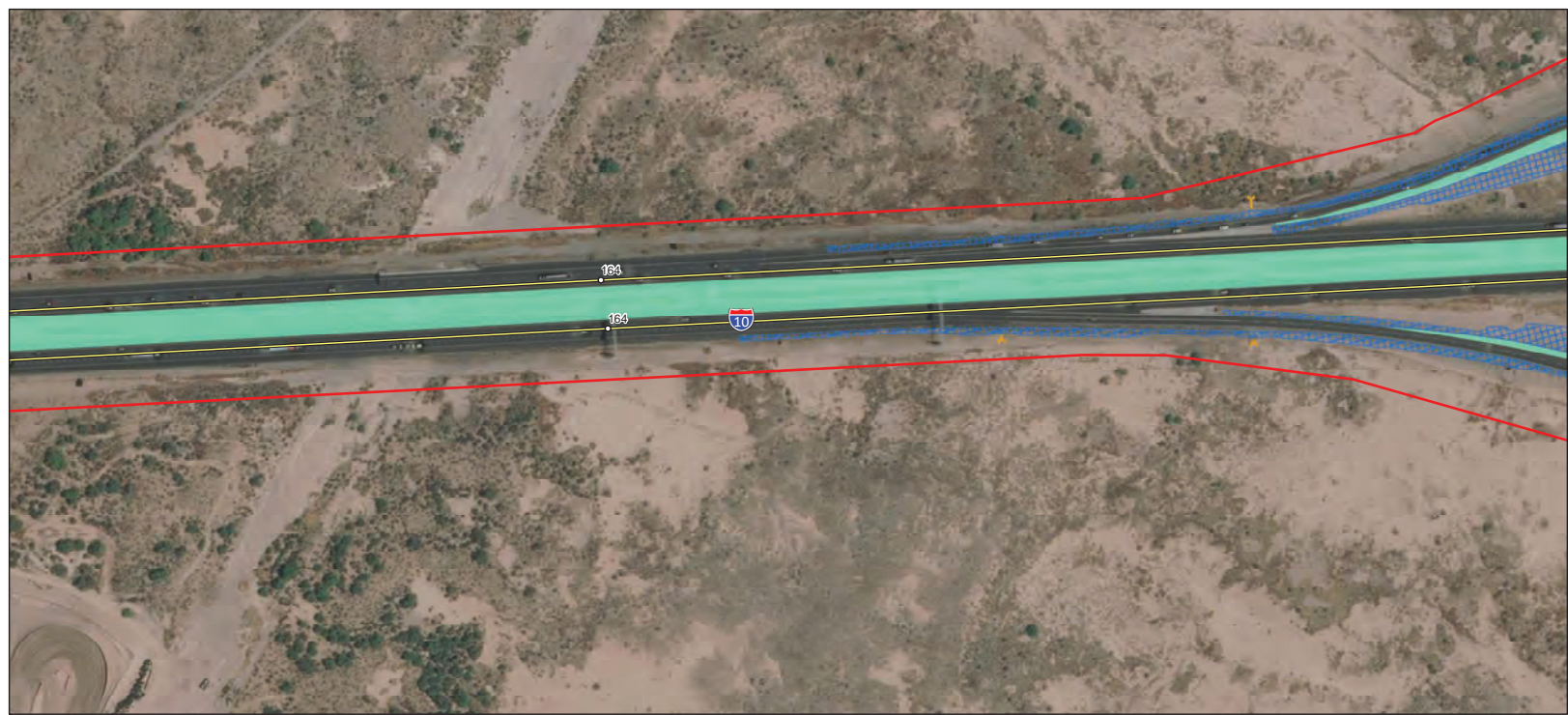


Action Area

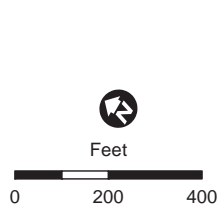
Construction Footprint
 New Pavement



Map Disclaimer: This map is intended for general siting purposes only



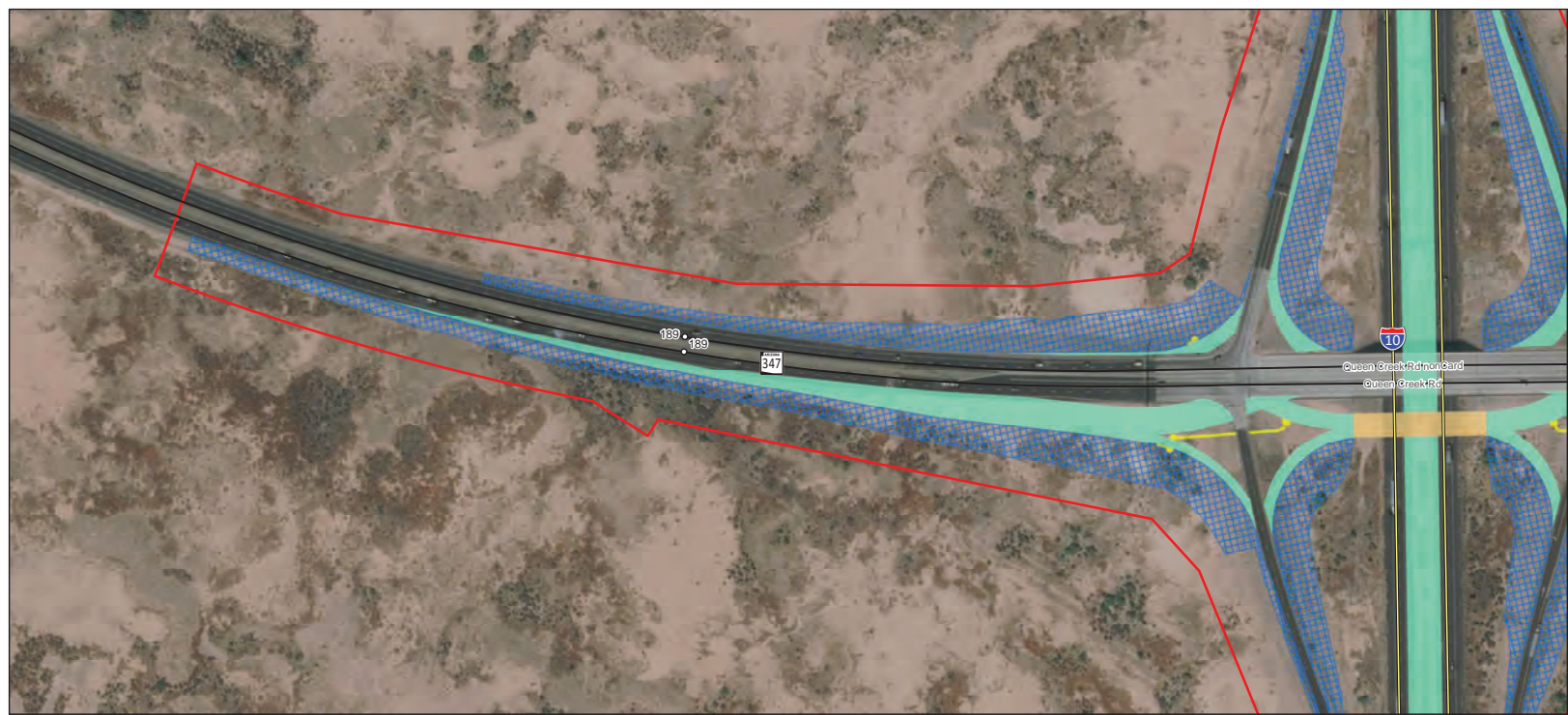
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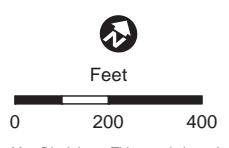
- Mileposts
 - ▭ Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - ▭ New Pavement

Map Disclaimer: This map is intended for general siting purposes only





Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



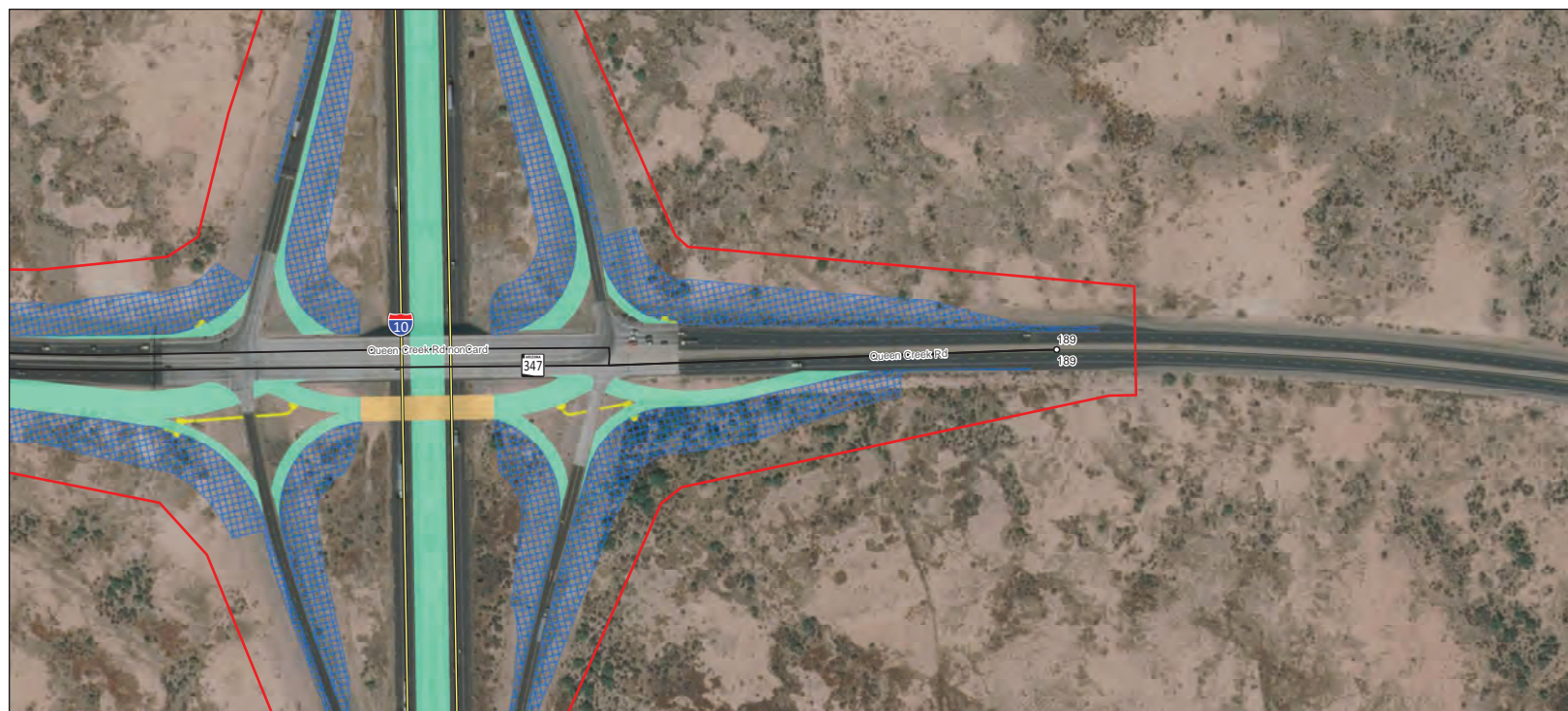
- Mileposts
- Action Area

Construction Footprint

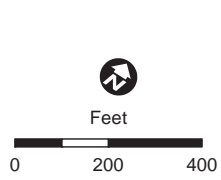
- Bridge
- New Pavement
- Cut and Fill
- Sidewalk, Curb, Gutter



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



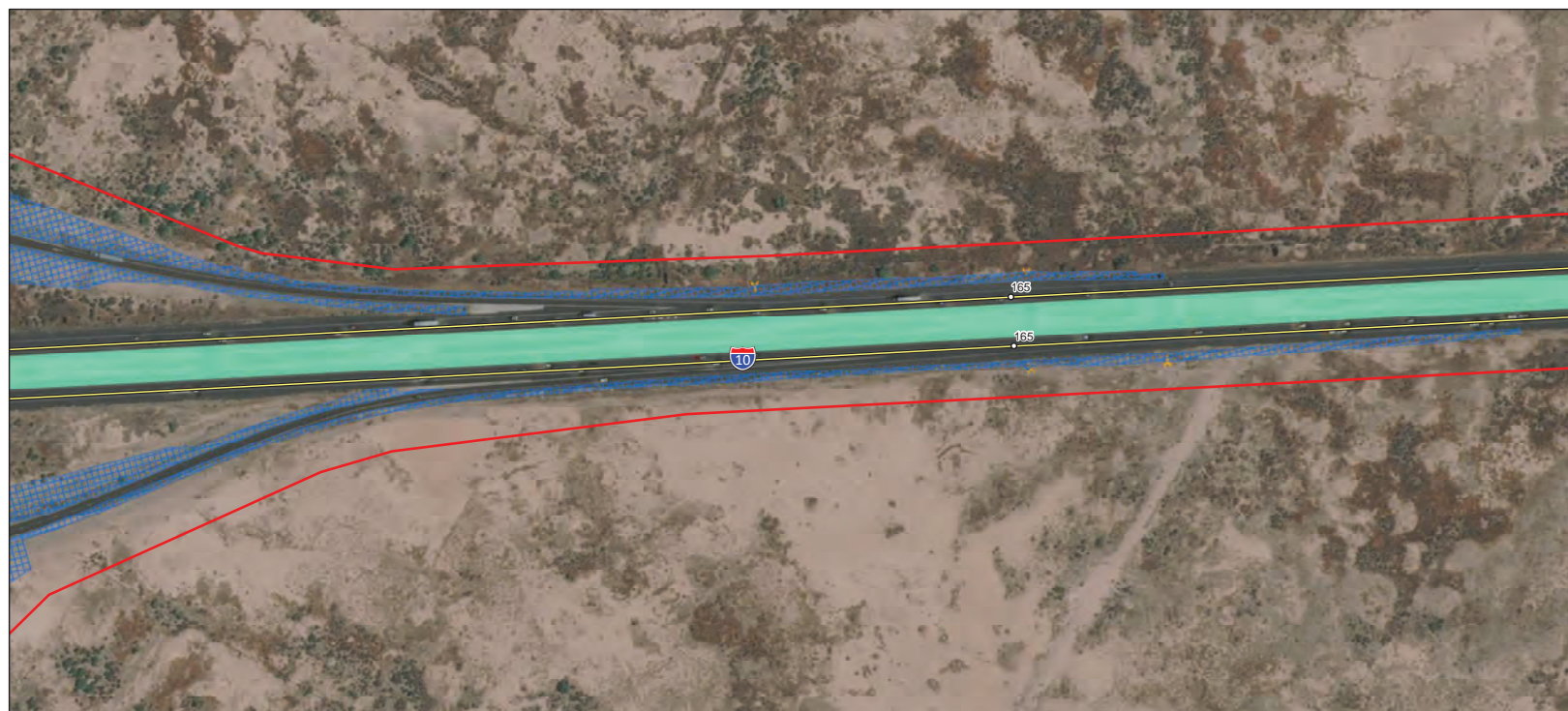
- Mileposts
- Action Area

Construction Footprint

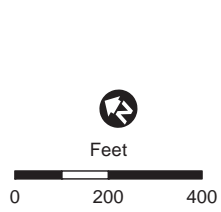
- Bridge
- New Pavement
- Cut and Fill
- Sidewalk, Curb, Gutter



Map Disclaimer: This map is intended for general siting purposes only



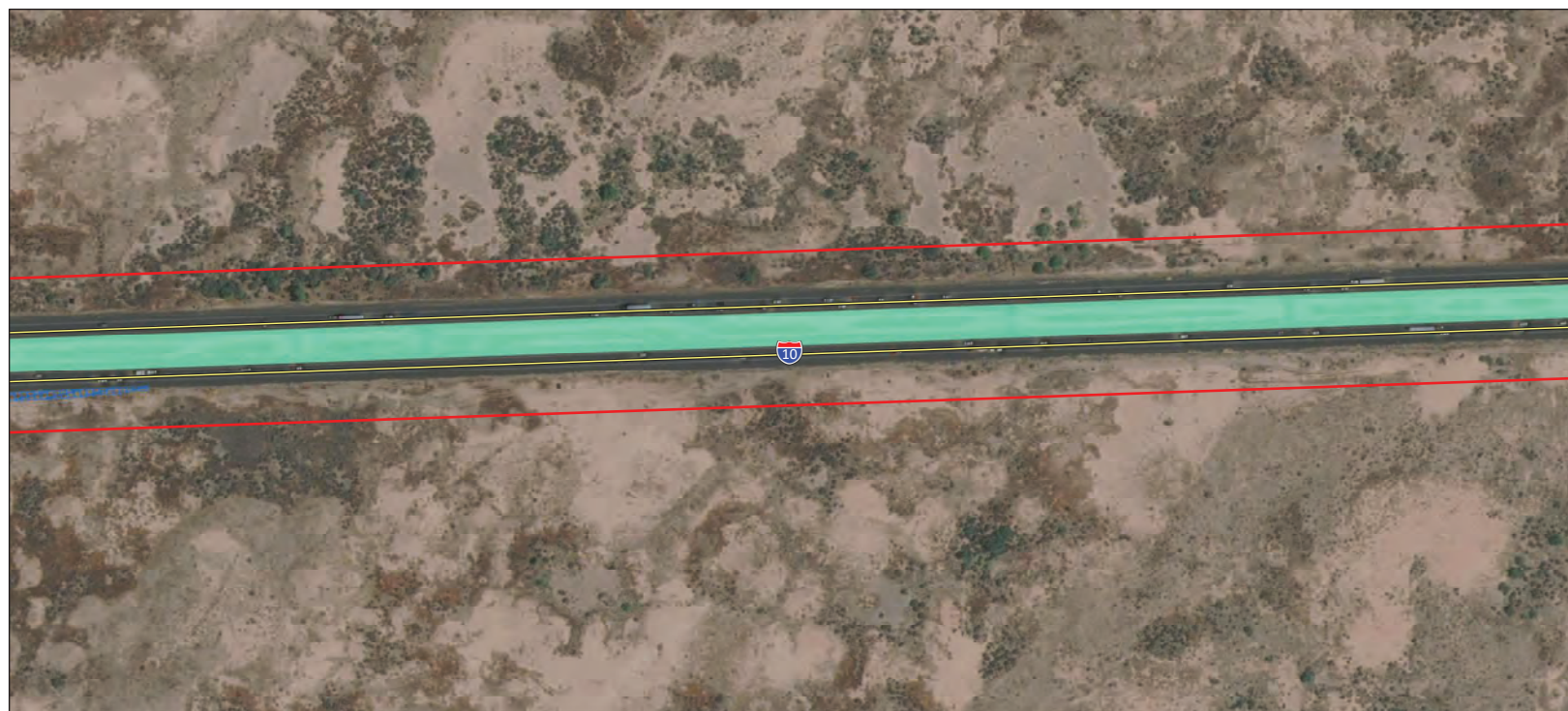
Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



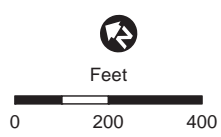
- Mileposts
 - ▭ Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - ▭ New Pavement

Map Disclaimer: This map is intended for general siting purposes only





Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



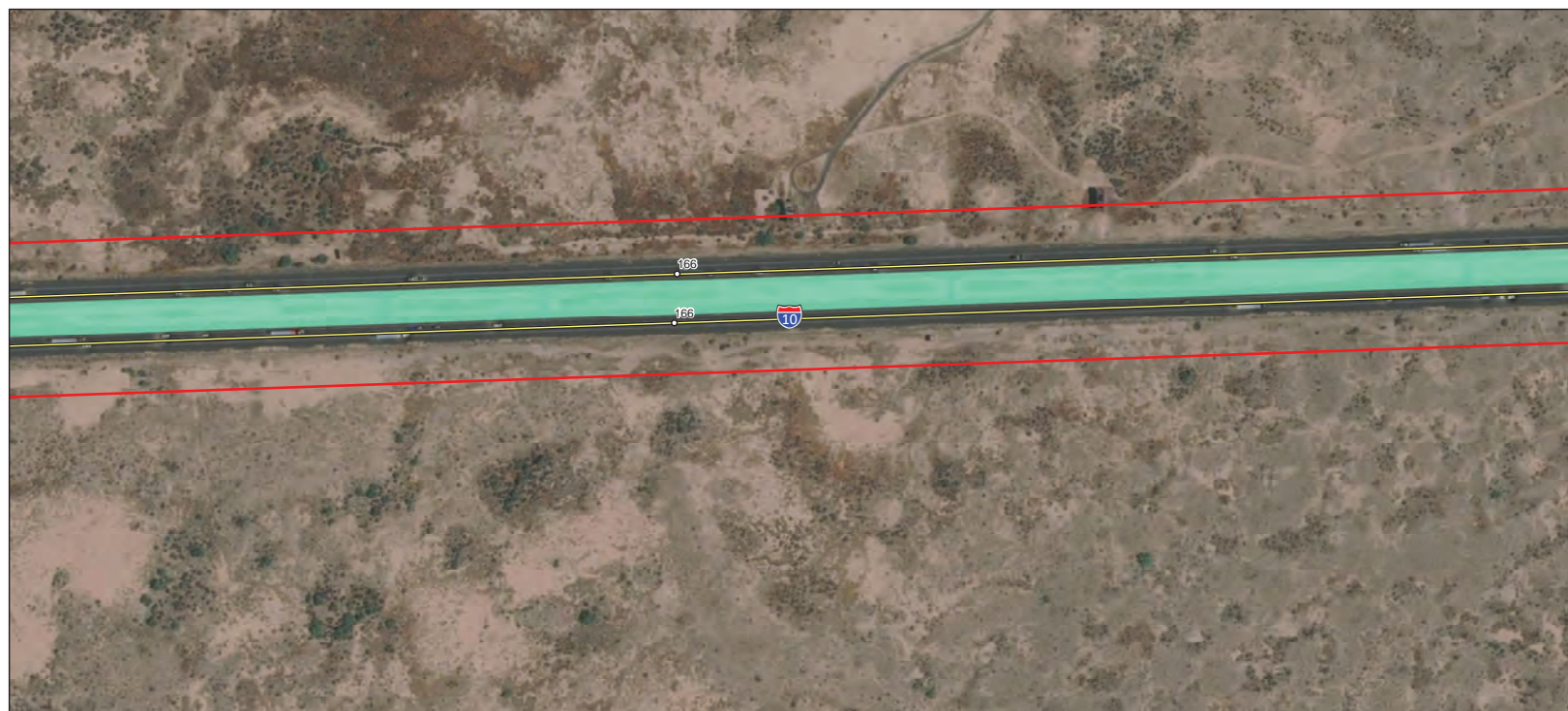
 Action Area

Construction Footprint

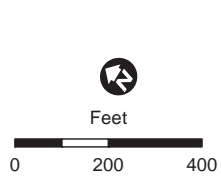
 Cut and Fill  New Pavement



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);

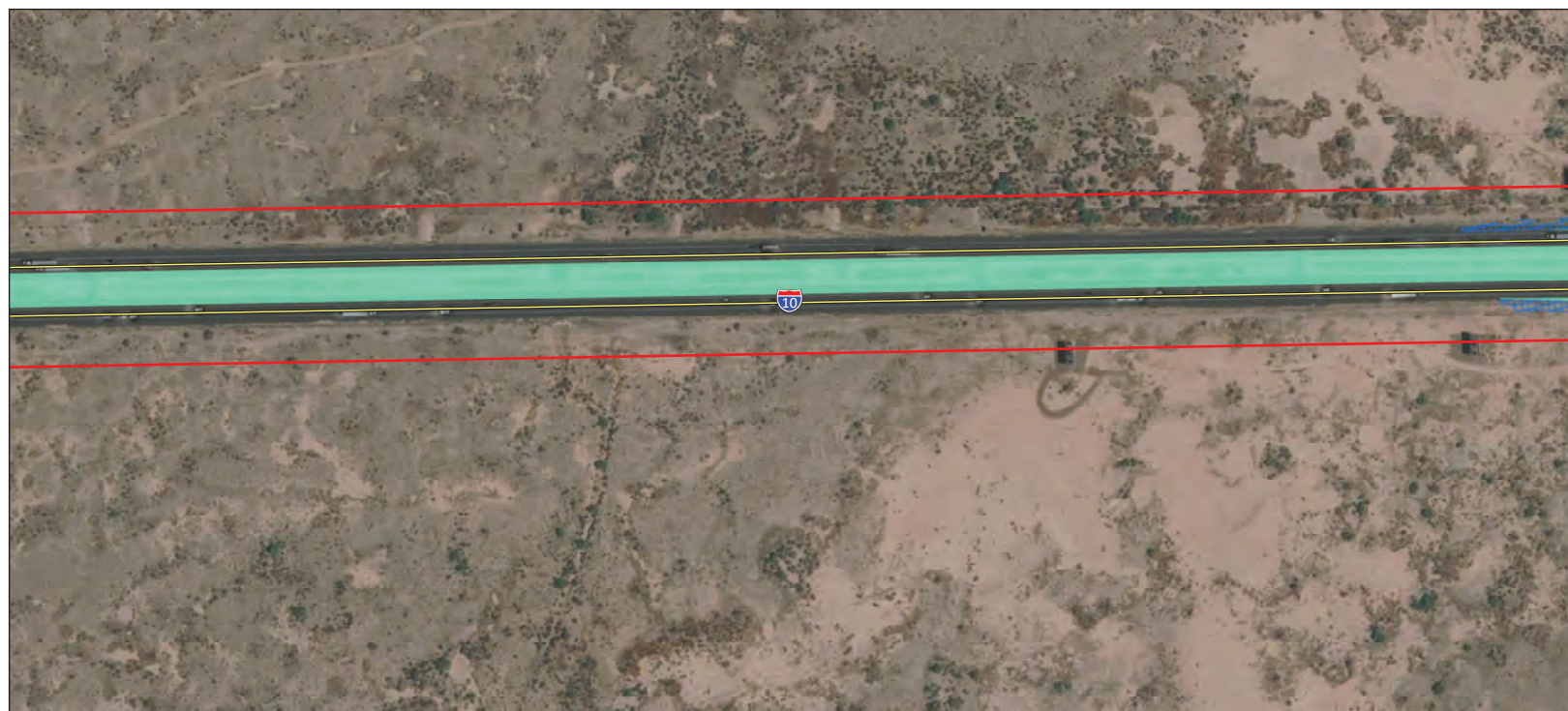


- Mileposts
- Action Area

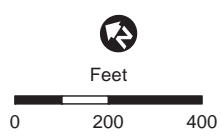
Construction Footprint
 New Pavement

Map Disclaimer: This map is intended for general siting purposes only





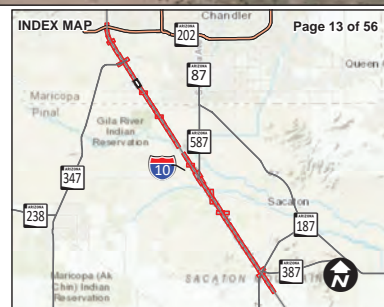
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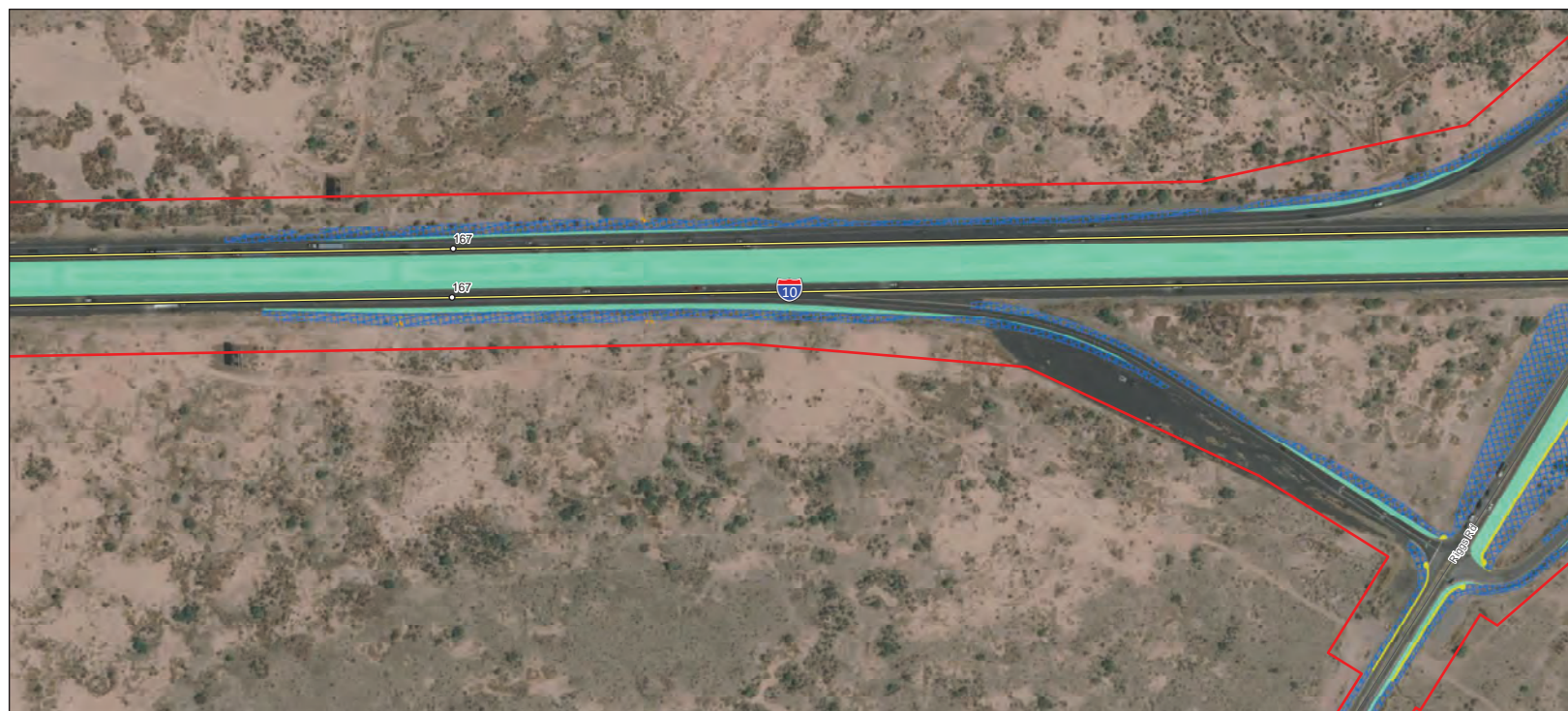
 Action Area

Construction Footprint

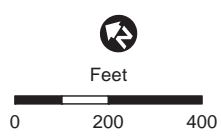
 Cut and Fill  New Pavement



Map Disclaimer: This map is intended for general siting purposes only



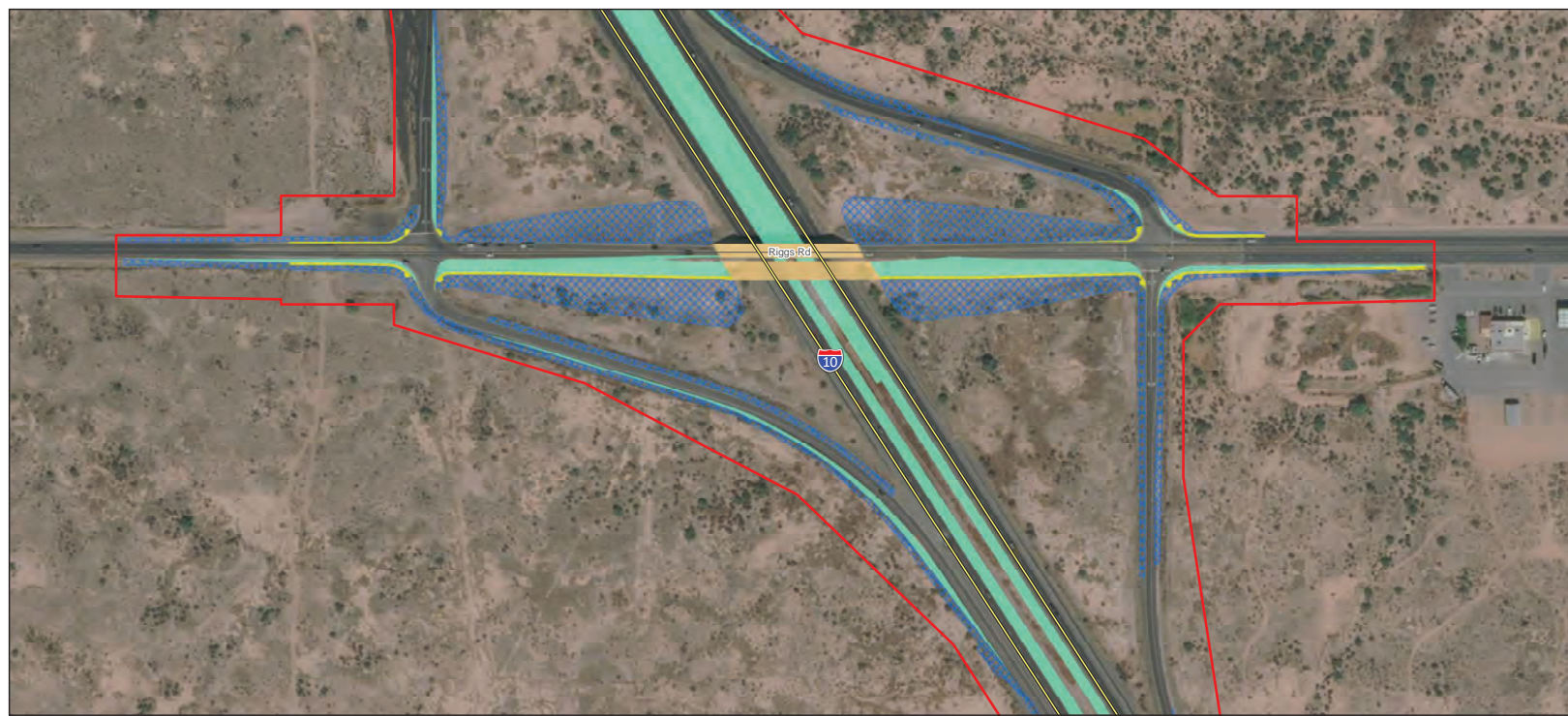
Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



- Mileposts
 - Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - New Pavement
 - Sidewalk, Curb, Gutter



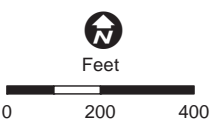
Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);

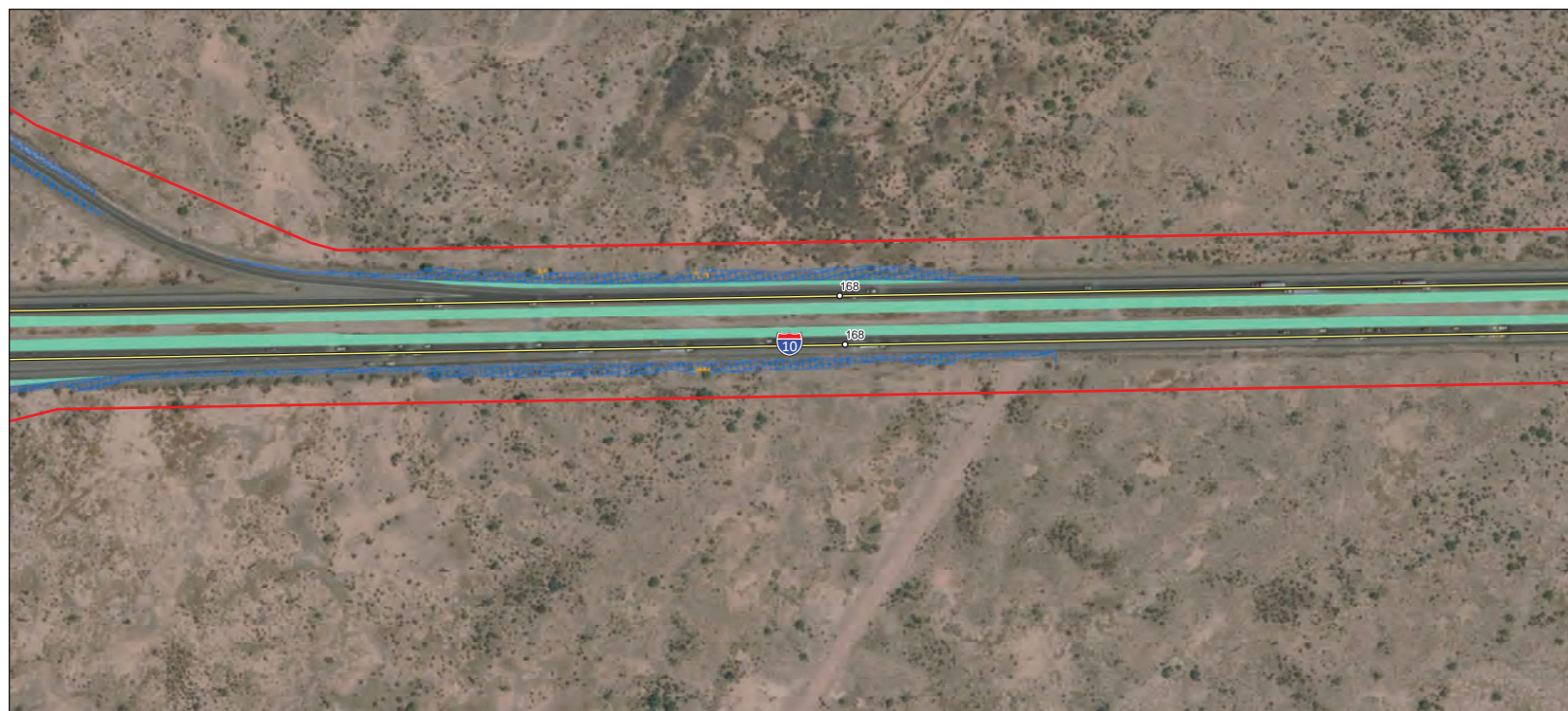
Construction Footprint

-  Bridge
-  New Pavement
-  Cut and Fill
-  Sidewalk, Curb, Gutter
-  Action Area

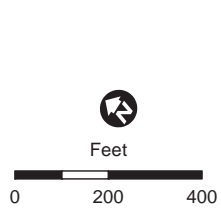


Map Disclaimer: This map is intended for general siting purposes only





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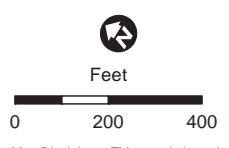
- Mileposts
 - Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - New Pavement

Map Disclaimer: This map is intended for general siting purposes only





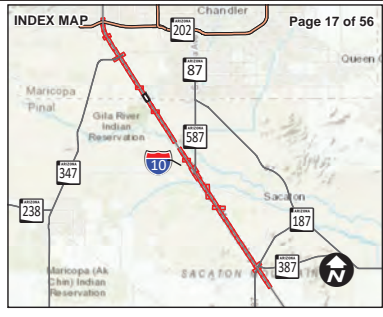
Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



 Action Area

Construction Footprint

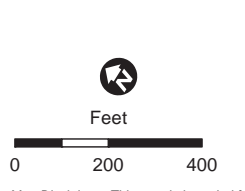
 New Pavement



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



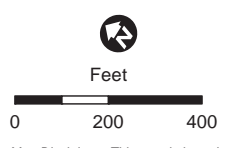
- Mileposts
 - Action Area
- Construction Footprint**
- New Pavement



Map Disclaimer: This map is intended for general siting purposes only






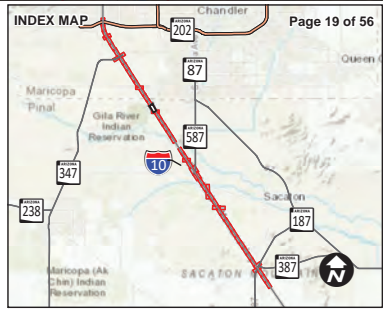
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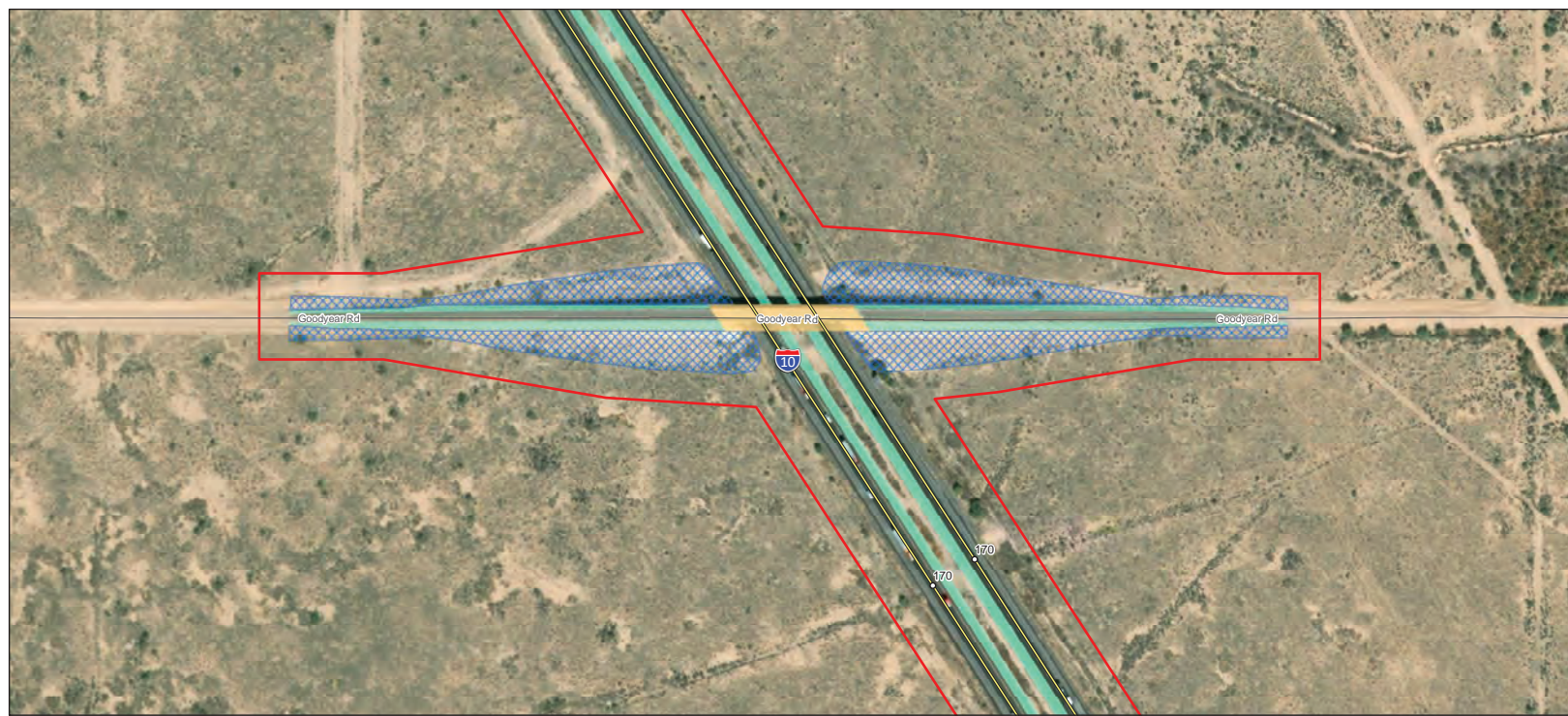
 Action Area

Construction Footprint

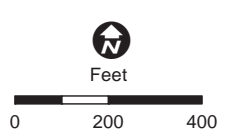
-  Bridge
-  New Pavement
-  Cut and Fill



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



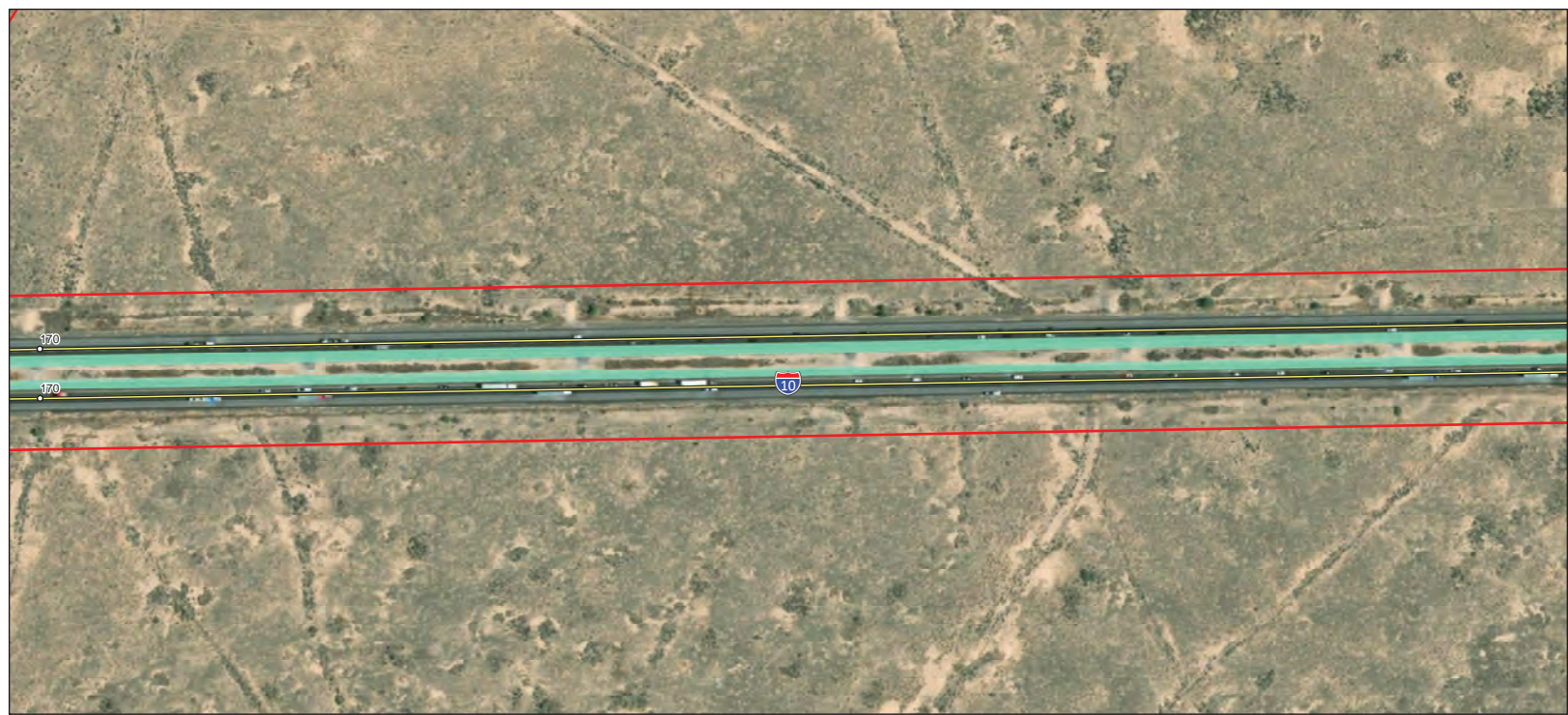
- Mileposts
- Action Area

Construction Footprint

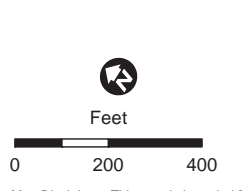
- Bridge
- New Pavement
- Cut and Fill



Map Disclaimer: This map is intended for general siting purposes only

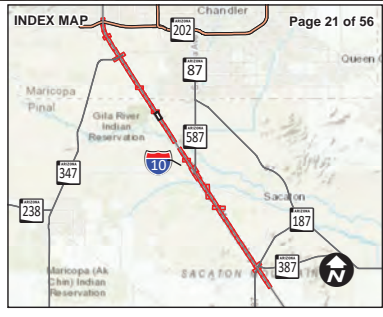


Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



- Mileposts
- Action Area

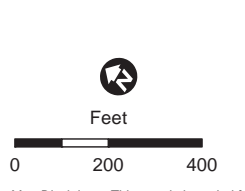
Construction Footprint
 ■ New Pavement



Map Disclaimer: This map is intended for general siting purposes only

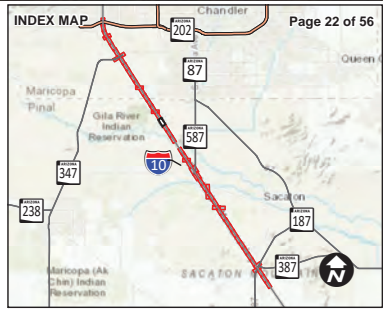


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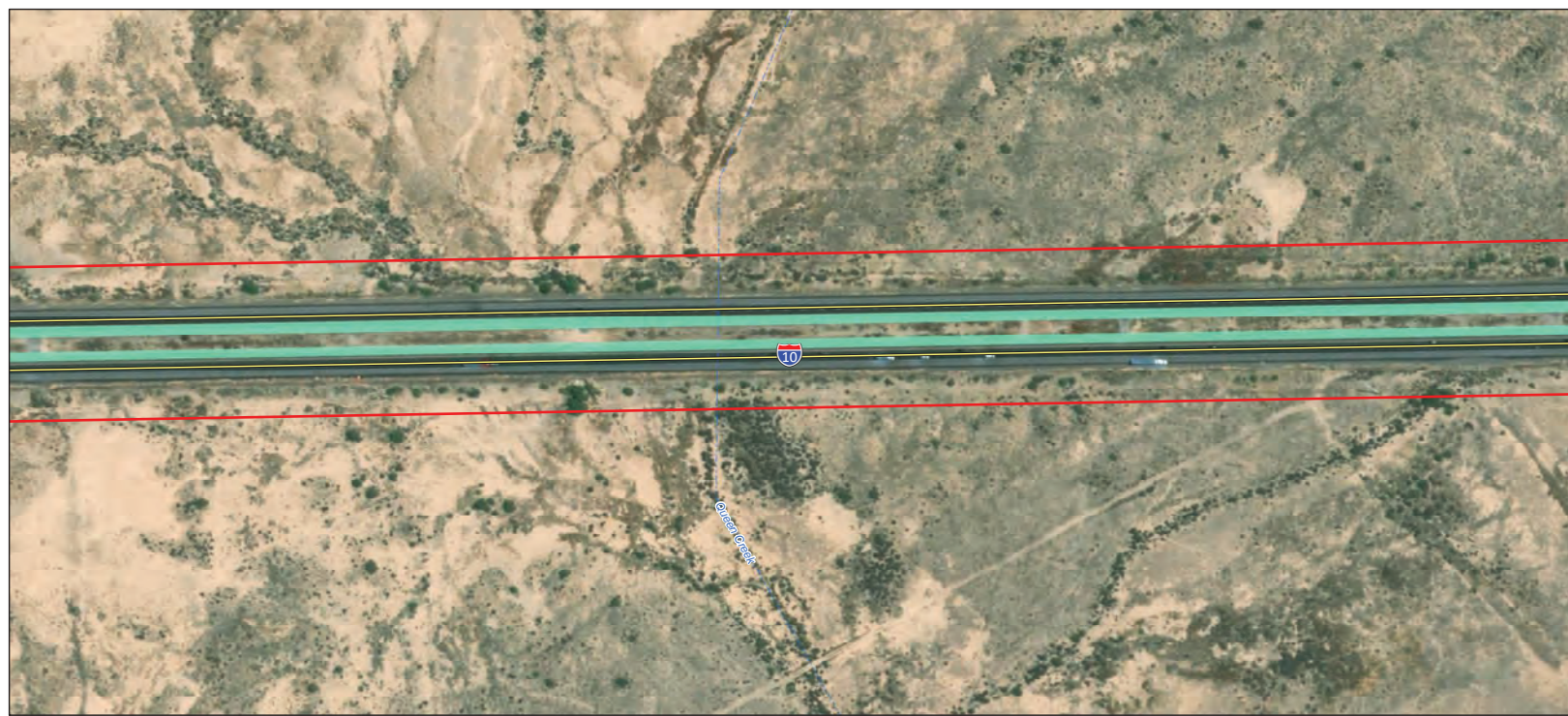


- Mileposts
- Action Area

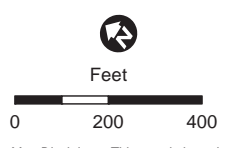
Construction Footprint
 ■ New Pavement



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



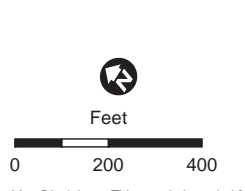
- Action Area
 - Ephemeral Drainage
 - New Pavement
- Construction Footprint**



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);

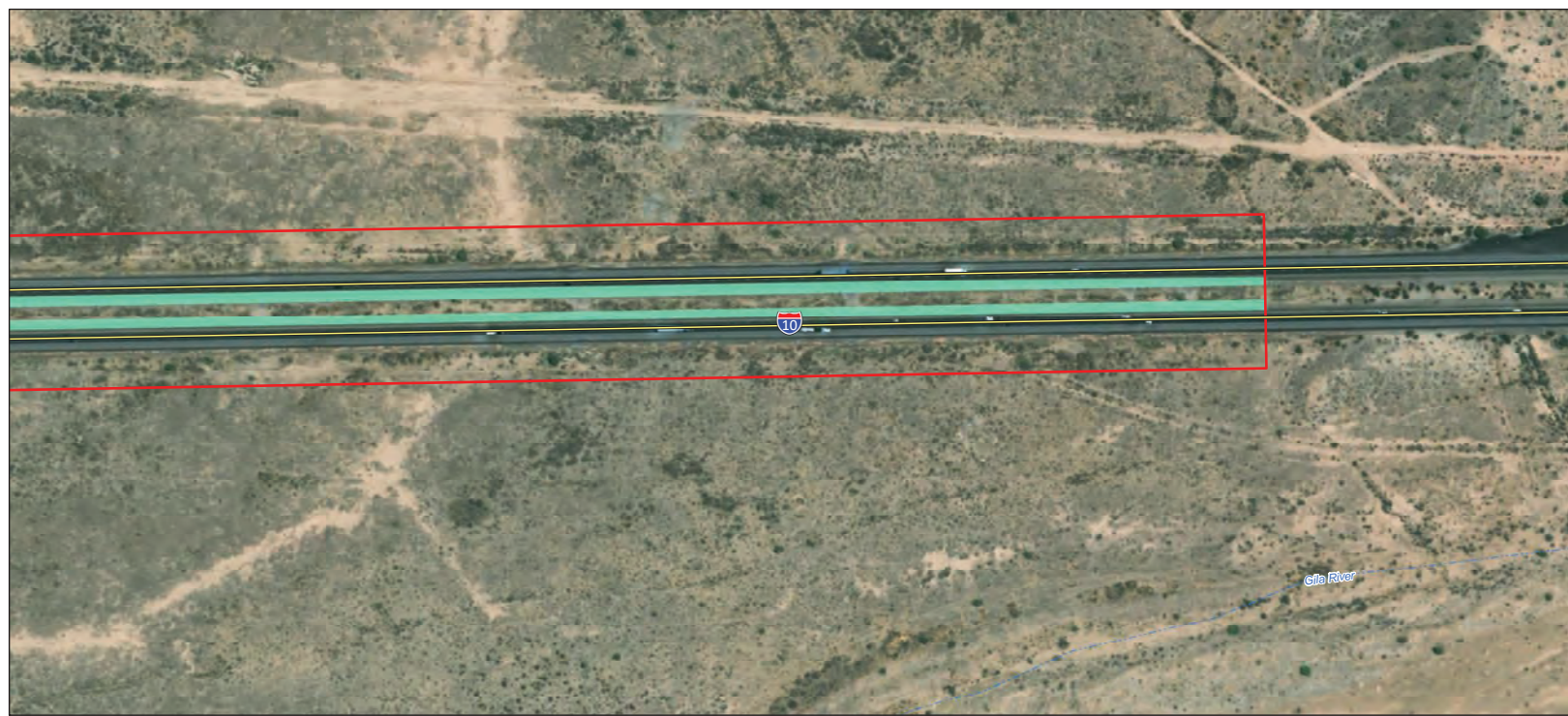


- Mileposts
- Action Area

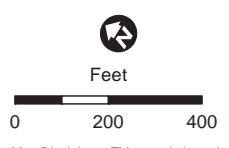
Construction Footprint
 ■ New Pavement



Map Disclaimer: This map is intended for general siting purposes only



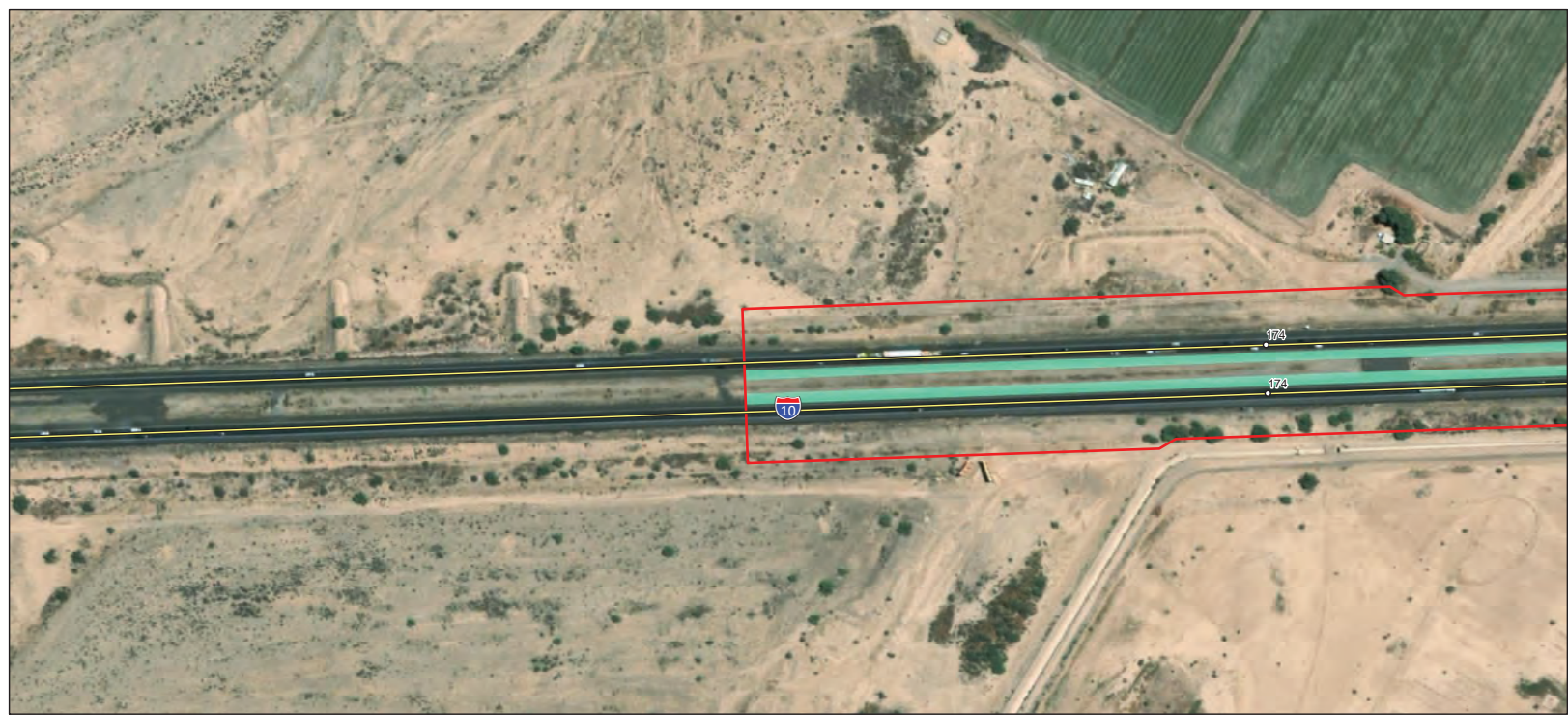
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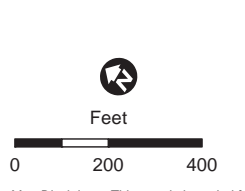
- Action Area
 - Ephemeral Drainage
 - New Pavement
- Construction Footprint**



Map Disclaimer: This map is intended for general siting purposes only

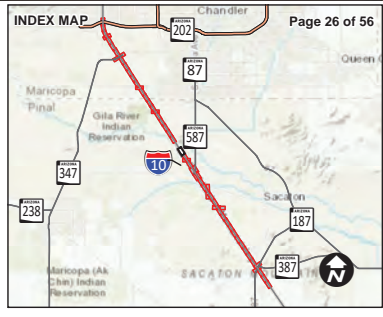


Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



- Mileposts
- Action Area

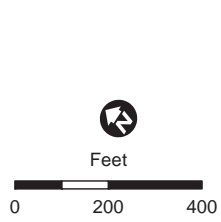
Construction Footprint
 ■ New Pavement



Map Disclaimer: This map is intended for general siting purposes only



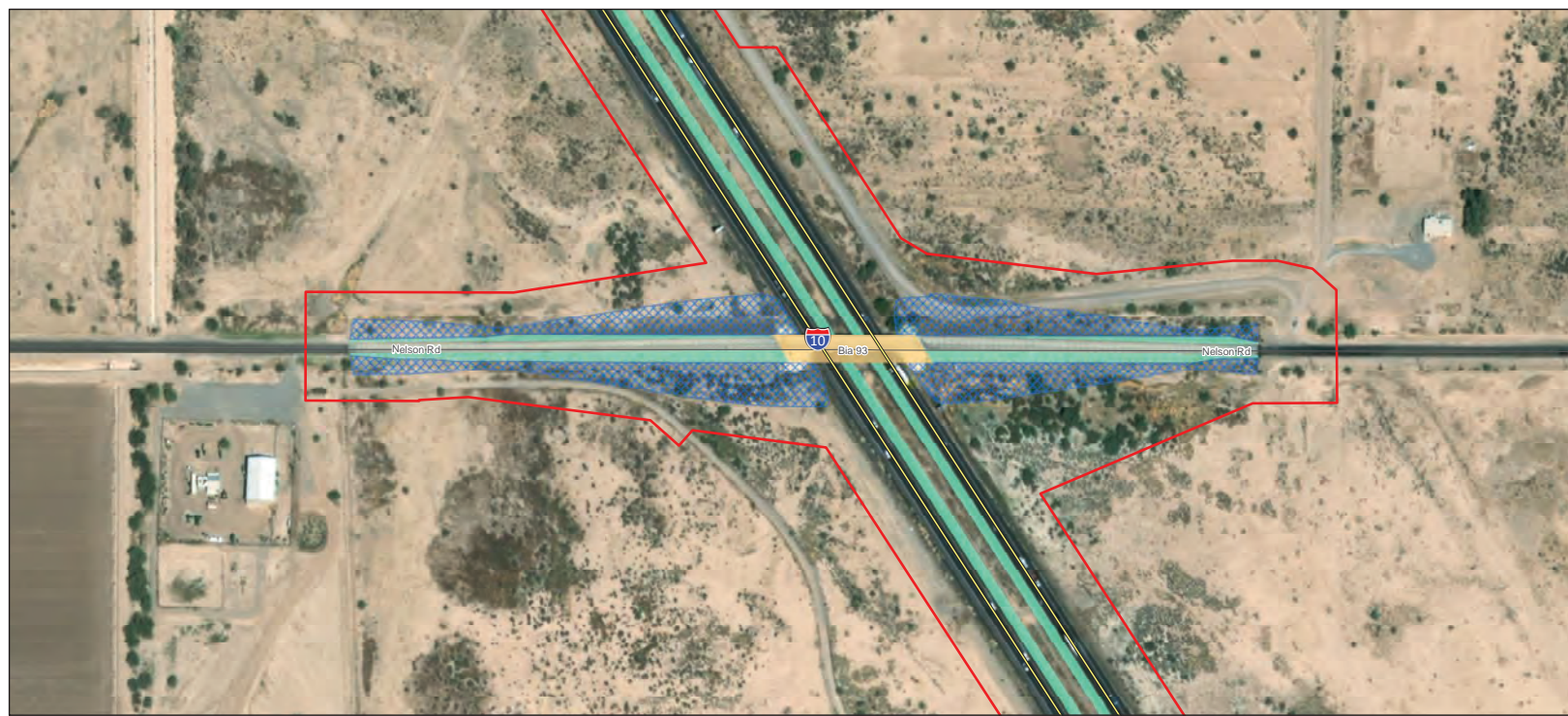
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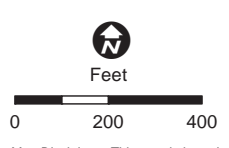
- Mileposts
 - Action Area
 - Drainage Structure
- Construction Footprint**
- Bridge
 - New Pavement
 - Cut and Fill



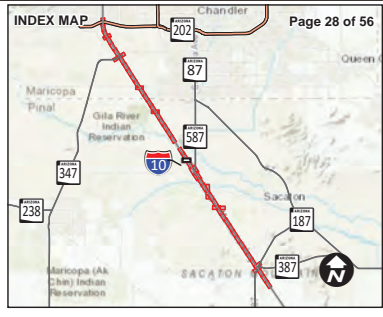
Map Disclaimer: This map is intended for general siting purposes only

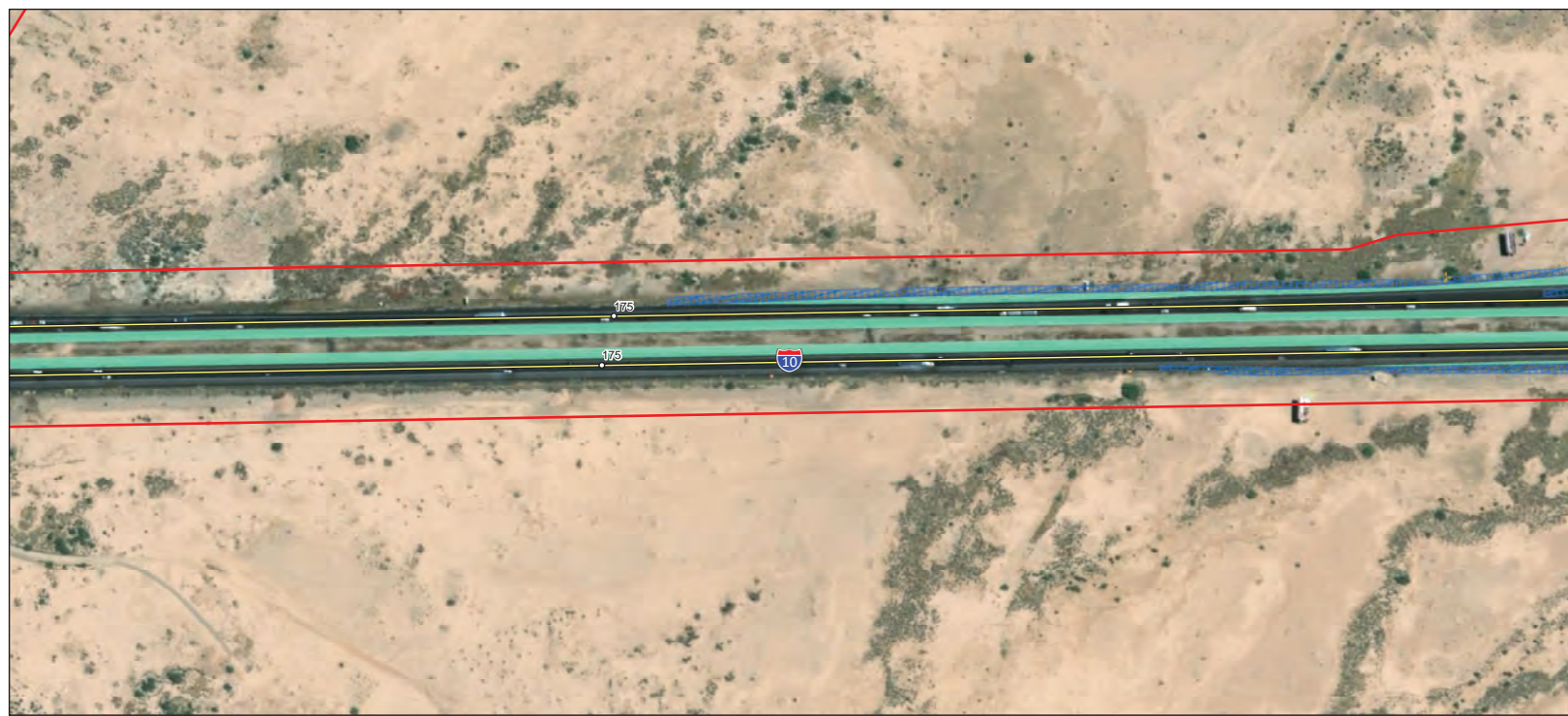


Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);

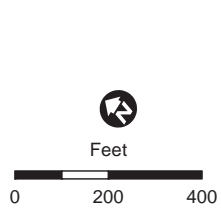


Map Disclaimer: This map is intended for general siting purposes only





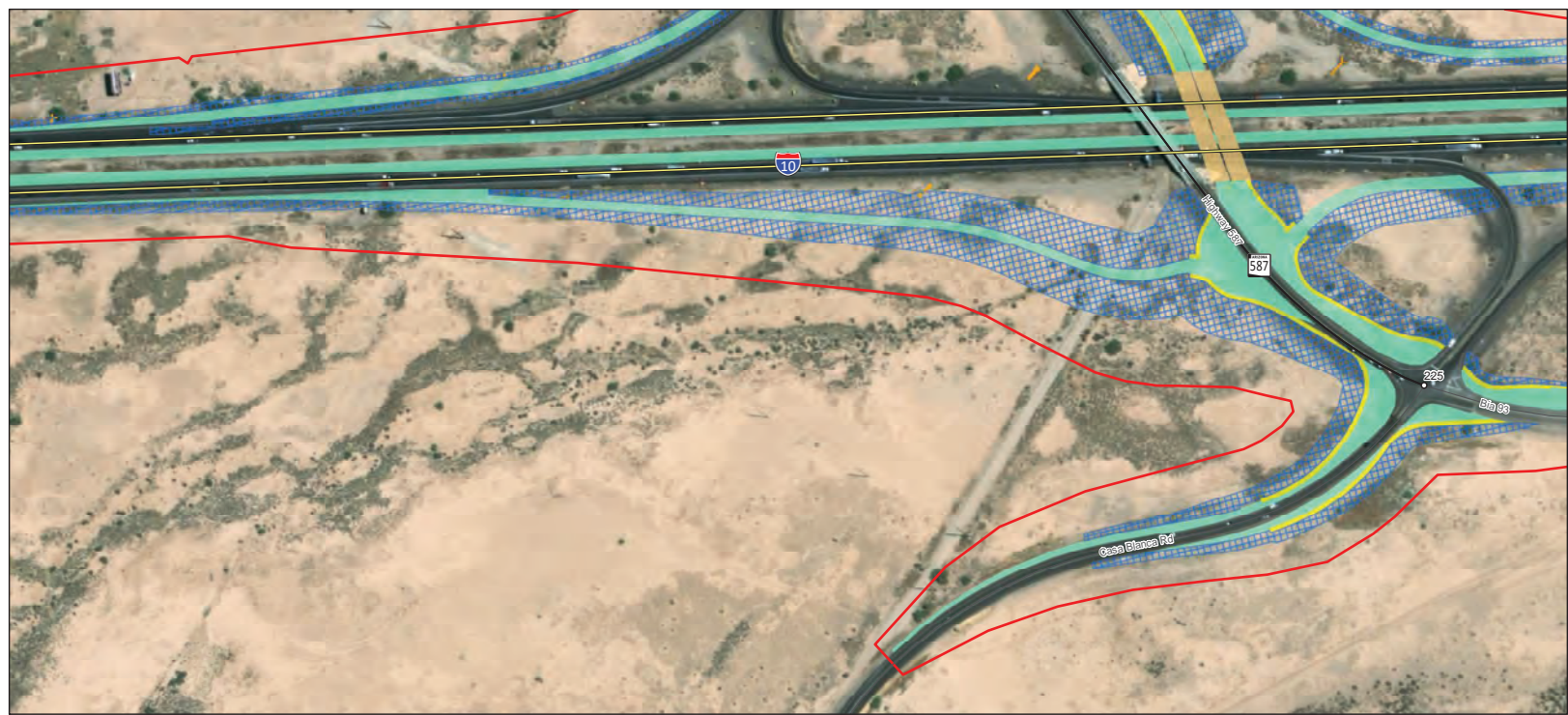
Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



- Mileposts
 - Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - New Pavement

Map Disclaimer: This map is intended for general siting purposes only





Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);

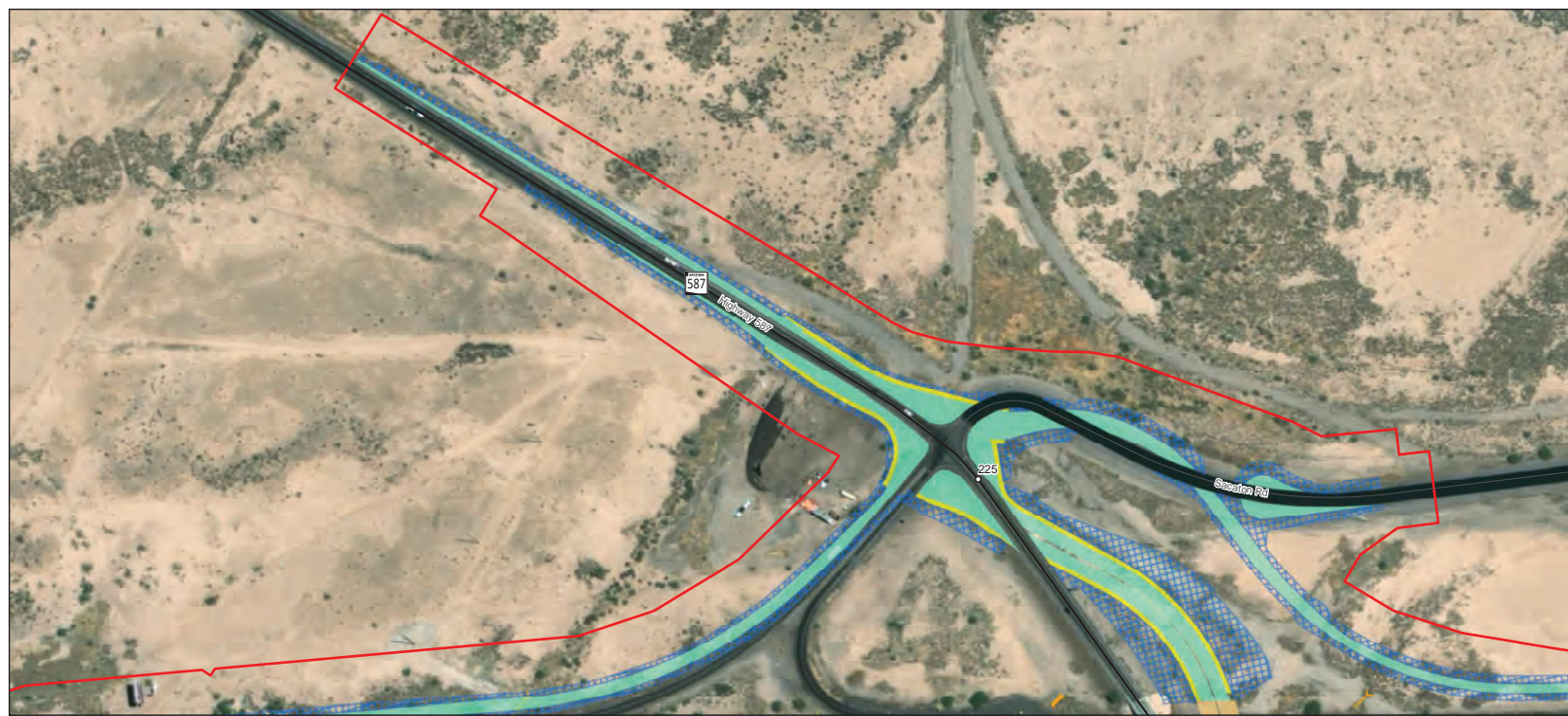
○ Mileposts
 [Red Outline] Action Area
 [Orange Line] Drainage Structure

Construction Footprint
 [Orange Box] Bridge [Green Box] New Pavement
 [Blue Hatched Box] Cut and Fill [Yellow Box] Sidewalk, Curb, Gutter

Feet
 0 200 400

Map Disclaimer: This map is intended for general siting purposes only





Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);

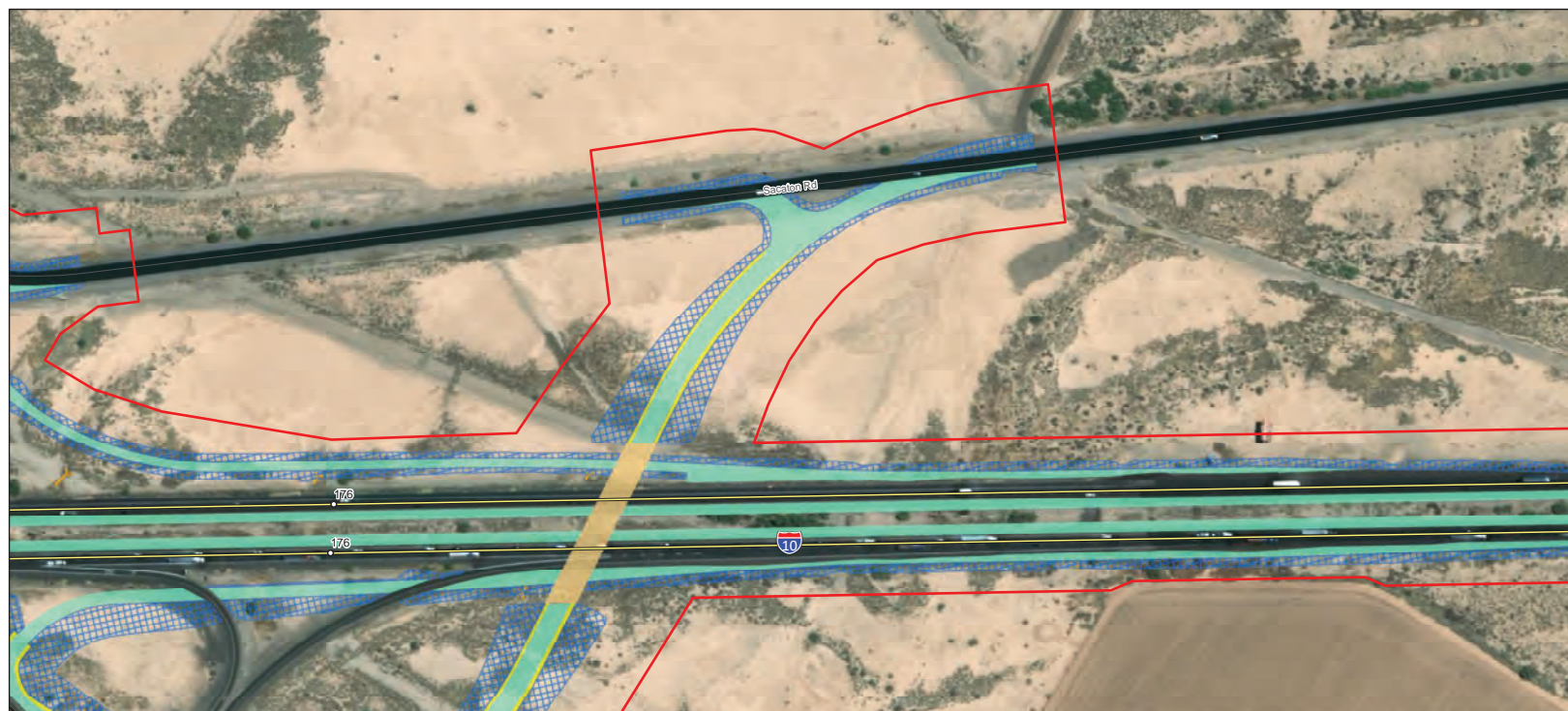
○ Mileposts
 [Red Outline] Action Area
 [Yellow Line] Drainage Structure

Construction Footprint
 [Orange Box] Bridge [Green Box] New Pavement
 [Blue Hatched Box] Cut and Fill [Yellow Box] Sidewalk, Curb, Gutter

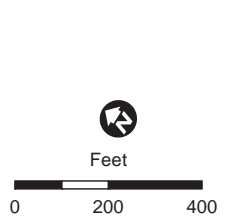
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Map Disclaimer: This map is intended for general siting purposes only





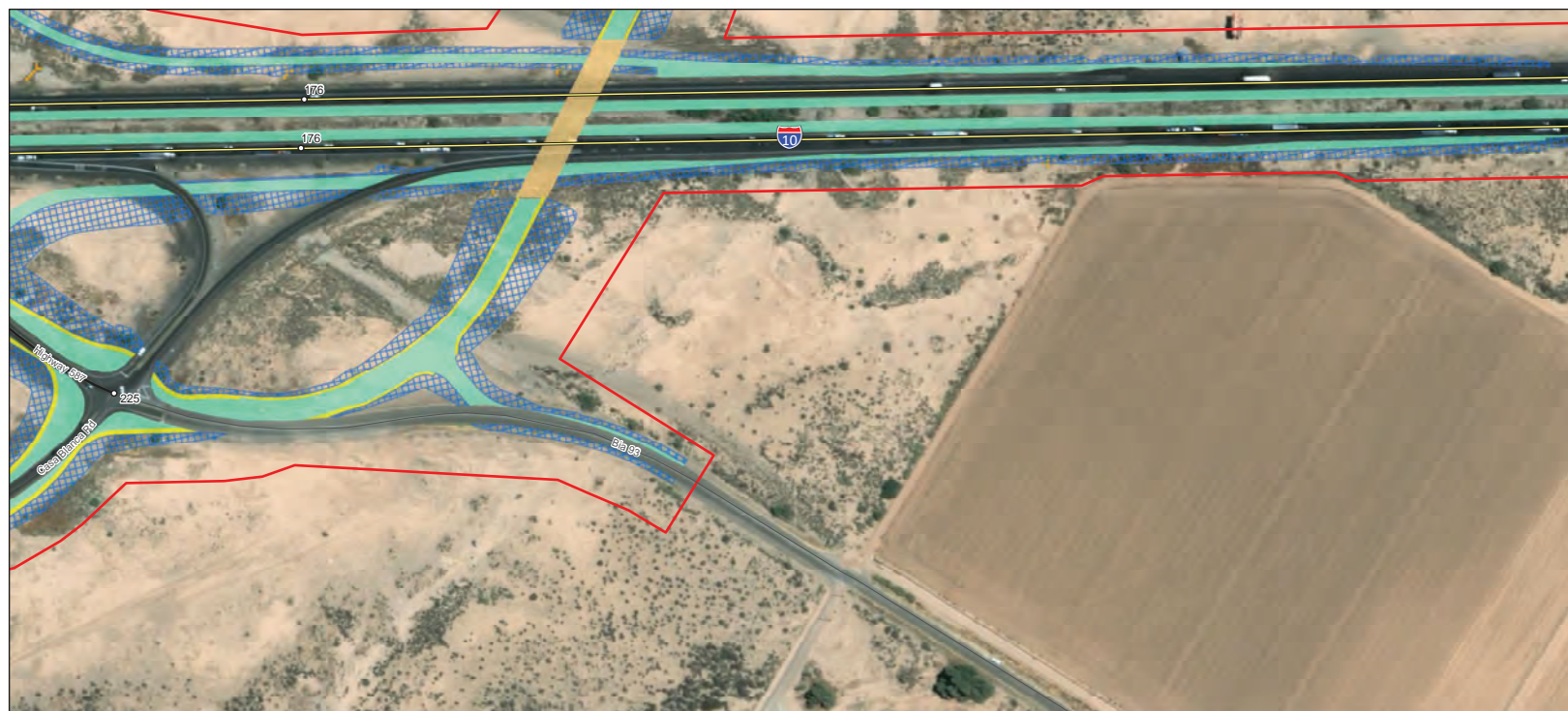
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- Mileposts
 - Action Area
 - Drainage Structure
- Construction Footprint**
- Bridge
 - Cut and Fill
 - New Pavement
 - Sidewalk, Curb, Gutter



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○ Mileposts

□ Action Area

— Drainage Structure

Construction Footprint

■ Bridge

■ New Pavement

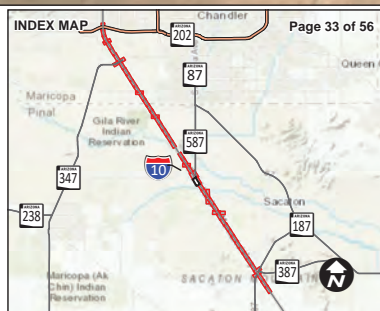
■ Cut and Fill

■ Sidewalk, Curb, Gutter

Feet

0 200 400

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○ Mileposts
 □ Action Area
 — Drainage Structure

Construction Footprint
 ▨ Cut and Fill ■ New Pavement

Feet
 0 200 400

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○ Mileposts

□ Action Area

— Drainage Structure

Construction Footprint

▨ Cut and Fill

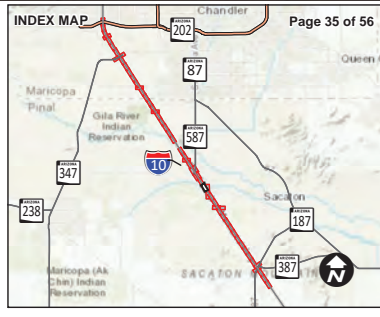
■ New Pavement

■ Sidewalk, Curb, Gutter

Feet

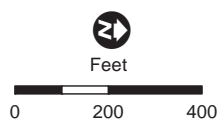
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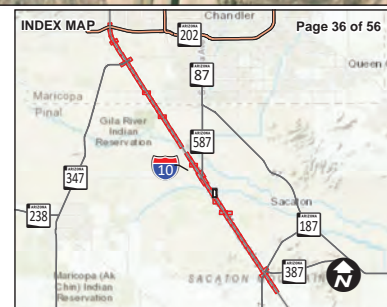




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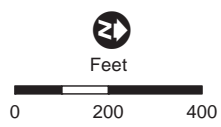


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- Mileposts
- Action Area

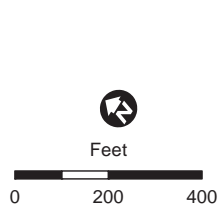
- Construction Footprint**
- Bridge
 - New Pavement
 - Cut and Fill
 - Sidewalk, Curb, Gutter



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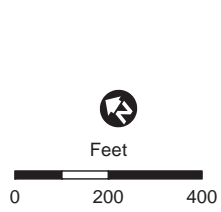
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 - Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - New Pavement



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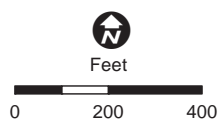
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 - ▭ Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - ▭ New Pavement

Map Disclaimer: This map is intended for general siting purposes only





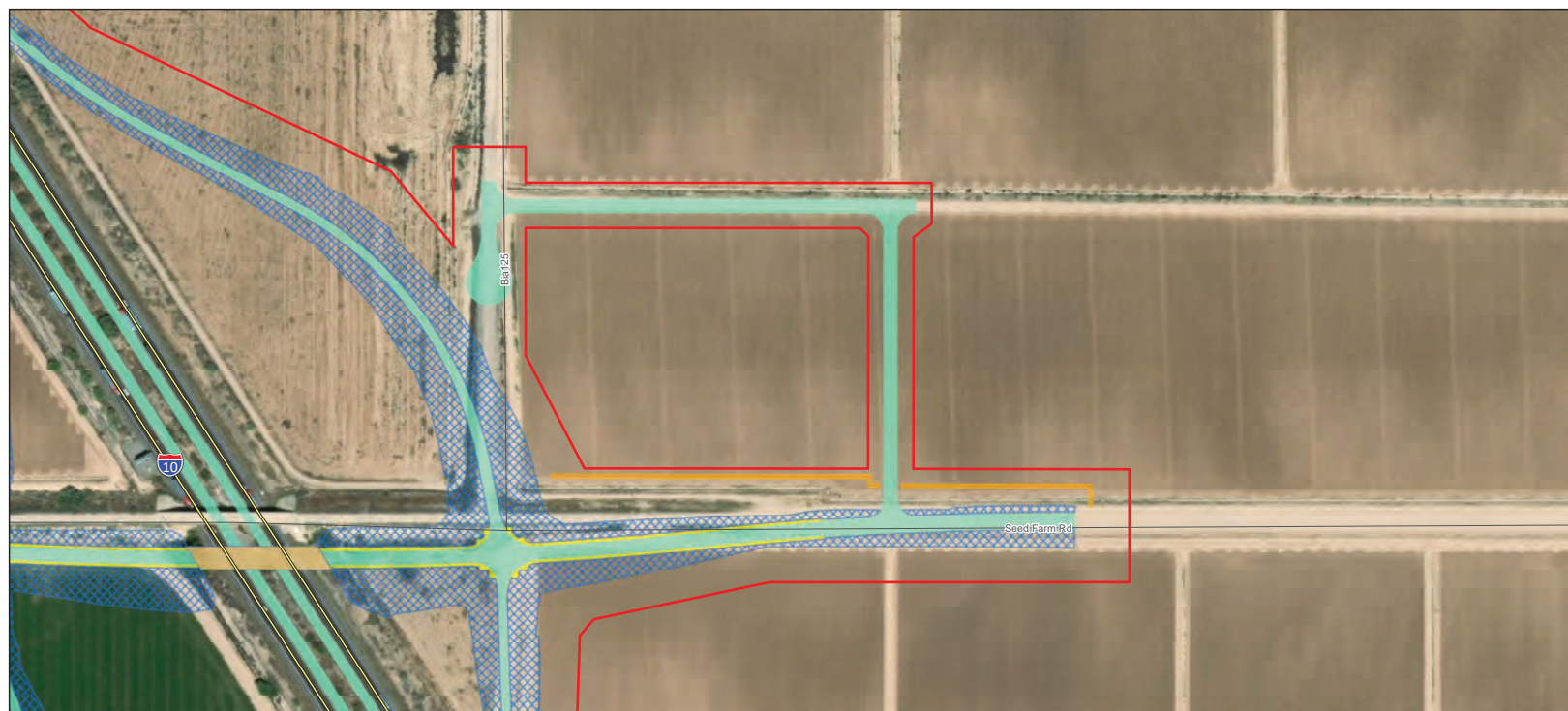
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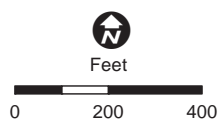
Map Disclaimer: This map is intended for general siting purposes only

- Construction Footprint**
- Action Area
 - Bridge
 - New Pavement
 - Drainage Structure
 - Cut and Fill
 - Sidewalk, Curb, Gutter





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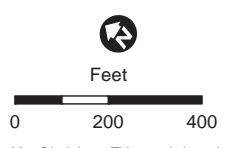
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- Construction Footprint**
- Action Area
 - Bridge
 - New Pavement
 - Drainage Structure
 - Cut and Fill
 - Sidewalk, Curb, Gutter





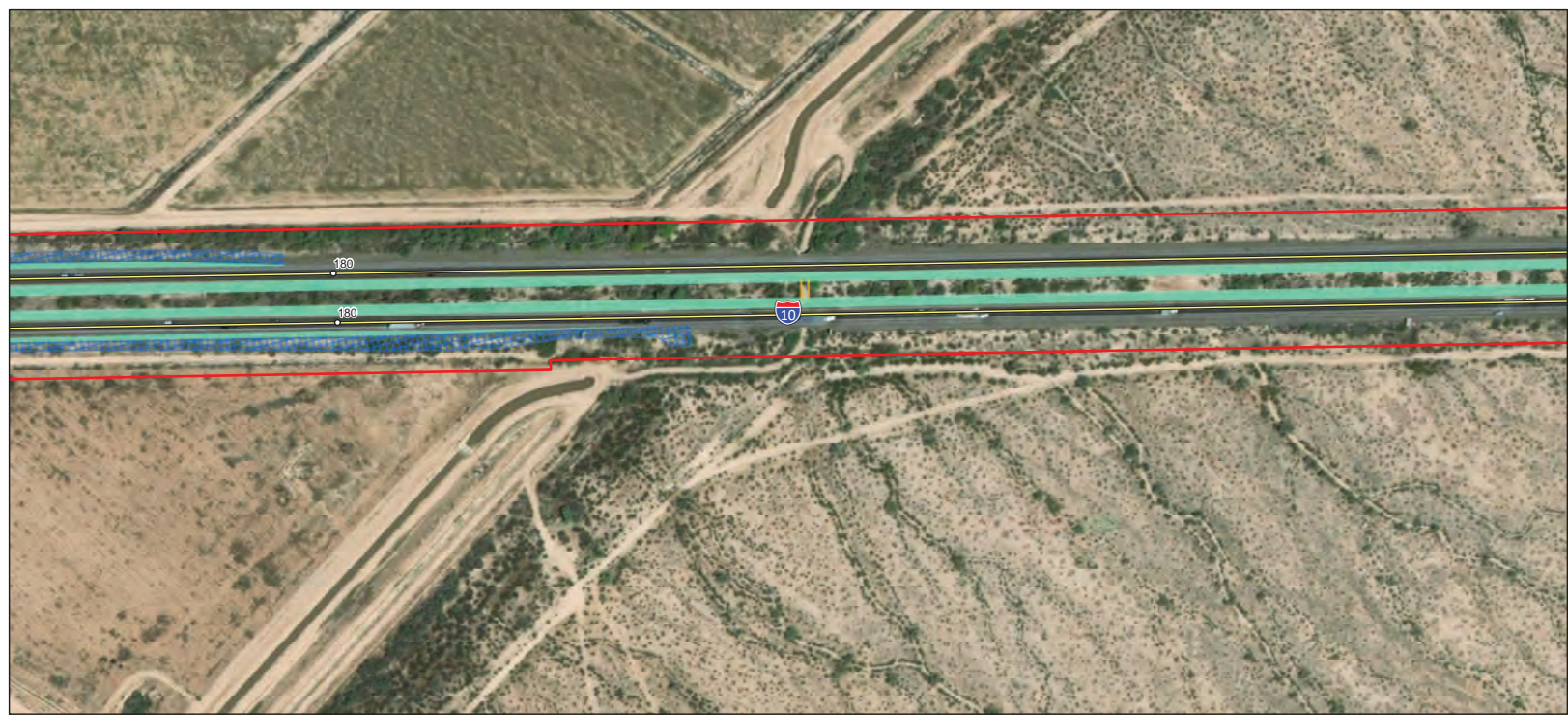
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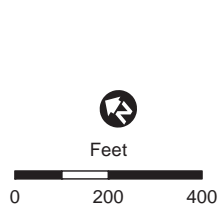
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- Construction Footprint**
- Action Area
 - Bridge
 - New Pavement
 - Drainage Structure
 - Cut and Fill
 - Sidewalk, Curb, Gutter



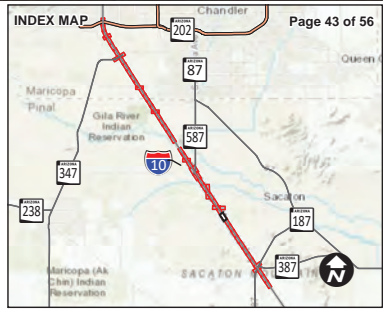


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- Mileposts
 - Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - New Pavement

Map Disclaimer: This map is intended for general siting purposes only





Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);

Mileposts
 Action Area
 Drainage Structure

Construction Footprint

New Pavement

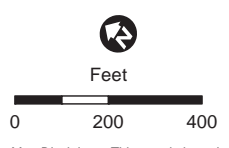
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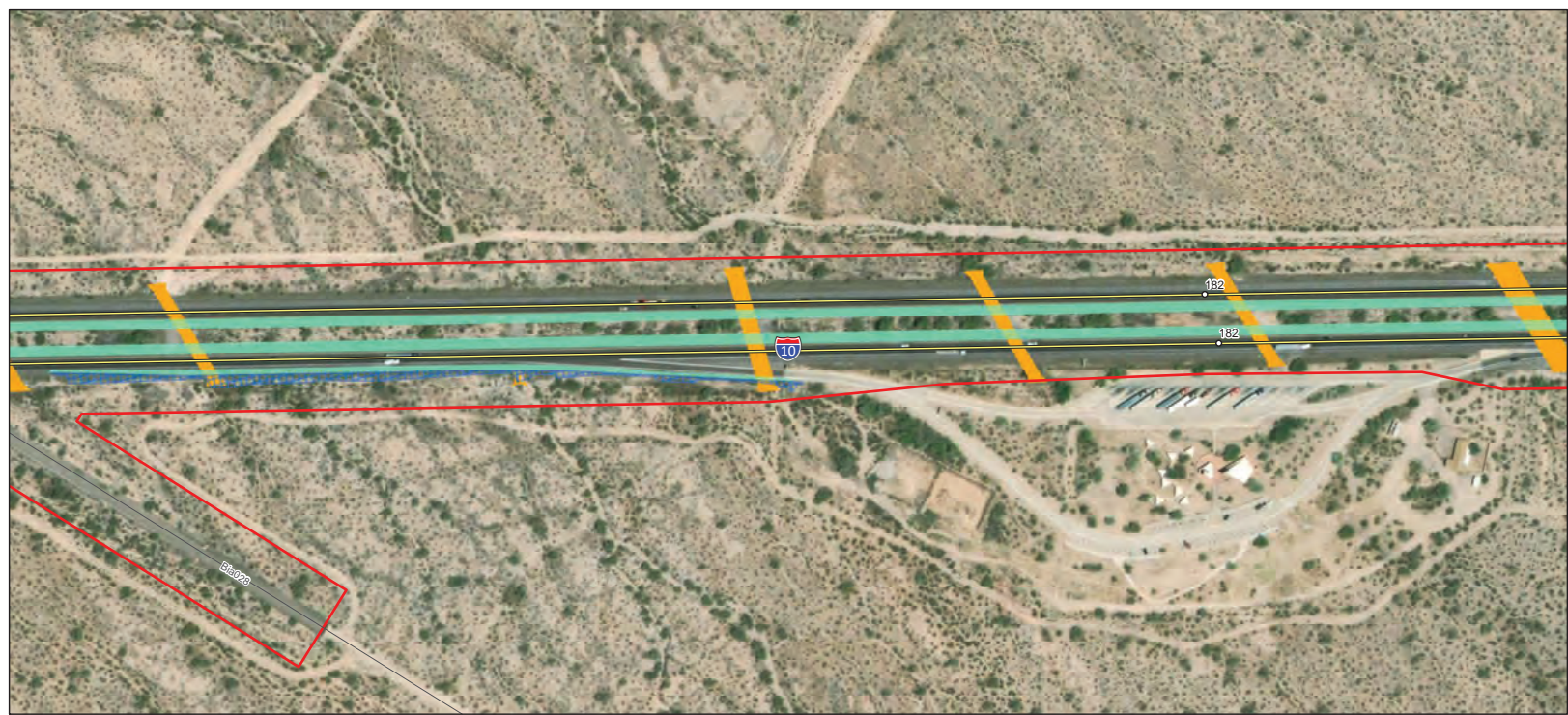
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- Construction Footprint**
- Action Area
 - Drainage Structure
 - New Pavement
 - Cut and Fill
 - Remove Bridge



Map Disclaimer: This map is intended for general siting purposes only



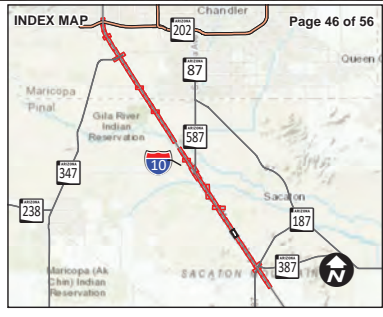
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○ Mileposts
 [Red Outline] Action Area
 [Yellow Arrow] Drainage Structure

Construction Footprint
 [Blue Hatched] Cut and Fill [Green] New Pavement

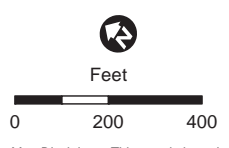
Feet
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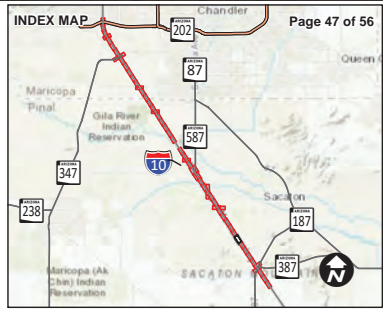




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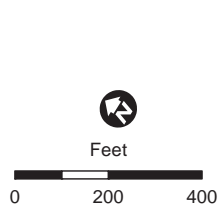
- Action Area
 - Drainage Structure
- Construction Footprint**
- Cut and Fill
 - New Pavement



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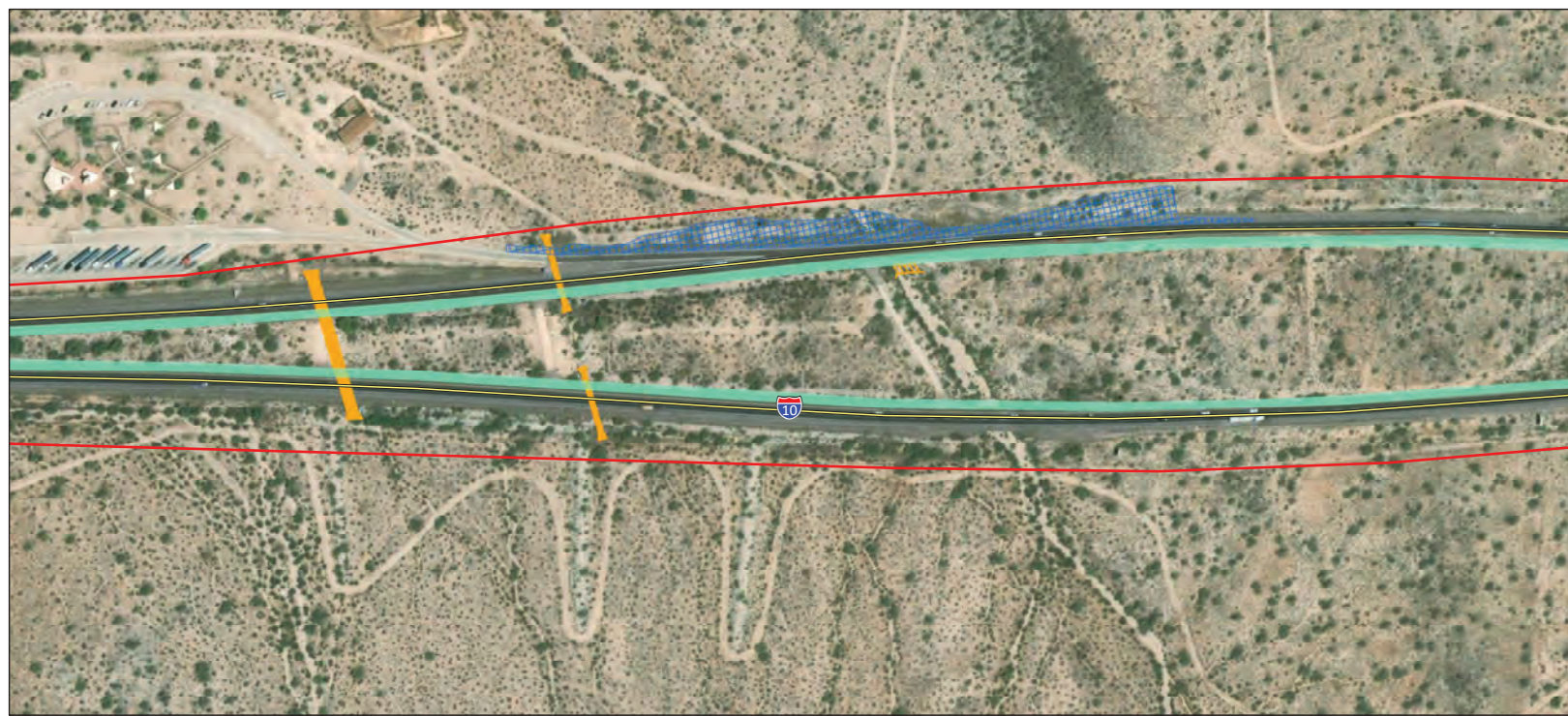
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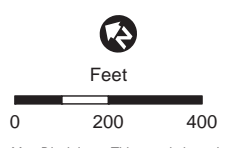
- Mileposts
 - Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - New Pavement

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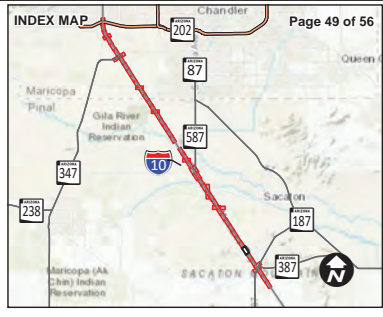




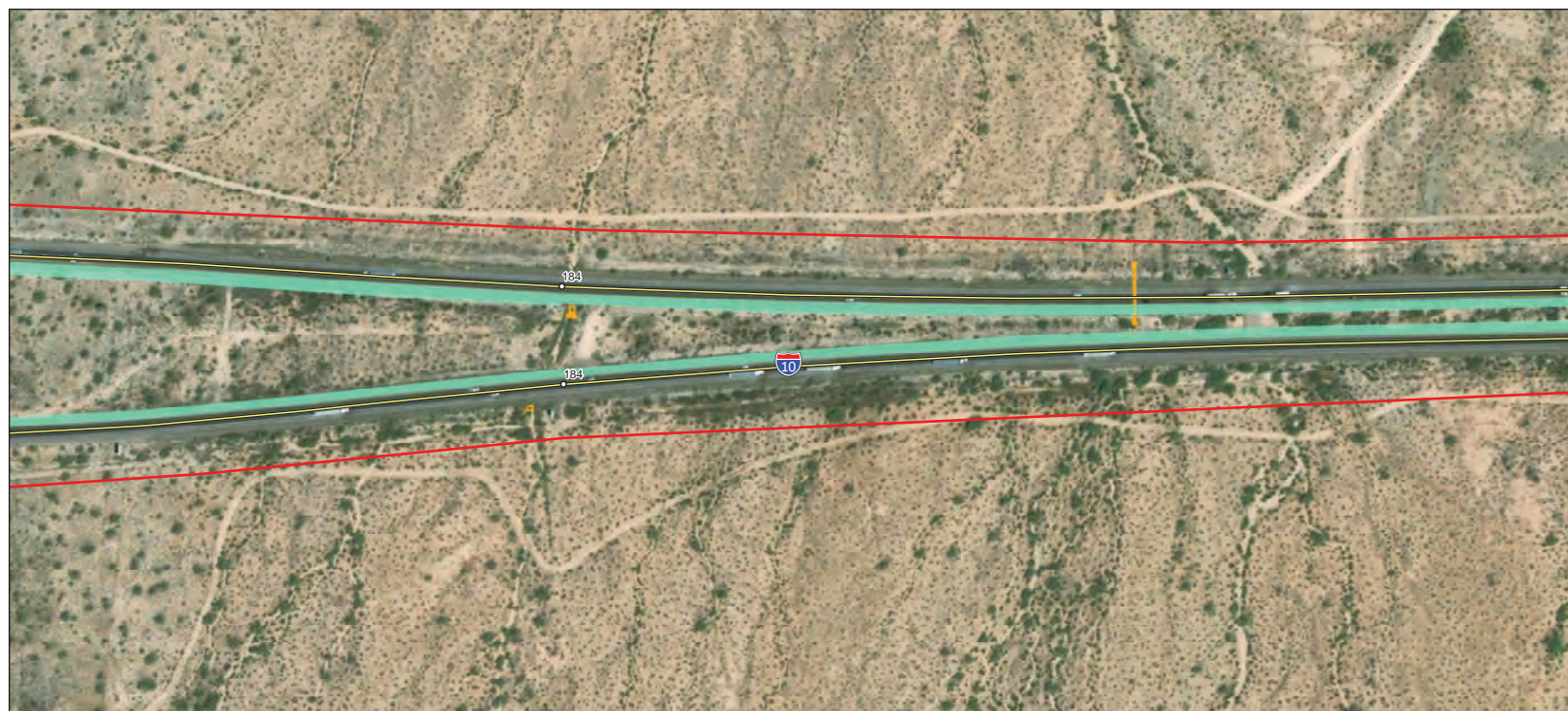
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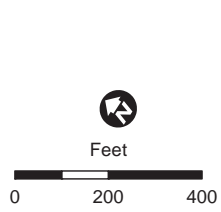
- Action Area
 - Drainage Structure
- Construction Footprint**
- Cut and Fill
 - New Pavement



Map Disclaimer: This map is intended for general siting purposes only



Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



- Mileposts
- Action Area
- Drainage Structure

Construction Footprint

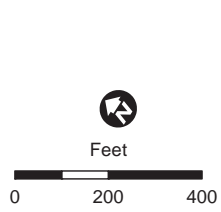
- New Pavement

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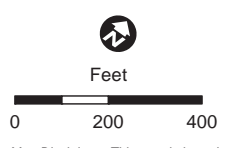
- Mileposts
 - Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - New Pavement

Map Disclaimer: This map is intended for general siting purposes only

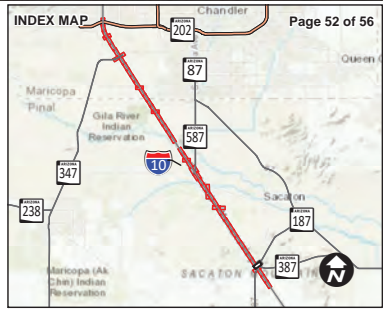




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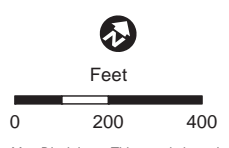
- Mileposts
 - Action Area
 - Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - ▨ New Pavement
 - ▨ Sidewalk, Curb, Gutter



Map Disclaimer: This map is intended for general siting purposes only

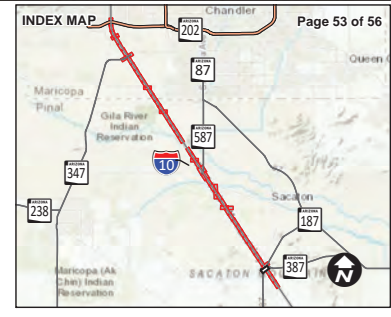


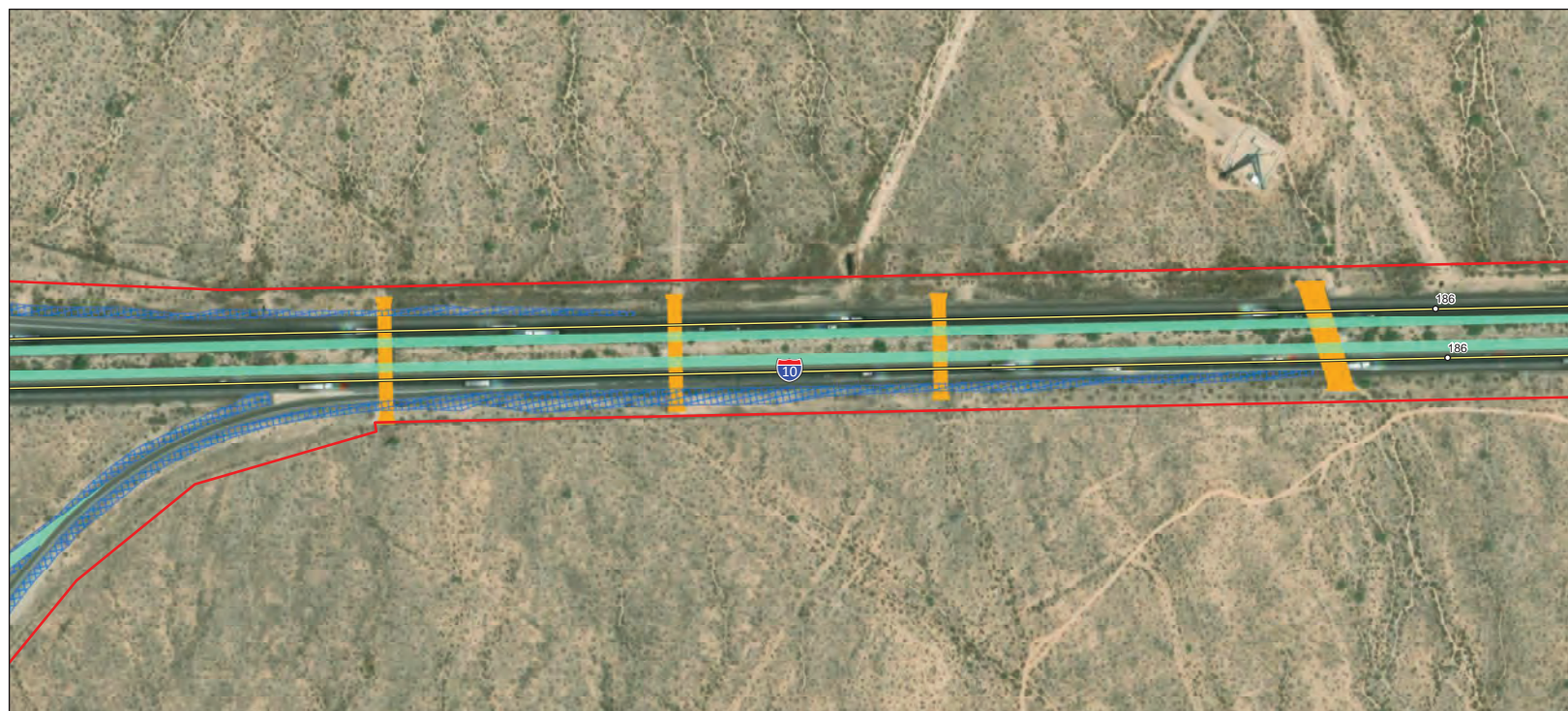
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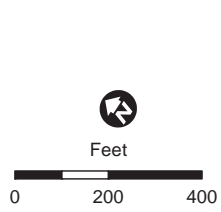
Map Disclaimer: This map is intended for general siting purposes only

- Construction Footprint**
- Action Area
 - Bridge
 - New Pavement
 - Cut and Fill
 - Sidewalk, Curb, Gutter
 - Drainage Structure





Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



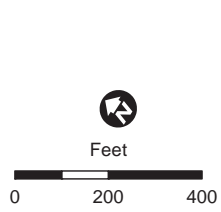
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 - ▭ Action Area
 - ▬ Drainage Structure
- Construction Footprint**
- ▨ Cut and Fill
 - ▭ New Pavement

Map Disclaimer: This map is intended for general siting purposes only





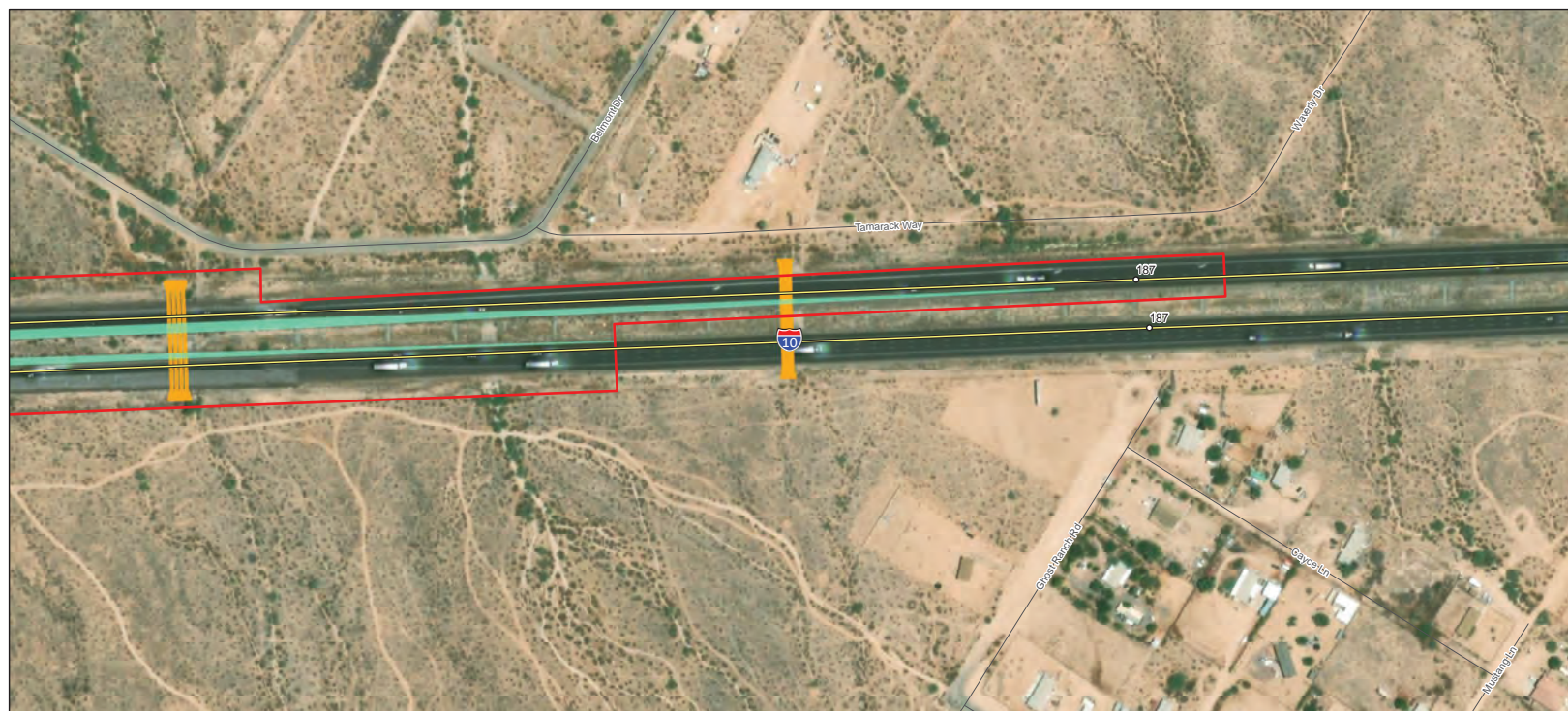
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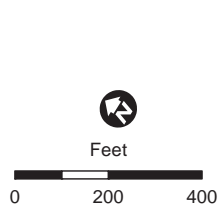
- Mileposts
 - Action Area
 - Drainage Structure
- Construction Footprint**
- New Pavement

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Sources: ADOT ATIS (2013); ASLD Streams (1993); AZTEC (2021); ESRI World Imagery (2020); USA World Topo (2011);



- Mileposts
 - ▭ Action Area
 - ▬ Drainage Structure
- Construction Footprint**
- ▭ New Pavement

Map Disclaimer: This map is intended for general siting purposes only



APPENDIX E

ATTACHMENTS:

WESTERN BURROWING OWL AWARENESS HANDOUT;
SONORAN DESERT TORTOISE AWARENESS HANDOUT;
GUIDELINES FOR HANDLING SONORAN DESERT TORTOISE ENCOUNTERED ON DEVELOPMENT PROJECTS;
SONORAN DESERT TORTOISE OBSERVATION FORM



Western Burrowing Owl Awareness

ADOT Environmental Planning

1611 W. Jackson St- Mail Drop EM02

Phoenix, AZ 85007

The purpose of this flyer is to provide ADOT employees and contractors, working on roadside projects, with basic knowledge to reduce the risk of incidental take of Western Burrowing Owls.

Legal Status:

Western Burrowing Owls (*Athene cunicularia*) are protected under the Federal Migratory Bird Treaty Act of 1918. All migratory birds and their parts are fully protected. They are also protected under Arizona State Law in Title 17-101, Title 17-235, and Title 17-236.

What to look for:

- Description– small, ground-dwelling owl.
- Length– 19.5-25.0 cm (7.68-9.85 inches)
- Wingspan– 58.42 cm (23.0 inches)
- Mass– about 150 grams
- Males are typically slightly larger than females.
- Round head, lacks ear tufts.
- Distinct oval facial ruff, framed by a broad, puffy white eyebrow.
- Eyes contain a bright yellow iris.

Where are owls found?

- Dry, open, short grass, treeless plains.
- Dependent on fossorial mammals. (ground squirrels, prairie dogs, badgers, etc.) to construct burrows.
- Human dominated landscapes: golf courses, airports, agricultural fields.

Identifying an active burrow:

- Owls use burrows constructed by ground squirrels, badgers, coyotes and tortoises. They can also use pipes, culverts, and ditches.
- Presence of excrement (whitewash) near entrance to burrow.
- Burrowing owls frequently decorate entrance of burrows with cow or horse manure, feathers, vegetation and trash items.

How to avoid them:

- Scan ahead prior to arriving at a sign location.
- If burrowing owls are observed within the project area, stop and move at least 100 feet beyond the owl or occupied burrow before resuming work.

If you think your work may potentially impact a Burrowing Owl or active burrow, please stop. Move at least 100 feet from the animal or burrow before resuming work.

*If you have any questions or think you have a borrowing owl or active burrow on your work site please contact: Joshua Fife, Biologist, ADOT Environmental Planning, jfife@azdot.gov
Office: (602)712-6819, Mobile: (602) 622-9622, EP General: (602)712-7767*

Source: Arizona Game and Fish Department Animal Abstract: Western Burrowing Owl. Heritage Data Management System

(revised October 24, 2018)

Why does ADOT protect tortoises?

ADOT, along with the Arizona Game and Fish Department (AGFD) and several federal agencies, are signatory members of a Candidate Conservation Agreement (CCA) for the Sonoran Desert Tortoise (SDT). The CCA was developed to help preclude the listing of SDT under the Endangered Species Act. It is a cooperative effort to provide effective conservation for the SDT in Arizona. Under the agreement, ADOT has committed to enact avoidance, minimization, and mitigation measures for projects occurring within and adjacent to suitable habitat for SDT. This includes surveying proactively for tortoise habitat ahead of projects, collecting information on sightings, and training staff and contractors on methods to protect the tortoise during construction and maintenance work.

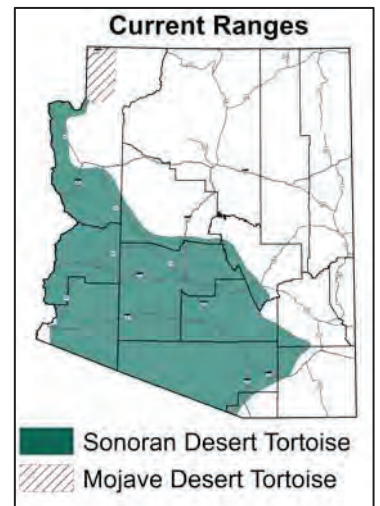


Legal Status

The SDT is protected under a CCA as described above. At the state level, wildlife are protected from collection and sale under Title 17 (ARS 17-309). AGFD classifies the SDT as a Tier 1A Species of Greatest Conservation Need and SDT are specifically restricted from collection under the AGFD Commission Rule R12-4-406.

Where are they found?

Two separate and distinct populations of desert tortoise occur in Arizona. The Mojave Desert Tortoise occurs west and north of the Colorado River within open, flat expanses of desert. The Sonoran Desert Tortoise occurs primarily in rocky and boulder strewn mountains and hills east of the Colorado River throughout western and central Arizona.



This handout applies ONLY to the Sonoran Desert Tortoise. Separate guidelines/measures are required for the Mojave Desert Tortoise due to its listing as Threatened under the Endangered Species Act.



THE GOAL IS TO AVOID NEGATIVE ENCOUNTERS!

How?

1. ALWAYS check under your vehicle and construction equipment **before** operating.
2. Drive slowly, especially on unpaved roads or off-road.
3. Cover any holes/pits/trenches at the end of each construction day.

If you encounter a tortoise:

1. Stop work immediately and turn off all equipment.
2. Notify your superintendent and the Resident Engineer.
3. Is the tortoise in imminent danger?
 - **No:** Stay back at least 10 feet from the animal. Allow the animal to leave. PLEASE BE PATIENT!
 - If the animal is located within your work area and is not leaving in a timely manner, then move your operation to a different location at least 1,000 feet away.
 - **Yes:** Move it out the way by following the attached AGFD "Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects" dated September 22, 2014.
 - Tortoises should be moved less than 48 hours in advance of the habitat disturbance so they do not return to the area in the interim.
 - Tortoises should be moved quickly, kept in an upright position parallel to the ground at all times, and placed in the shade.
 - Separate disposable gloves should be worn for each tortoise handled to avoid potential transfer of disease between tortoises.
 - Tortoises must not be moved if the ambient air temperature exceeds 40°C (105°F) unless an alternate burrow is available or the tortoise is in imminent danger.
 - A tortoise may be moved up to one-half mile, but no further than necessary from its original location.



---If you don't know or are unsure of what to do, ASK!---

4. Fill out the attached ADOT Sonoran Desert Tortoise Observation Form and submit to the ADOT Biology Team (bioteam@azdot.gov) within 24 hours of any encounter. Photograph the animal if possible.

If you encounter a **sick, dying, injured, or dead tortoise** or if the ambient air temperature exceeds 105° F, please contact Joshua Fife (602.622.9622) immediately with the location of the animal. These animals will be collected either by trained ADOT personnel or by AGFD.

If you observe poaching, collecting, selling, or any other illegal activities, contact AGFD's OPERATION GAME THIEF at **1-800-352-0700**, 24 hours a day or on the internet at <http://www.azgfd.gov/ogt.shtml>

Additional information for SDT life history and habitat requirements is available at:

Arizona Game and Fish Department:

<https://www.azgfd.com/wildlife/nongamemanagement/tortoise/>

US Fish and Wildlife Service:

https://www.fws.gov/southwest/es/arizona/Sonoran_Tort.htm



GUIDELINES FOR HANDLING SONORAN DESERT TORTOISES
ENCOUNTERED ON DEVELOPMENT PROJECTS

Arizona Game and Fish Department
Revised September 22, 2014

The Arizona Game and Fish Department (Department) has developed the following guidelines to reduce potential impacts to desert tortoises, and to promote the continued existence of tortoises throughout the state. These guidelines apply to short-term and/or small-scale projects, depending on the number of affected tortoises and specific type of project.

The Sonoran desert tortoise occurs south and east of the Colorado River. Tortoises encountered in the open should be moved out of harm's way to adjacent appropriate habitat. If an occupied burrow is determined to be in jeopardy of destruction, the tortoise should be relocated to the nearest appropriate alternate burrow or other appropriate shelter, as determined by a qualified biologist. Tortoises should be moved less than 48 hours in advance of the habitat disturbance so they do not return to the area in the interim. Tortoises should be moved quickly, kept in an upright position parallel to the ground at all times, and placed in the shade. Separate disposable gloves should be worn for each tortoise handled to avoid potential transfer of disease between tortoises. Tortoises must not be moved if the ambient air temperature exceeds 40 Celsius (105 Fahrenheit) unless an alternate burrow is available or the tortoise is in imminent danger.

A tortoise may be moved up to one-half mile, but no further than necessary from its original location. If a release site or alternate burrow is unavailable within this distance, and ambient air temperature exceeds 40 Celsius (105 Fahrenheit), contact the Department for guidance. Tortoises salvaged from projects which result in substantial permanent habitat loss (e.g. housing and highway projects), or those requiring removal during long-term (longer than one week) construction projects, may be placed in the Department's tortoise adoption program. *Managers of projects likely to affect desert tortoises should obtain a [scientific collecting license](#) from the Department to facilitate handling or temporary possession of tortoises.* Likewise, if large numbers of tortoises (>5) are expected to be displaced by a project, the project manager should contact the Department for guidance and/or assistance.

Please keep in mind the following points:

Use the Department's [Environmental On-Line Review Tool Department](#) during the planning stages of any project that may affect desert tortoise habitat.

Unless specifically authorized by the Department, or as noted above, project personnel should avoid disturbing any tortoise.

Take is prohibited by state law.

These guidelines do not apply to Mojave desert tortoises (north and west of the Colorado River). Mojave desert tortoises are listed as threatened under the Endangered Species Act, administered by the U.S. Fish and Wildlife Service.

These guidelines are subject to revision at the discretion of the Department.



Date of Observation

Time

Observed By

Location- Route

Location- Milepost

ADOT District

Description of Encounter

Photo(s)

GPS (if available)

Email completed form to:
ADOT Biology Team
bioteam@azdot.gov

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**Arizona Department of Transportation
Environmental Planning**

**Wildlife Connectivity Assessment
Memorandum**



**I-10 Corridor Study: SR202L (Santan) – SR 387
010-C(222)S
F0252 01L and F0252 02L**

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May 3, 2022

*This report is the property of ADOT and may contain sensitive biological information.
ADOT approval is required prior to reproduction or distribution.*

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1. Project Introduction

This Wildlife Connectivity Assessment Memorandum addresses wildlife connectivity and wildlife drainage structure use with recommendations based on wildlife monitoring that was conducted at culverts within Arizona Department of Transportation (ADOT) easement through the Gila River Indian Community (the Community) along Interstate 10 (I-10) between milepost (MP) 181.0 and the State Route (SR) 387/I-10 Junction. This assessment is being conducted in response to a September 9, 2019, letter from the Community Department of Environmental Quality, Wildlife and Ecosystems Management Program which identified concerns with effects from the proposed I-10, SR 202 Loop Santan Freeway (202L) to SR 387 project on wildlife permeability, or the ability of animals to cross I-10. Project impacts to roosting bats, specifically construction at bridges and culverts, was another concern identified in the September 2019 letter. The purpose of this wildlife connectivity assessment is to review the current status of wildlife permeability in the project area and provide data driven recommendations to address the Community's wildlife permeability concerns. The project proposes to widen I-10 from the SR 202L Traffic Interchange (TI) (MP 161.00) to MP 187.10, which is east of the SR 387 TI. The segment of I-10 between MP 172.60 and MP 173.60 (Gila River Bridge) is excluded from this project but would be redesigned by another project (ADOT TRACs No. F0270 01C). However, this assessment and wildlife monitoring effort focused primarily on I-10 between MP 181.0 and the SR 387/I-10 Junction where the Sacaton Mountain range spans I-10.

2. Methodology

Information gathering began this assessment which included a review of previous wildlife connectivity studies that have been completed in the project vicinity and information provided by the Community on wildlife movement through the project area. A field component followed which evaluated how and where wildlife is currently utilizing existing drainage structures across the project area. As part of the field component, remote trail cameras were installed from February through May 2021 to monitor wildlife activity at seven culvert locations. The cameras were deployed in spring when forage availability is ideal, and wildlife are most expected to be moving across the landscape while dispersing to new territories or migrating between winter and summer habitats. As described in the following sections, culverts were selected as monitoring locations based on their suitability for wildlife passage. Focus species for this assessment were identified in the September 2019 letter from the Community Department of Environmental Quality, Wildlife and Ecosystems Management Program and included coyote (*Canis latrans*), bobcat (*Lynx rufus*), gray fox (*Urocyon cinereoargenteus*), kit fox (*Vulpes macrotis*), mule deer (*Odocoileus hemionus*), javelina (*Tayassu tajacu*), desert cottontail (*Sylvilagus audubonii*), black-tailed jackrabbit (*Lepus californicus*), skunk (*Mephitis* spp.), rodents (round-tailed ground squirrel [*Xerospermophilus tereticaudus*], kangaroo rat [*Dipodomys* spp.], pocket mouse [*Chaetodipus penicillatus*], etc.) and the Sonoran desert tortoise (*Gopherus morafkai*) which is a candidate for listing under the Endangered Species Act.

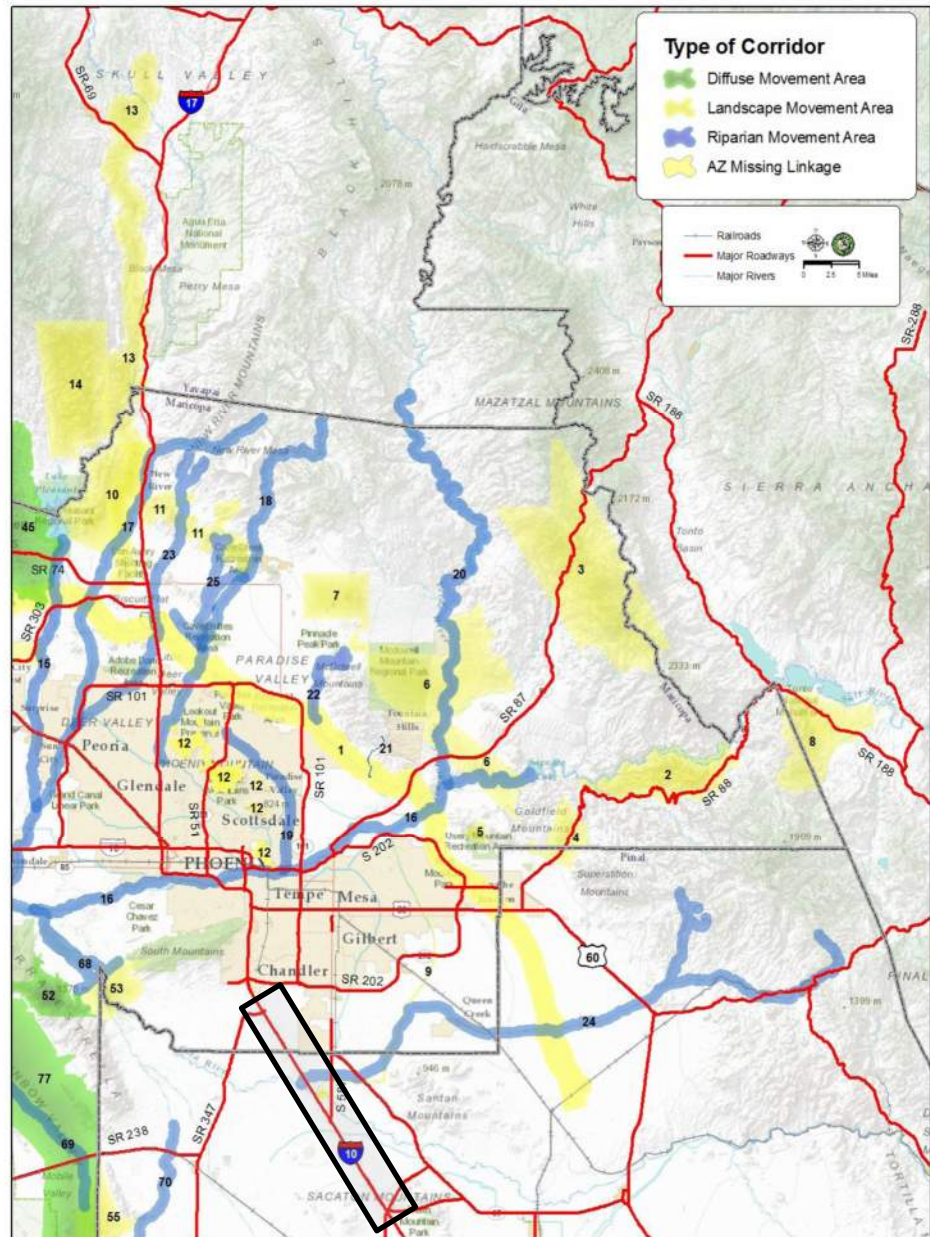
2.1 Data Review

Highways constitute one of the most significant forces altering natural ecosystems (Forman et al. 2003). Highways contribute to diminished habitat connectivity and permeability for many species (Forman et al. 2003, Bissonette and Cramer 2008). Highways constitute barriers to wildlife movement that fragment populations and habitats, and limit juvenile dispersal (Beier 1995), genetic interchange (Epps et al. 2005, Riley et al. 2006) and even population viability. To proactively preserve and restore landscape connectivity, and develop comprehensive plans to address landscape connectivity (Beier and Noss 1998), ADOT and other state agencies, nongovernmental organizations, and universities have worked collaboratively to develop connectivity and linkage assessments, done at two scales: 1) the statewide Arizona's Wildlife Linkage Assessment, and 2) focused county-level assessments.

The *Arizona's Wildlife Linkages Assessment* (Arizona Wildlife Linkages Workgroup 2006) resulted from a comprehensive analysis and 2004 stakeholder workshop in which 152 potential wildlife linkage zones were identified, rated, and prioritized. The potential linkage zones were identified from various map overlays including land ownership, undeveloped habitat blocks, vegetation types; expert opinion of workshop participants was used

to define fracture zones between habitat blocks and to identify corresponding linkage zones. There are no identified statewide wildlife linkages in the vicinity of the project. However, at the county level, the Maricopa County wildlife connectivity assessment (AGFD 2012) identified the Queen Creek-Gila River Indian Community riparian movement area which coincides with Queen Creek and its tributaries along its length to the confluence with the Gila River at the north end of the Project (Figure 1). Wildlife identified as using this corridor include coyote, mule deer, and javelina (AGFD 2012).

Figure 1. Map of the linkage (yellow) and riparian (blue) wildlife movement areas identified in the Maricopa County wildlife connectivity assessment (AGFD 2012), including the Queen Creek-Gila River Indian Community riparian movement area that intersects the I-10 Project (box).



Drainage structure (i.e., concrete box culvert [CBC] and corrugated metal pipe [CMP]) locations and dimensions throughout the assessment area were provided by ADOT from the ADOT Features Inventory System (FIS). Maps of animal-related and wild animal-related crashes within the project area between 2015 and 2019 were also provided by ADOT, refer to the Collision Maps in Appendix A. The animal-related collision map shows all animal collisions including “Wild Animals: Non-Game”, “Wild Animals: Game, Pets, Livestock” that occurred as a “First Harmful Event”. The wild animal-related collision map shows only “Wild Animals: Non-Game” and “Wild Animals: Game” leaving out “Wild Animals: Pets, Livestock”.

2.2 Habitat Suitability Evaluation

A review of available aerial imagery in ESRI Geographic Information System (GIS) including National Agriculture Imagery Program (NAIP) Imagery, Google Earth Imagery Maricopa County Assessor Imagery, and ESRI World Imagery was conducted to classify habitat types in the project area and identify suitable habitats with the highest potential for promoting wildlife movement across the I-10 corridor. Habitat in the project area (between MP 161.0 and MP 187.1) was classified into four types as defined below and shown in Figure 1.

- Agricultural – arable areas that are entirely modified by humans to grow crops or raise livestock for human consumption. Agricultural habitats in the project area are actively being used for crop production or as pasture to support livestock, and are systematically disturbed by heavy equipment used to plow, till, mow, and harvest.
- Natural – areas that have not been directly altered by human activities where living and non-living elements are free to move and change overtime according to their ecological processes.
- Rural Varied – areas often on the margins of urban habitat that are occupied by humans in low densities or have been modified by humans in the past. Habitat of this type has been modified by humans to some extent but is in various stages of succession between an agricultural or urban habitat, and natural habitat.
- Urban – human built environment with the primary purpose of supporting human settlement and infrastructure to promote economic advancement.

Next, the collision maps (see Appendix A) depicting animal-related and wild animal-related crashes within the project area were georeferenced into GIS. This data was reviewed to assess if there was a correlation between habitat type and where animals might be attempting to cross I-10 within the project area. More weight was given to the “Wild Animals: Non-Game” and “Wild Animals: Game” collisions as they better represented the focus species for this assessment. Between 2015 and 2019, there were 14 animal-related collisions of which 2 collisions were pets or livestock and 12 were either game or non-game wild animals (Table 1). The majority of wild animal-related collisions occurred in the natural and agricultural habitat types, with 58 percent in natural habitats and 25 percent in agricultural areas. Rural varied and urban habitat had the fewest collisions with only 8 percent of collisions occurring in each of these habitat types.

Table 1 – Collisions per Habitat Type

Habitat Type	Animal-Related Collisions	Wild Animal-Related Collisions
Agricultural	3	3
Natural	8	7
Rural Varied	2	1
Urban	1	1
Totals	14	12

After evaluating linkage information, habitat types and wild animal-related collisions by habitat type, the urban and agricultural habitats were removed from further wildlife permeability consideration. Urban habitats were removed from further consideration due to the high volume of human occupation in these areas and lack of natural elements to provide suitable habitat resources for the focus species in this assessment.

2.3 Monitoring Location Determination

The wildlife monitoring effort began with identifying culvert locations in the assessment area that were potentially suitable passage structures for wildlife to cross under I-10. Although suitable for wildlife passage, as previously mentioned the Gila River Bridge is being redesigned by another project, and therefore, was not evaluated with this study. Drainage structures from the ADOT FIS were reviewed in GIS and joined to the habitat classification

layer to determine the habitat type in which each culvert was located. Structures located in the urban habitat types were immediately removed from the list of potential monitoring sites due to the low potential for wildlife to use this habitat type, as discussed above. Structures associated with traffic interchanges or ramps were also removed, so that potential monitoring sites were either CBCs or CMPs located on the I-10 mainline. Next, a structure ID was given to all CBCs with a height greater than 3-feet or CMPs larger than 36-inches in diameter that were located on the I-10 mainline. This rendered a total of 48 potential drainage structures including 24 CBCs, 16 CMPs, one concrete pipe, and two corrugated metal pipe arches (CMPA) for monitoring. The final filter applied to determine potential monitoring sites was to remove pipes (including pipe arches) smaller than 48-inches and CBCs shorter than four feet from consideration. This effectively removed agricultural habitat from consideration for monitoring locations as there are no pipes 48-inches or larger in diameter and no culverts are located within this habitat type. However, two CBCs located at MP 177.04 and MP 180.20 located on the edge of agricultural habitat remained in consideration for camera monitoring.

A total of 13 CBCs and 5 CMPs remained on the pared-down list of potential monitoring locations. Each drainage structure was reviewed using GoogleEarth and GoogleEarth StreetView to determine if there were any adjacent landscape or habitat features that would promote or prevent wildlife from using these structures for passage under I-10. ADOTs FIS data for each of these structures was also reviewed for maintenance notes. Nearby water sources, topographic relief and dense vegetation providing cover were noted as features that would potentially promote wildlife movement. Whereas structures blocked with vegetation at the entrance, filled with debris and sediment or partially collapsed were noted as preventing wildlife passage. Finally, the 18 structures were qualitatively rated low, medium, or high for camera monitoring suitability based on the above-mentioned habitat features. Structures rated as low were removed from the list of potential monitoring sites leaving a total of 11 CBCs for field investigation.

AZTEC biologists, Jessica Rybczynski and Norris Dodd conducted a field visit on February 16, 2021, to survey the potential monitoring locations, searching for visible tracks, scat, or other sign of animal use to prioritize the structures most suited as camera monitoring sites. A total of seven CBCs were identified as monitoring locations (Figure 2). Table 2 details the culvert locations and dimensions of each of these seven structures selected for monitoring. Structures on separated travel lanes with open medians, or atria, are also noted in Table 2, as they often promote wildlife passage.

Table 2 – I-10 camera monitoring culvert locations and associated characteristics.

Culvert ID	Lane Placement	MP	Width (m)	Height (m)	Length (m)	Openness Ratio*	No. of Barrels	Atrium present?
C06	Both	171.36	1.83	3.05	58.00	0.10	2	No
C07	EB	180.20	4.88	4.88	14.95	1.59	1	Yes
	WB	180.20	4.88	4.88	16.43	1.45		
C08	EB	180.94	2.44	3.05	46.65	0.16	6	Yes
	WB	181.01	2.44	3.05	48.00	0.15		
C13	Both	182.54	2.44	3.05	59.24	0.13	1	No
C14	EB	183.58	1.83	3.05	25.28	0.22	4	Yes
	WB	183.54	1.52	3.05	28.64	0.16		
C16	Both	184.28	2.44	3.05	59.18	0.13	3	No
C17	Both	184.61	1.83	3.05	59.50	0.09	3	No

Notes: * Openness Index = (width x height) / length (in metric units) for individual culvert barrels.

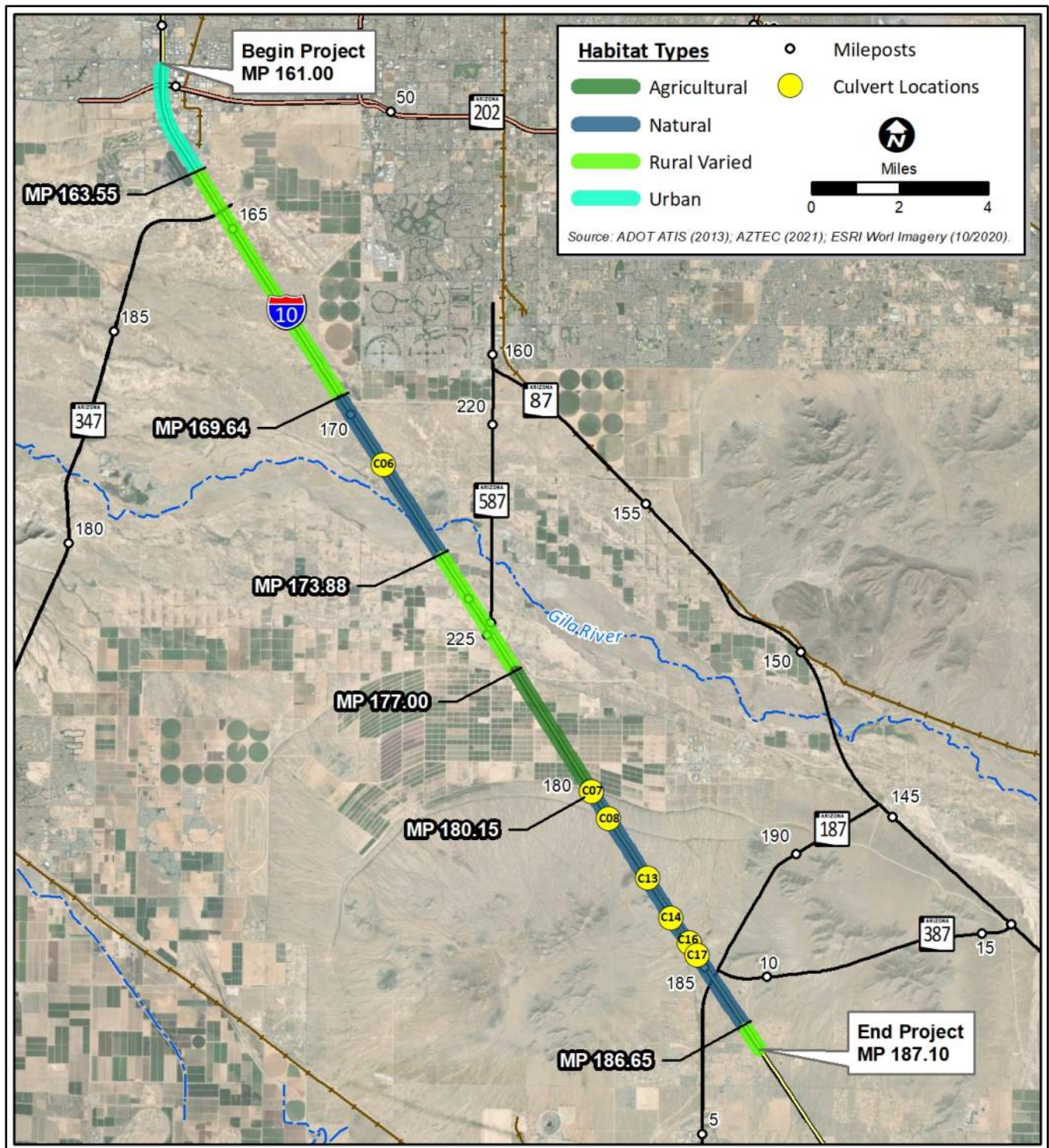


Figure 2 – Map of habitat types adjacent to I-10 and I-10 camera monitoring culvert locations

Structure suitability for roosting bats was also considered while evaluating culverts for wildlife permeability during the February 16, 2021, site visit by Norris Dodd and Jessica Rybczynski. For culverts to be suitable day roosts they must be between five and ten feet tall and 300-feet or more long with crevices, cracks or swallow nests to roost in, or relatively dark inner areas with roughened wall or ceilings (AGFD 2006 and Keeley and Tuttle 1999). Culverts used as night roosts must be at least five feet tall and have cracks, crevices, or roughened walls or ceilings for the bats to hang from (Keeley and Tuttle 1999). None of the culverts in the study area meet the length requirements or have suitable inner spaces to provide adequate thermal regulation or darkness for day roosting bats.

2.4 Monitoring Procedures

To monitor wildlife permeability, Cuddelink Long Range Infrared Cameras manufactured by Cuddeback were installed at the seven CBC's identified as potentially suitable wildlife passage structures for to monitor wildlife use. Each camera was programmed to trigger from the body heat and/or motion of an animal passing within approximately 100-feet of the camera. When triggered, the cameras captured a burst of five photographs during daytime; at nighttime the cameras were set to capture five photographs and ten seconds of video. Sensors operated continuously but were set to have a five-minute delay during daytime and two-minute delay during nighttime between being triggered to avoid recording repeated images of animals lingering at the underpass. An eight gigabyte (GB) secure digital (SD) memory card was inserted into each camera for a total memory capacity of up to approximately 8000 images.

Since the purpose of this project was to review current wildlife permeability in the area, cameras were mounted at the CBC opening facing away from the structures to capture approaching animals as well as animals passing by the structures. Animal passage (crossings) could be inferred by having cameras monitoring both approaches on either side of I-10 that would capture a photo of an animal entering and exiting a given structure. However, only 12 cameras were purchased for this study and there were additional factors that dictated camera placement. One factor was camera viewshed from the culvert opening. Vegetation density was also a consideration as it can affect camera viewshed, and vegetation moving in the wind has the potential to trigger the camera. Thus, structures with dense vegetation entirely blocking the approach view were eliminated from further consideration. Two examples of densely vegetated approaches were eastbound (EB) sides of both Culvert C06 at MP 171.36 and Culvert C16 at MP 184.28. The EB side of Culvert C07 was also determined to be unsuited for camera monitoring due to the height of the structure and available camera mounting locations exceeding the detection range of the camera. Tracks and scat observed in and at the CBCs indicating which spans of the structure may have been previously used for wildlife passage was another factor considered in determining exact camera placement at each CBC opening. A total of 11 cameras were installed at the seven CBCs. Refer to the Camera Location Maps in Appendix C, for the exact placement and range of each of the 11 cameras.

At each of the determined camera locations, mounting hardware was glued to the CBC openings on the side or head walls on February 16, 2021. A subsequent site visit was conducted on February 26, 2021, to mount and activate the cameras. The cameras were checked, and the SD memory cards were replaced three times during the three months of monitoring. The first check was conducted by Jessica Rybczynski on March 9, 2021. The camera at Culvert C07 had fallen, but all other cameras were operational. Jessica Rybczynski also conducted the second check on April 1, 2021. During this camera check, the SD memory card at Culvert C07 malfunctioned and the camera on the EB side of Culvert C13 had fallen. All other cameras were operating properly. AZTEC biologists Nicholas Vandehei and Matthew Camba completed the third camera check on April 29, 2021. SD cards were collected from all cameras except for Culvert C06 and Culvert C07. The camera at Culvert C06 had been stolen, and the camera at Culvert C07 had been vandalized and the SD memory card was missing. Cameras were removed on May 27, 2021, by AZTEC biologists Nicholas Vandehei and Matthew Camba. Again, the camera at Culvert C07 had been vandalized but the SD memory card was present and able to be recovered. All other cameras and SD memory cards were present and operating properly at the time of removal. A total of 90 days of monitoring per camera was recorded, except for the camera at Culvert C06, Culvert C07 and on the EB side of Culvert C13. Refer to Table 3 for a summary of the camera locations, monitoring days for each camera and notes from camera checks.

Table C-1 – Camera monitoring log.

Camera ID	Highway side (EB/WB)	Drainage structure ID	Drainage Structure MP	UP Cross or Repel?	Animal Travel Direction	Date	Hour	Minute	Time	Total No. of Photos	Day - Night	Species	Taxa	Total Animals	Adult	Sub-adult	Young	Gender
C8-EB-180.93	EB	C08	180.93	Repel	West	26-Feb-21	19	57	7:57 PM	4	Night	Javelina	Mammal	3	3	-	-	-
C8-EB-180.93	EB	C08	180.93	Repel	North	4-Mar-21	20	41	8:41 PM	5	Night	Javelina	Mammal	4	4	-	-	-
C8-WB-181.01	WB	C08	181.01	Repel	West	6-Mar-21	20	34	8:34 PM	1	Night	Javelina	Mammal	2	2	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	Southwest	17-Mar-21	3	30	3:30 AM	1	Night	Coyote	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	Northeast	23-Mar-21	2	27	2:27 AM	5	Night	Coyote	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	Northeast	25-Mar-21	0	38	12:38 AM	2	Night	Coyote	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	South	27-Mar-21	3	1	3:01 AM	1	Night	Coyote	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	Northeast	27-Mar-21	4	39	4:39 AM	3	Night	Coyote	Mammal	1	1	-	-	-
C8-WB-181.01	WB	C08	181.01	Repel	West	2-Apr-21	20	0	8:00 PM	5	Day	Javelina	Mammal	4	4	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	South	3-Apr-21	7	0	7:00 AM	1	Day	Coyote	Mammal	1	1	-	-	-
C14-EB-183.58	EB	C14	183.59	Repel	North	8-Apr-21	1	20	1:20 AM	3	Night	Gray Fox	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	East	8-Apr-21	14	44	2:44 PM	5	Day	Greater roadrunner	Avian	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	South	11-Apr-21	21	3	9:03 PM	4	Night	Gray Fox	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	North	15-Apr-21	7	13	7:13 AM	1	Day	Desert cottontail	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	North	18-Apr-21	2	24	2:24 AM	5	Night	Bobcat	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	East	29-Apr-21	21	26	9:26 PM	5	Night	Bobcat	Mammal	1	1	-	-	-
C8-WB-181.01	WB	C08	181.01	Repel	South	30-Apr-21	2	5	2:05 AM	2	Night	Coyote	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	East	1-May-21	3	16	3:16 AM	9	Night	Bobcat	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	South	1-May-21	23	21	11:21 PM	5	Night	Bobcat	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	Northeast	7-May-21	0	56	12:56 AM	2	Night	Bobcat	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	Northwest	9-May-21	22	33	10:33 PM	1	Night	Coyote	Mammal	1	1	-	-	-
C13-WB-182.54	WB	C13	182.54	Repel	North	14-May-21	15	24	3:24 PM	1	Day	Coyote	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	Northwest	22-May-21	6	46	6:46 AM	4	Day	Coyote	Mammal	2	2	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	South	23-May-21	1	18	1:18 AM	2	Night	Bobcat	Mammal	1	1	-	-	-

Notes: EB = eastbound; MP = milepost; UP = underpass; WB = westbound;

For each animal photo captured, we recorded the species, number of individuals, direction of travel and determined whether the animal used the structure to cross or was repelled (i.e., did not cross). Species were only recorded as using the structure to cross if they were photographed travelling toward the CBC opening and photographed travelling away from the opposite CBC opening on the same day and near the same time. Refer to Appendix C, for the Camera Monitoring Log where each photo was recorded and Appendix D for a sample of photos captured during this study. All animals photographed during this study are saved to the project file and can be made available by request to ADOT Environmental Planning.

3. Results

In total, 77 animal photographs were recorded across 871 total camera trap days, for a rate of 0.09 photographs per camera trap day. Refer to Table 4 for a summary of the photos captured during this assessment and data for all animal(s) photographed that we recorded in the camera monitoring (refer to Appendix C).

Table 4 – I-10 camera monitoring results summary by wildlife species and photos.

Camera ID	Species	No. of Photos	No. of Animals			Camera Trap Days
			Total	At culvert approaches	Crossing I-10 via culvert	
C6-WB-171.36	N/A	0	0	0	N/A*	61
C7-WB-180.20	N/A	0	0	0	N/A*	13
C8-EB-180.93	Javelina	9	7	7	0	90
C8-WB-181.01	Coyote	2	1	1	0	90
	Javelina	6	6	6	0	
C13-EB-182.53	N/A	0	0	0	0	90
C13-WB-182.54	Coyote	1	1	1	0	77
C14-EB-183.58	Gray Fox	3	1	1	0	90
C14-WB-183.50	N/A	0	0	0	0	90
C16-WB-184.28	N/A	0	0	0	N/A*	90
C17-EB-184.61	Bobcat	20	4	4	0	90
	Coyote	5	3	3	0	
	Desert Cottontail	1	1	1	0	
	Gray Fox	4	1	1	0	
C17-WB-184.61	Bobcat	9	3	3	0	90
	Coyote	12	5	5	0	
	Greater roadrunner	5	1	1	0	
Totals:		77	34	34	0	871
Notes: N/A* = could not estimate passage rate as cameras not installed at both approaches to allow assessment of crossings via culvert						

Animals were only photographed at four of the seven culverts that we monitored. Culvert C17 had the highest photo capture rate, accounting for 72.7 percent (56 photos) of all records. Culvert C08 had the second highest photo capture accounting for 22.1 percent (17 photos) of all records, followed by Culvert C14 with 3.9 percent (3 photos). Culvert C13 had only a single animal photograph. Refer to Table 5 for summary of photographs captured by structure and camera.

Table 5 – Summary of photographs captured by structure and camera.

Structure and Camera ID	No. of Photos	Capture Rate (% of all photos)
C08	17	22.1%
C8-EB-180.93	9	11.7%
C8-WB-181.01	8	10.4%
C13	1	1.3%
C13-WB-182.54	1	1.3%
C14	3	3.9%
C14-EB-183.58	3	3.9%
C17	56	72.7%
C17-EB-184.61	30	39.0%
C17-WB-184.61	26	33.8%

All animals photographed in this assessment were mid- to small sized mammals except for a single roadrunner that was photographed five times. In total, 34 individual animals including six species (bobcat, coyote, desert cottontail rabbit, gray fox, greater roadrunner and javelina) were captured in 77 photographs during the three months of monitoring. Bobcats were captured most frequently with 36.4 percent (28 photos) of all photographs recorded, though the highest number of individual animals photographed were of javelina (13 individuals) comprising 38.2 percent of all animals captured on photo. Coyotes had both the second highest capture rate with 27.3 percent of all records (21 photos) and second highest number of individuals with 11 individual coyotes (32.4 percent of all animals) photographed. Refer to Figure 2 below for a summary of photographs by species and total animals by species. All animals captured appeared to be adults, as no apparent sub-adult or young animals were photographed. Additionally, the species photographed are not sexually dimorphic so gender could not be determined for any of the animals recorded in the camera monitoring (Appendix C, Table C-1).

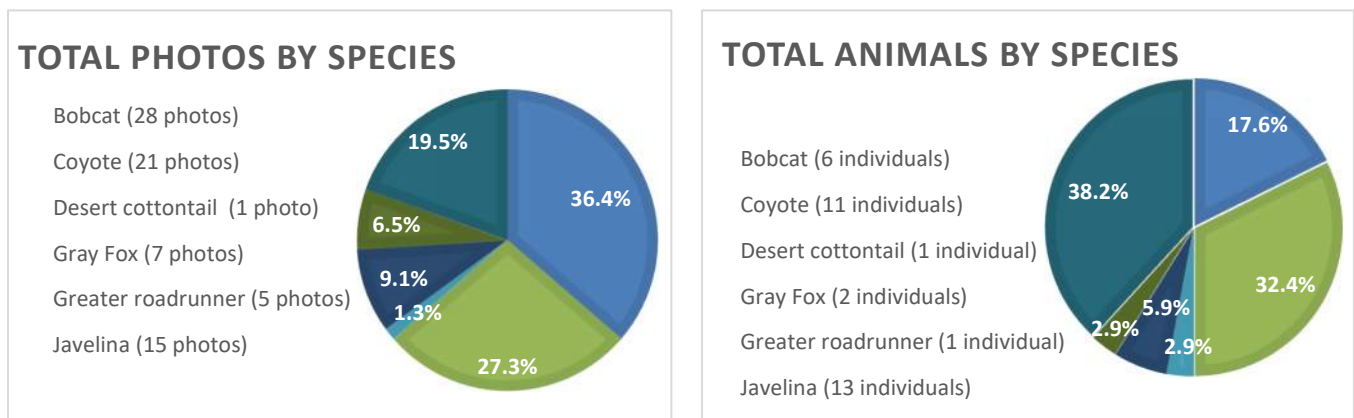


Figure 3. Summary of photographs and total animals captured by species.

All animals photographed were recorded as “repels” which did not appear to cross through the structures (Appendix C, Table C-1). In most photographs captured, the animals appear to be traveling parallel to I-10 along the highway verge/roadside. The methodology of this assessment limited our ability to determine passage rate (i.e., successful crossings/approaches) as our metric for permeability because we did not have adequate camera coverage to monitor all spans of both approach openings of each CBC that was monitored (Dodd et al. 2007 and Gagnon et al. 2011). Even still, for the culverts where cameras were installed at both EB and westbound (WB) approaches, we were still able to assess whether approaching animals were attempting to cross or were “repelled” away from passaging via the culverts, allowing us to estimate passage rates. The four culverts with cameras at both approaches (Table 4) accounted for all 34 individual animals we photographed at the culvert approaches; of these, all 34 were either repelled away or did not cross under I-10 via the culvert, thus yielding a passage rate of 0 (Table 4).

The low degree of wildlife permeability we recorded at the I-10 culverts likely reflects multiple factors. First, except for the large C07 structure through which an access road crosses (and where no animals were recorded), all culvert openness ratios averaged just 0.14, suggesting that they are marginal, at best, for wildlife passage. Gordon and Anderson (2003) recommended a minimum openness index of 0.8 for mule deer, though Ng. et al. (2004) documented considerable mid-sized and meso-carnivore species use of box culverts with average openness indices of 0.2.

A significant factor that also limits wildlife approaches to highways is their average annual daily traffic volume (AADT) level. The degree of barrier effect caused by highways varies by wildlife species, highway type and standard, and traffic volume (Jaeger et al. 2005). Increasing traffic volume magnifies the impact of roads on wildlife, resulting in altered habitat use, restricted movements, and fragmented populations (Epps et al. 2005)). The magnitude of highway impacts rises with increasing traffic volume and highway standard, though traffic exerts the greatest impact according to modeling done by Jaeger et al. (2005). Highway traffic leads to wildlife avoidance zones (Forman and Alexander 1998) adjacent to highways, where traffic may become a “moving fence” that creates an impermeable barrier to wildlife passage and reduces habitat quality (Bellis and Graves 1978). Traffic has been documented as causing shifts in habitat use adjacent to highways for numerous species including grizzly bears (Northrup et al. 2012), elk (Gagnon et al. 2007), and bobcat (Lovallo and Anderson 1996), all which exhibited increased use of areas near roads during nighttime when traffic is lowest. Gagnon et al. (2013) documented a zone of permanent avoidance by elk adjacent to high-traffic interstate highways.

Even highways with moderate traffic volume less than 8,000 AADT were found to be near-total barriers (passage rates are all less than 0.10) to the passage of white-tailed deer (Dodd and Gagnon 2011), pronghorn (Dodd et al. 2009), and desert bighorn sheep (Gagnon et al. 2012). For elk, a species relatively resilient to traffic, only high-traffic highways (> 14,000 vehicles per day) presented near-total barriers to passage (Gagnon et al. 2011). Theoretical models (Seiler 2003, Luell et al. 2003) infer those highways with 4,000 to 10,000 AADT present strong barriers to wildlife passage that repel animals away from highways. At 10,000 AADT and above, Seiler’s model (2003) predicts that highways become increasingly impermeable barriers to many wildlife species. These models have since been empirically validated by ongoing research in Sweden and the United States, though Gagnon et al. (2011) found that the threshold at which highways become impermeable barriers to ungulate species that otherwise cross highways freely at lower traffic below 10,000 AADT. The approximate I-10 AADT in the project area is 45,000 vehicles/day (source: ADOT online AADT 2019 report), over 4-times the wildlife barrier threshold reported by Seiler (2003), Luell et al. (2003), and Gagnon et al. (2013). The AADT combined with the marginal structural characteristics of the monitored I-10 culverts limits both wildlife approaches and highway permeability.

No evidence of roosting bat colonies including individuals, guano accumulation, or urine staining was observed in the culverts assessed for this study during the initial February 16, 2021, site visit or the subsequent camera checks. Occasional guano likely from individual night roosting bats was observed in several culverts throughout the project area, though no evidence of roosting colonies were observed. Similarly, no evidence of Sonoran desert tortoise including individuals, scat, shell fragments, or suitable burrows were observed in project area during this assessment.

4. Recommendations

The monitoring effort rendered discrete observations of wildlife present in the assessment area at culverts and was not intended to provide a quantitative or statistical assessment of culvert suitability for wildlife crossings. Project recommendations based on a qualitative assessment of observations made and camera monitoring of the seven CBC is presented below.

Camera monitoring for this assessment did not document any wildlife using the monitored CBCs as passage structures. However, wildlife and in particular the species that were photographed in this study have been documented as regularly using similar drainage culverts beneath highways for passage (Ng et al. 2004). Additionally, our track observations within several of the CBCs that were monitored suggest that both mid-sized canids and felines (i.e., coyote, gray fox, bobcat, and domestic or feral dogs and cats) do pass through these structures. Overall, the results indicate that mid- and small sized mammals are present in the vicinity of the monitored CBCs and on occasion do use the structures to cross under I-10. Table 6 presents a comparison of the openness ratios of the existing structures and the proposed modified structures as part of the I-10 widening project (AGFD 2006). The openness ratio of Culvert C17 which had the highest photo capture rate and highest diversity of species captured, as well as Culverts C06, C13 and C16 will not be adversely affected by the proposed project. These four structures currently span the entire width of I-10 (including travel lanes and median) and are not proposed for extension or replacement as part of the I-10 widening project. Conversely, openness ratios will be reduced at Culvert C08 and C14 which had a photo capture rate of 22.1 percent and 3.9 percent, respectively, as well as at Culvert C07. Openness ratios will be significantly reduced by 61 percent to 70 percent at Culvert C07 and Culvert C08 largely because these EB and WB structures will be connected in the median to accommodate the proposed I-10 widening. Reducing culvert length, especially toward the median, to allow atrium options which provide natural light and exposure to the sky in the interior of these structures should be considered to promote continued wildlife passage.

Table 6 – Openness Ratio Comparison

Culvert ID	MP	Existing Culvert		Proposed Culvert		
		Lane (EB/WB) or Span?	Openness Ratio	Lane (EB/WB) or Span?	Openness Ratio	Openness Ratio % Reduction
C06	171.36	Span	0.10	Span	0.10	0
C07	180.20	EB	1.59	Span	0.48	67 to 70
	180.20	WB	1.45			
C08	180.94	EB	0.16	Span	0.06	61
	181.01	WB	0.15			
C13	182.54	Span	0.13	Span	0.13	0
C14	183.58	EB	0.22	EB	0.18	19
	183.54	WB	0.16	WB	0.13	19
C16	184.28	Span	0.13	Span	0.13	0
C17	184.61	Span	0.09	Span	0.09	0

Culvert C08 was the only CBC monitored which captured photographs of javelina. Javelina were documented on both the EB and WB openings of these culverts but no tracks in the structure's interior or in the median were observed to indicate passage. One reason for this could be a barbed wire fence without a passage-conductive smooth bottom wire at the WB opening which serves as a barrier to potentially preventing passage. The photos in Figure 4 are number one and four in a series of five total photographs that show javelina approaching the WB opening of Culvert C08 in photo A and then being deterred to the north in photo B. The top wire of the fence at the WB opening can be seen in the foreground of both photos A and B. An additional deterrent may be due to sediment deposition in the existing culvert height that reduces the opening height by approximately 50 percent from its actual 8-foot height. Ideally, barbed wire can be replaced with pipe-rail fencing to exclude livestock entry at all culverts, though replacing existing fencing with ADOT's more wildlife-friendly game fence standard would be an improvement.



Figure 4. Photo A shows javelina approaching the WB opening of Culvert C08 and Photo B taken approximately 5 seconds later show the javelina being repelled from the structure rather than using it to cross under I-10.

Clear line-of-sight visibility through structures has been documented as an important factor affecting wildlife passage (Gagnon et al. 2011). Findings from this assessment seem to support this, as a single camera was installed on the WB side Culverts C06, C07 and C16 due to dense vegetation at the EB openings of these CBCs where no animals were photographed (Table 4). Although vegetation at a culvert approach and structure entrance can provide cover for small mammals and increase their willingness to use the structures, vegetation entirely blocks the entrance and obscures line-of-sight visibility through structures may dissuade animals from passing through the structure (AGFD 2006). Recommendations for Culvert C06 and C16 specifically would be to regularly thin the vegetation blocking the EB opening of these culverts which may increase their suitability for wildlife passage.

No evidence of roosting bat colonies were observed during this assessment. However, construction associated with the I-10 widening project is proposed at several culverts that offer suitable habitat for individual night roosting bats. All culverts that are five feet or taller and will be impacted by the I-10 widening project should be inspected for bat usage prior to construction. If necessary, avoidance or exclusion measures should be implemented during construction to avoid project impacts to roosting bats. Due to a lack of evidence of roosting bat colonies in the project area, no further accommodations for roosting bats are recommended from this assessment.

Due to its current status as a candidate for listing under the Endangered Species Act a full evaluation of project impacts to Sonoran desert tortoise was included in the Biological Evaluation (BE) that was prepared for the proposed projects Environmental Clearance. The BE determined that although this project is located within suitable habitat for Sonoran desert tortoise, the habitat that will be impacted by the project is of low quality and

Sonoran desert tortoise are unlikely to shelter or persist in the project area. These findings are consistent with the lack of evidence of Sonoran desert tortoise documented during this assessment. However, Sonoran desert tortoise may cross through the project area while traveling between more suitable habitats on either side of I-10. Therefore, recommendations from this assessment to facilitate Sonoran desert tortoise crossing at the project structures include ensuring that the culvert inverts are buried, when possible, culvert floors should be buried below natural substrate and use of riprap as an erosion protection should be avoided at all culvert inlet and outlets. Riprap can be difficult to traverse for many wildlife species not just Sonoran desert tortoise, and alternative materials such as articulated block or natural, smooth substrates should be considered instead.

In summary, evidence of mid- and small sized mammals potentially using the monitored structures for passage was documented by sign while there was no evidence of larger bodied ungulates such as mule deer using the structures. Therefore, all recommendations put forth in this assessment relate to increasing the suitability of the proposed CBC designs for the wildlife passage. Recommendation from this wildlife connectivity assessment include the following:

- Remove the existing fence that is limiting wildlife passage at all structures, especially at the entrance of WB Culvert C08 (AGFD 2006).
- Tie right-of-way fence into culvert wingwalls to allow wildlife unobstructed passage.
- Reduce new structure lengths to the maximum extent practicable.
- Consider atrium (openings especially toward the median which provide natural light and exposure to the sky in the structures interior) options in the median at Culvert C08.
- Thin vegetation blocking the EB opening of Culverts C06 and C16.
- Avoid riprap at culvert inlet/outlets to address drainage/erosion issues; utilize alternative treatments (articulated concrete block) if required.
- Ensure culvert inverts are embedded or flush with the elevation of the adjacent drainage bottom at all culvert crossings.
- Consider utilizing natural substrate floors on all culvert crossings.

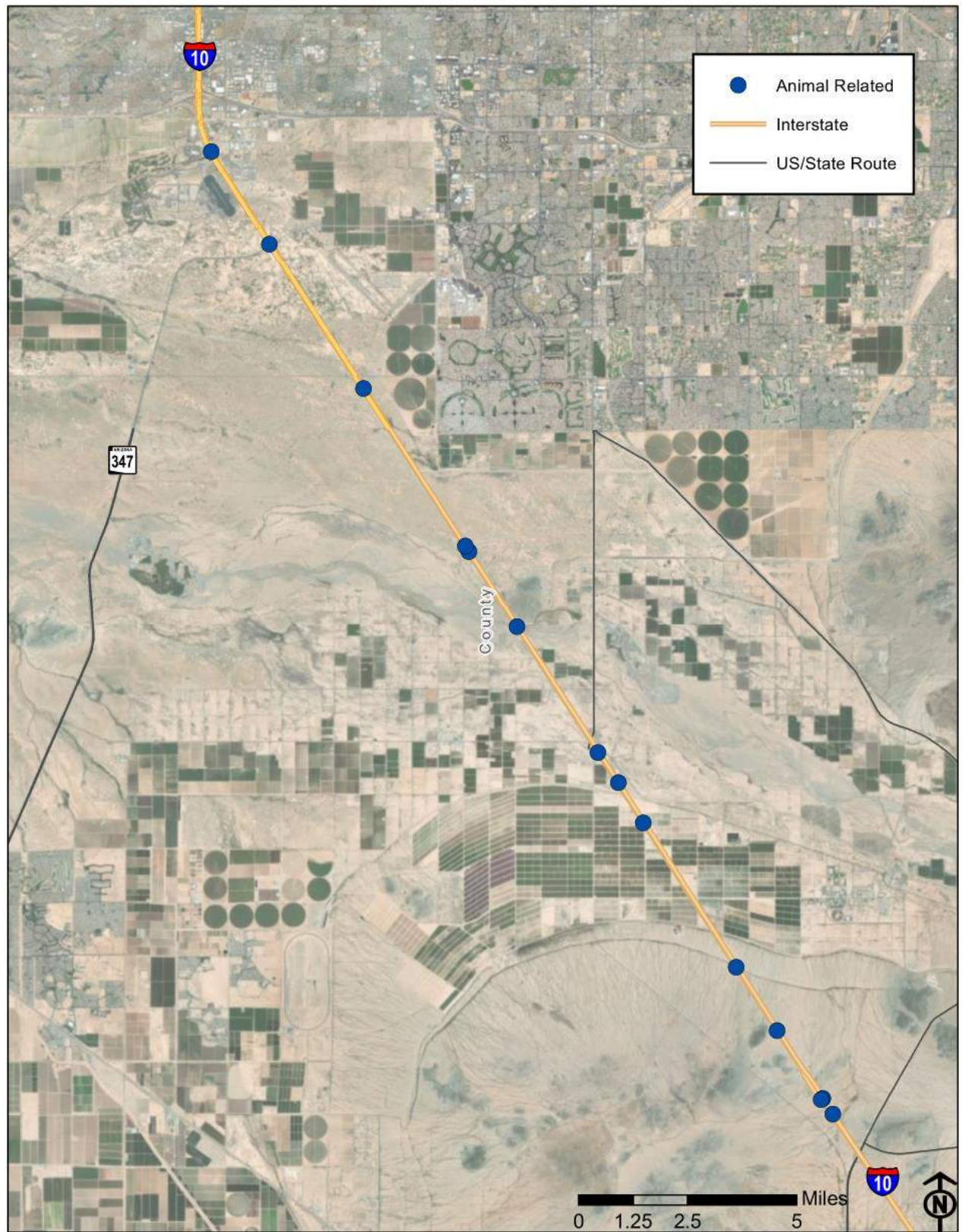
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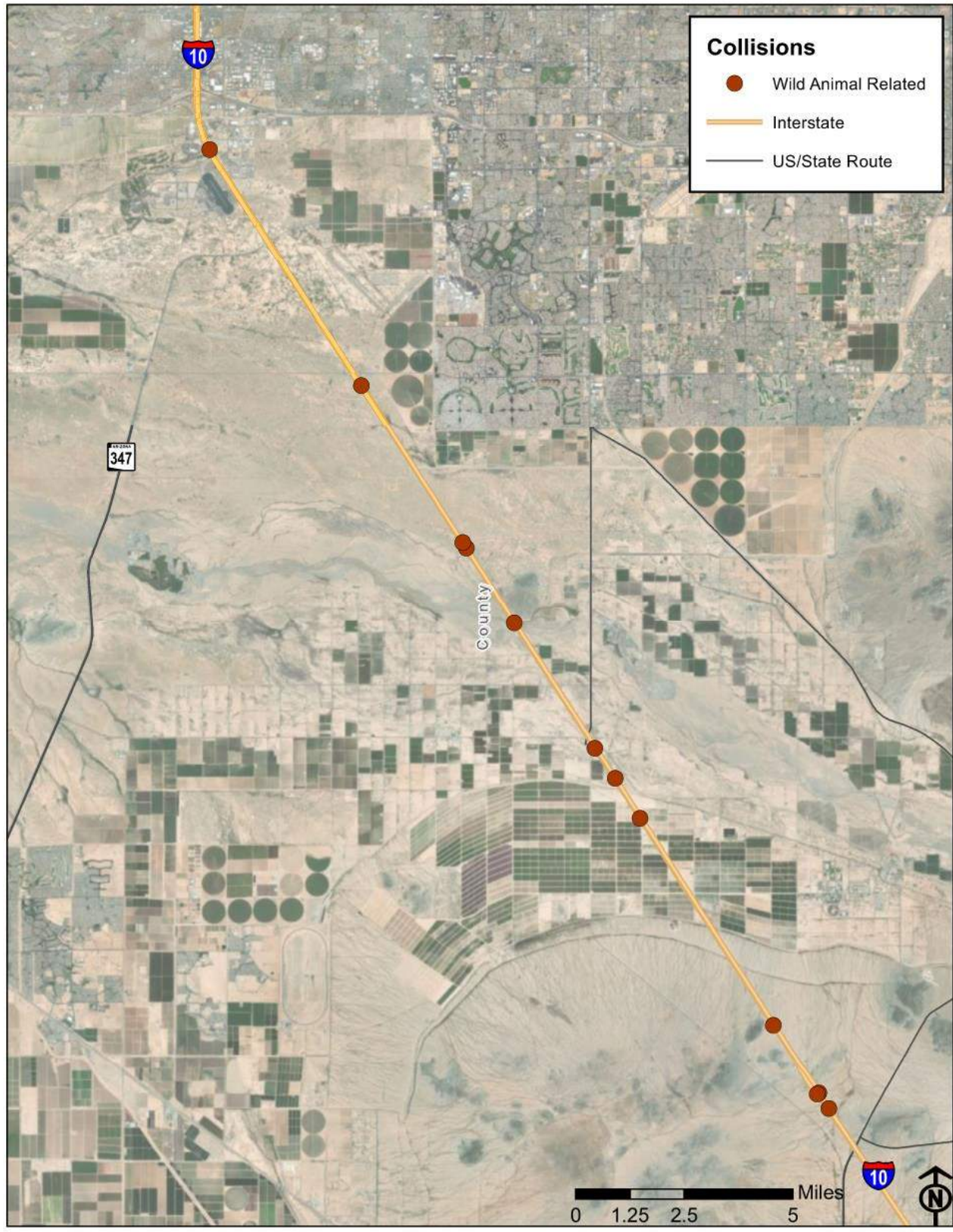
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Appendix A
Project Area Collision Maps

Collision Map from 2015 to 2019 - Animal Related



Collision Map from 2015 to 2019 - Wild Animal Related



Appendix B

Camera Location Maps

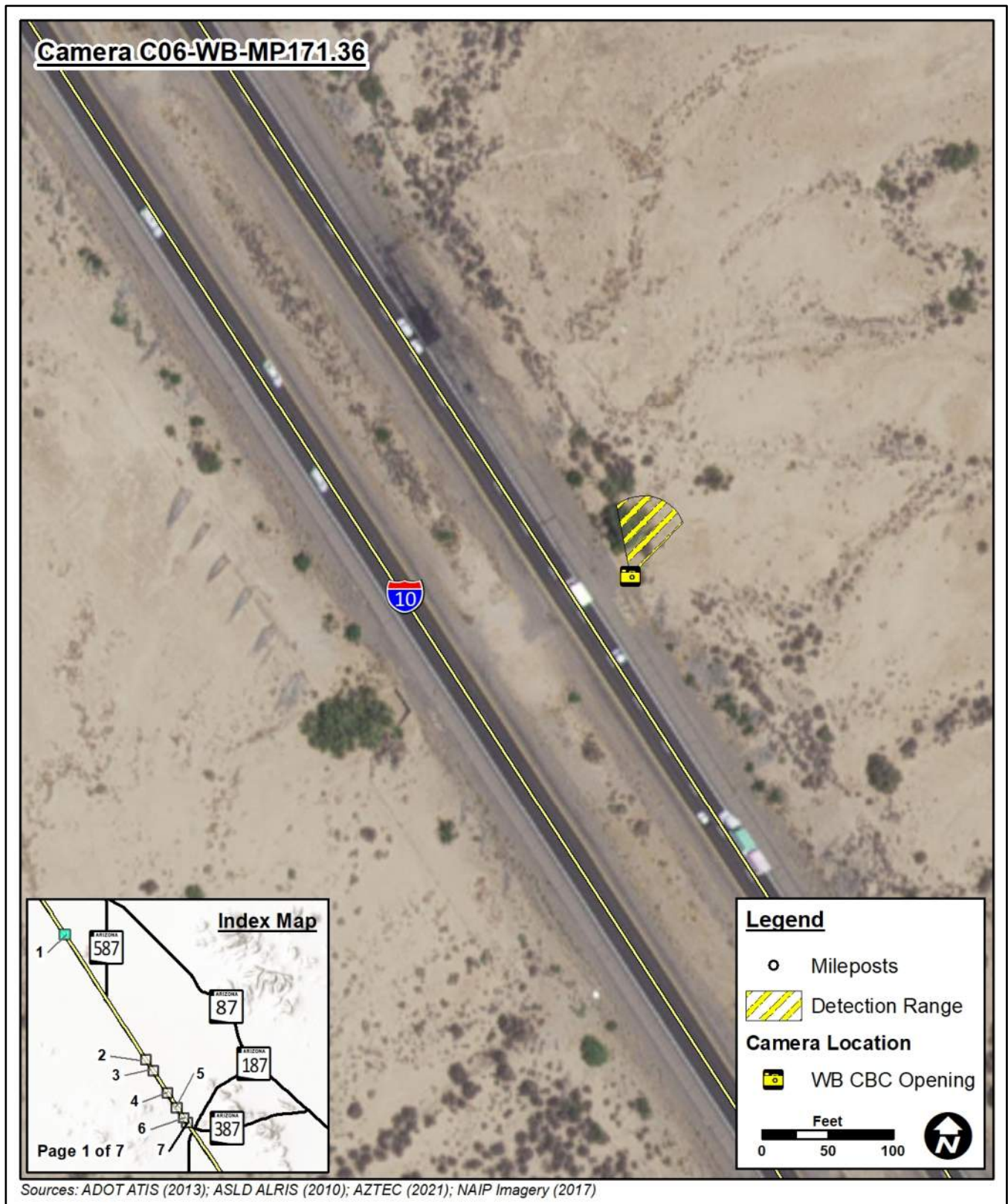


Figure B-1. Map of I-10 camera monitoring at Culvert C06 with approximate camera detection range.

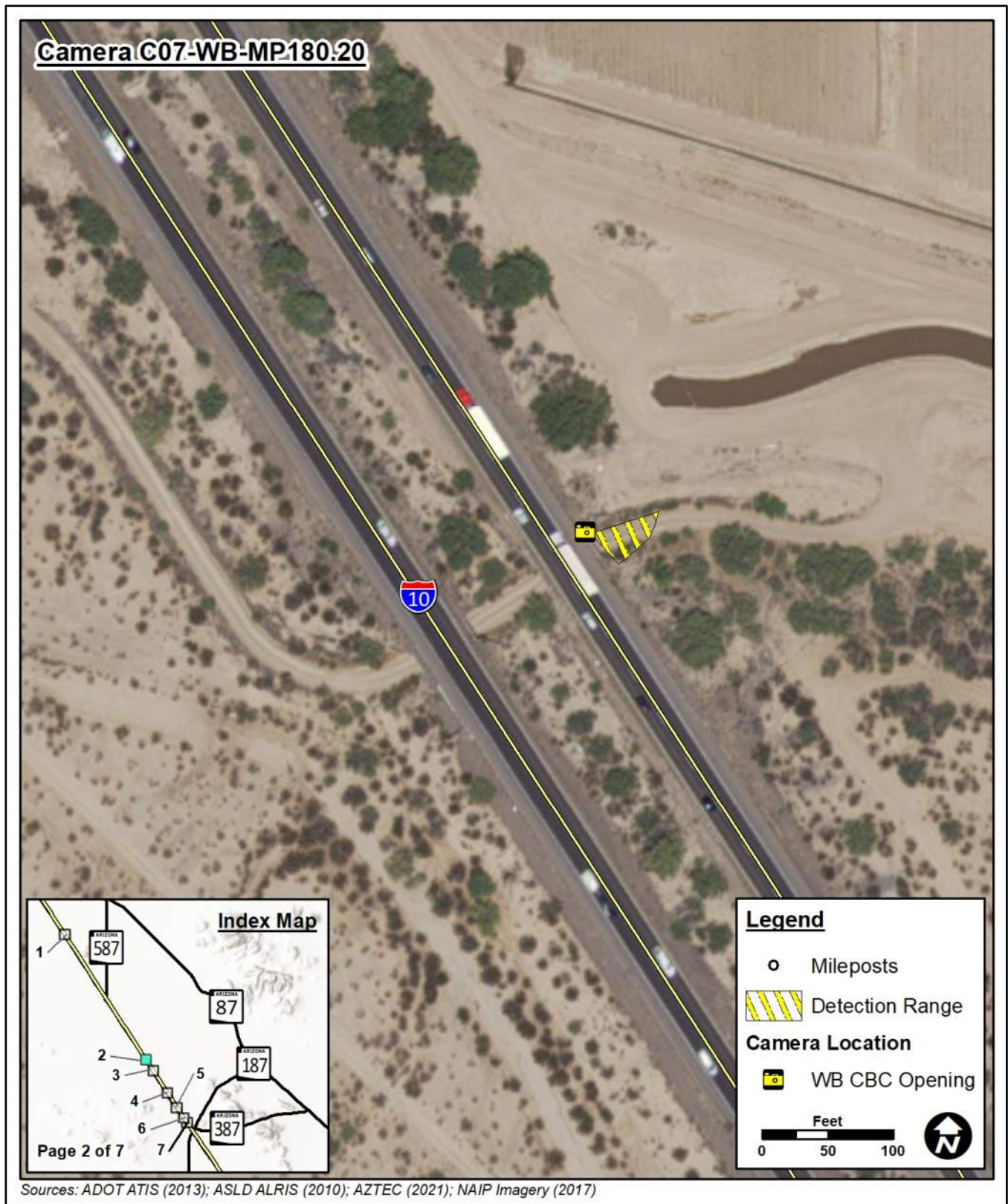


Figure B-2. Map of I-10 camera monitoring at Culvert C07 with approximate camera detection range.

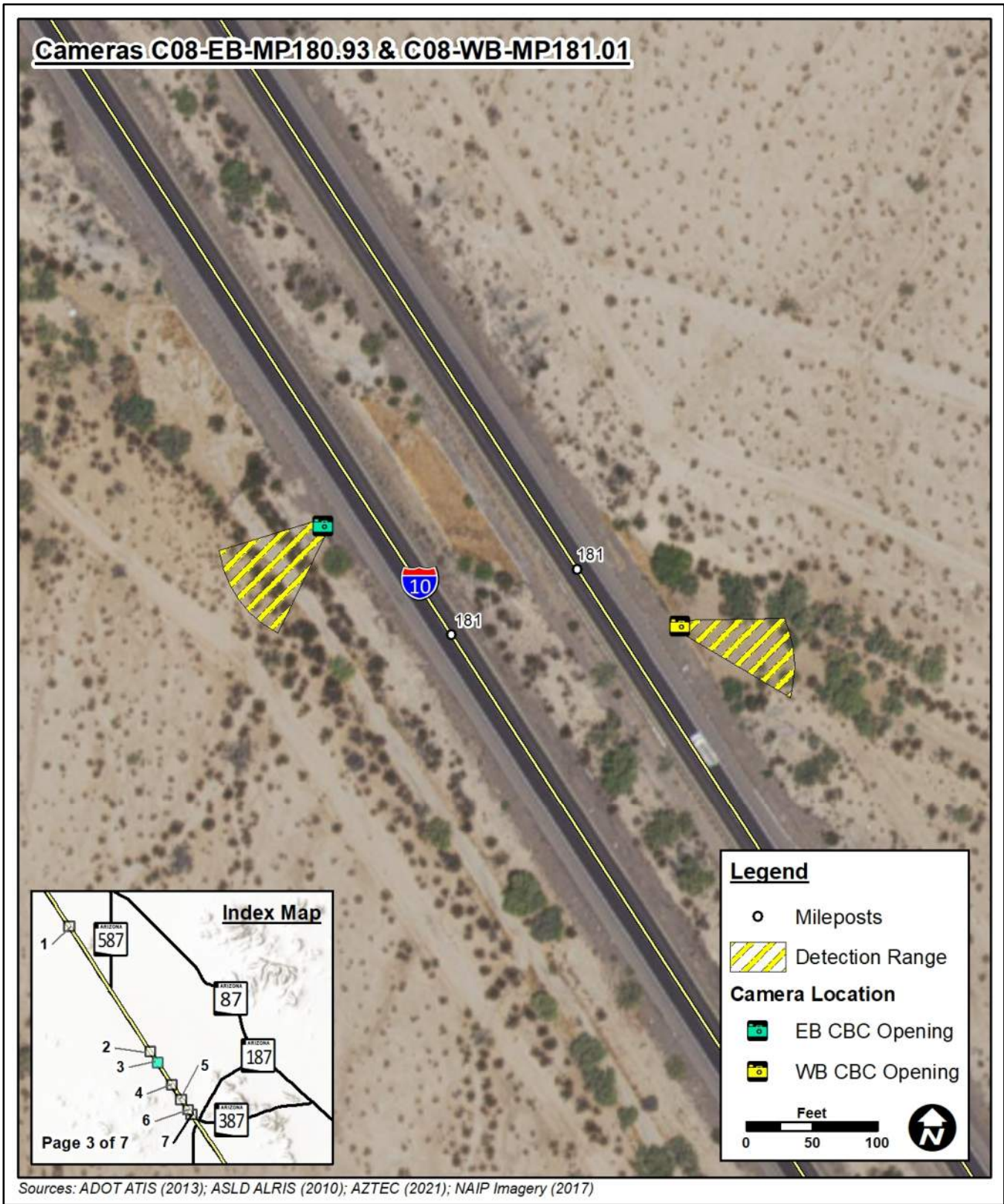


Figure B-3. Map of I-10 camera monitoring at Culvert C08 with approximate camera detection range.

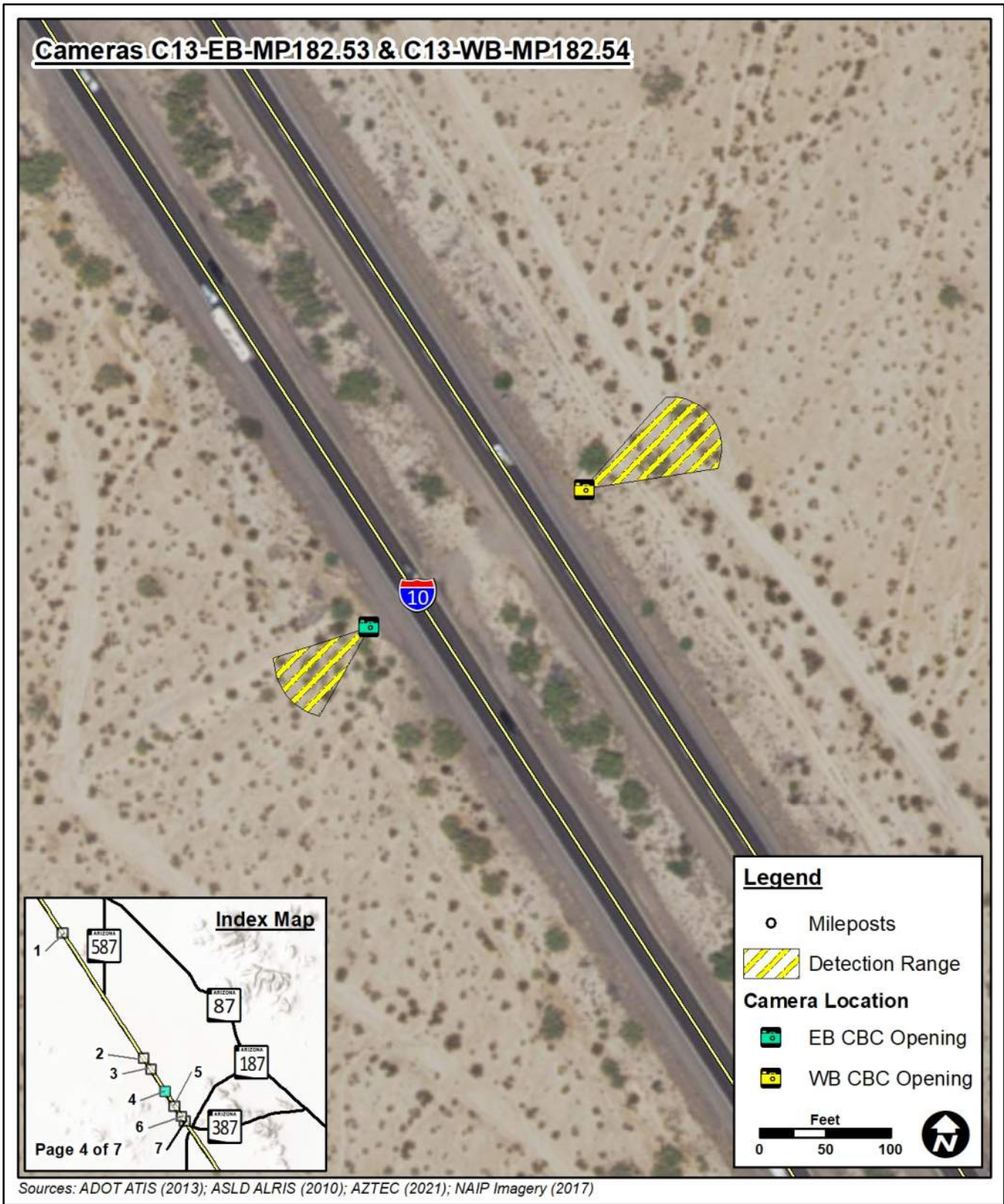


Figure B-4. Map of I-10 camera monitoring at Culvert C13 with approximate camera detection range.

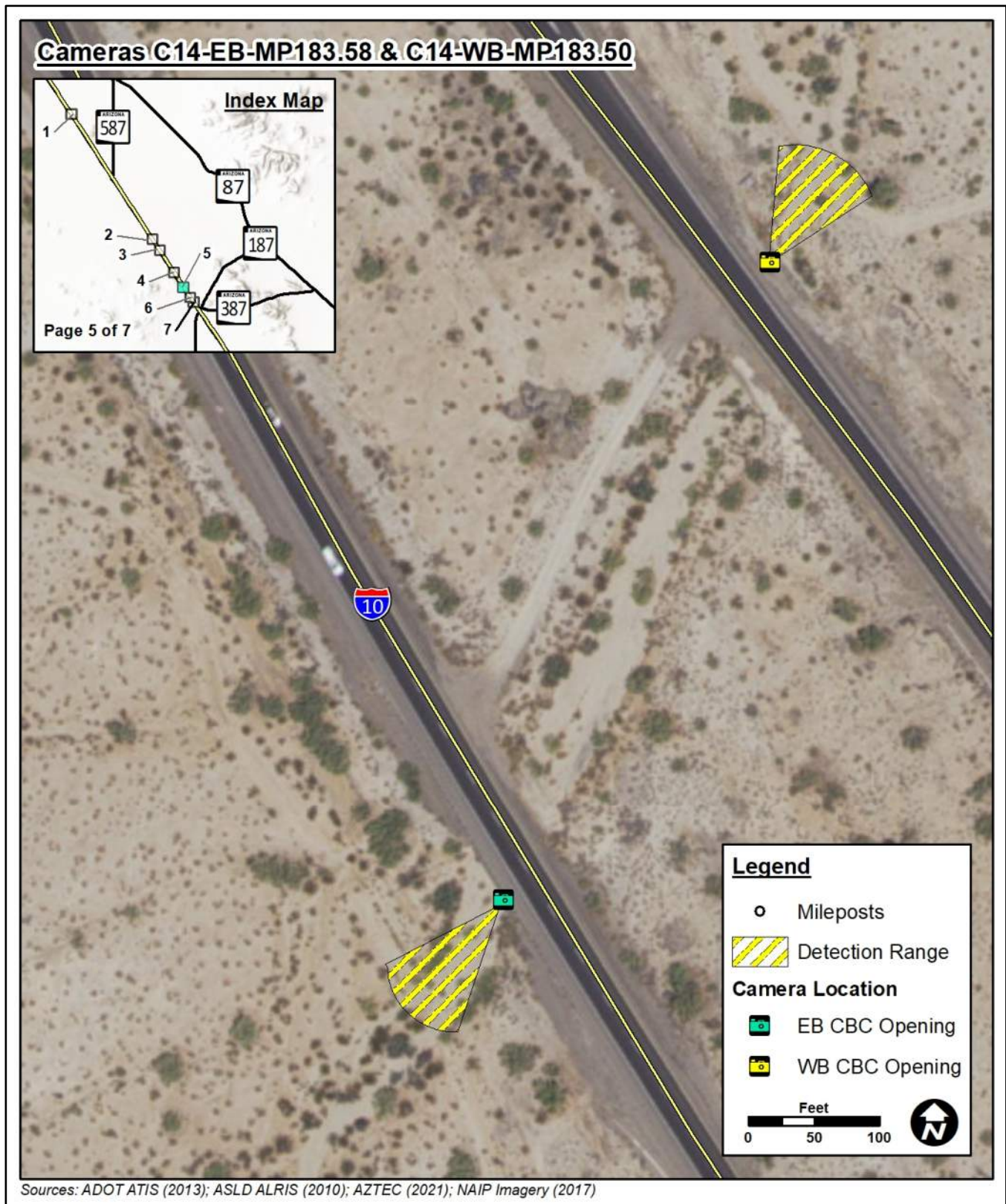


Figure B-5. Map of I-10 camera monitoring at Culvert C14 with approximate camera detection range.

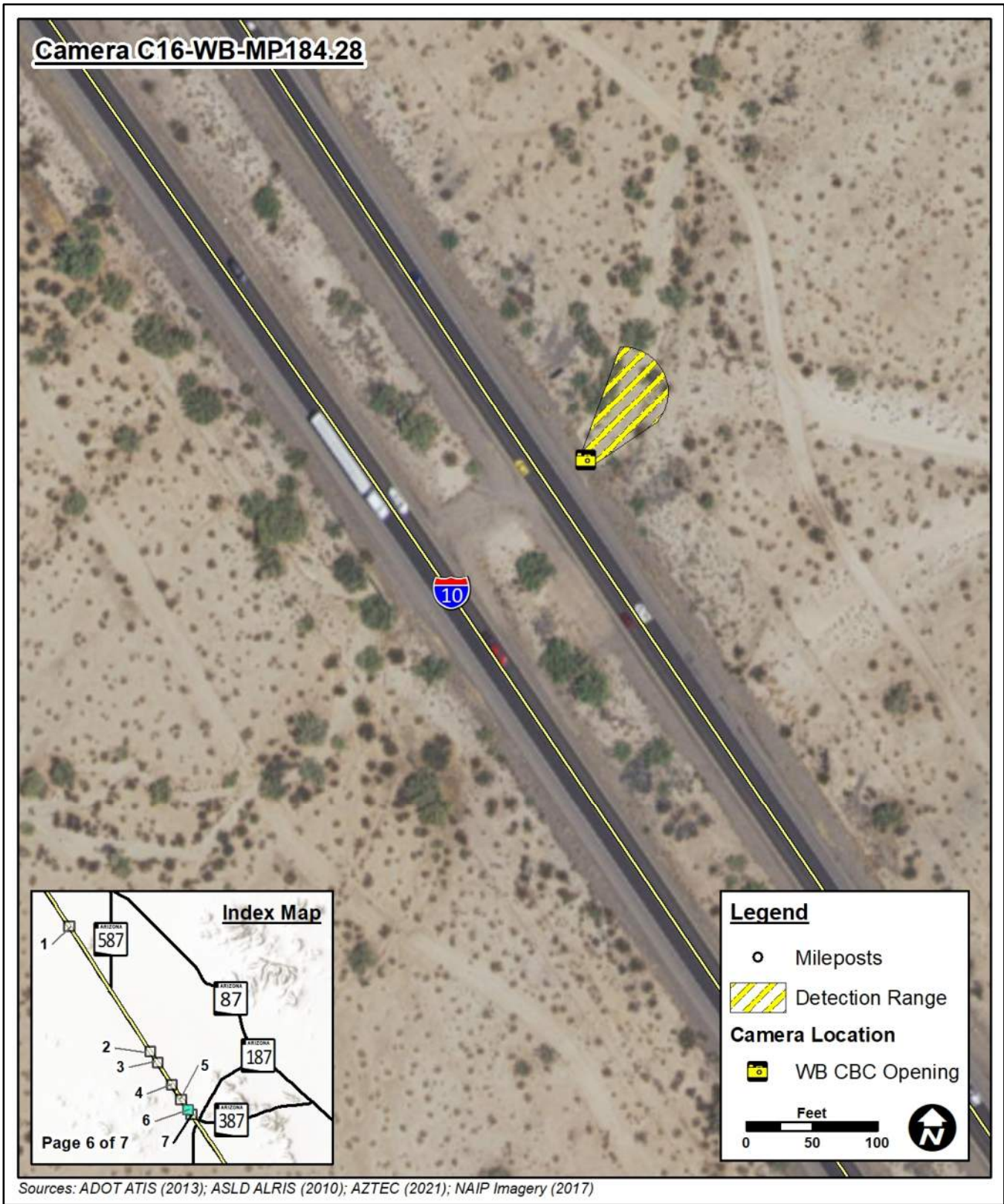


Figure B-6. Map of I-10 camera monitoring at Culvert C16 with approximate camera detection range.

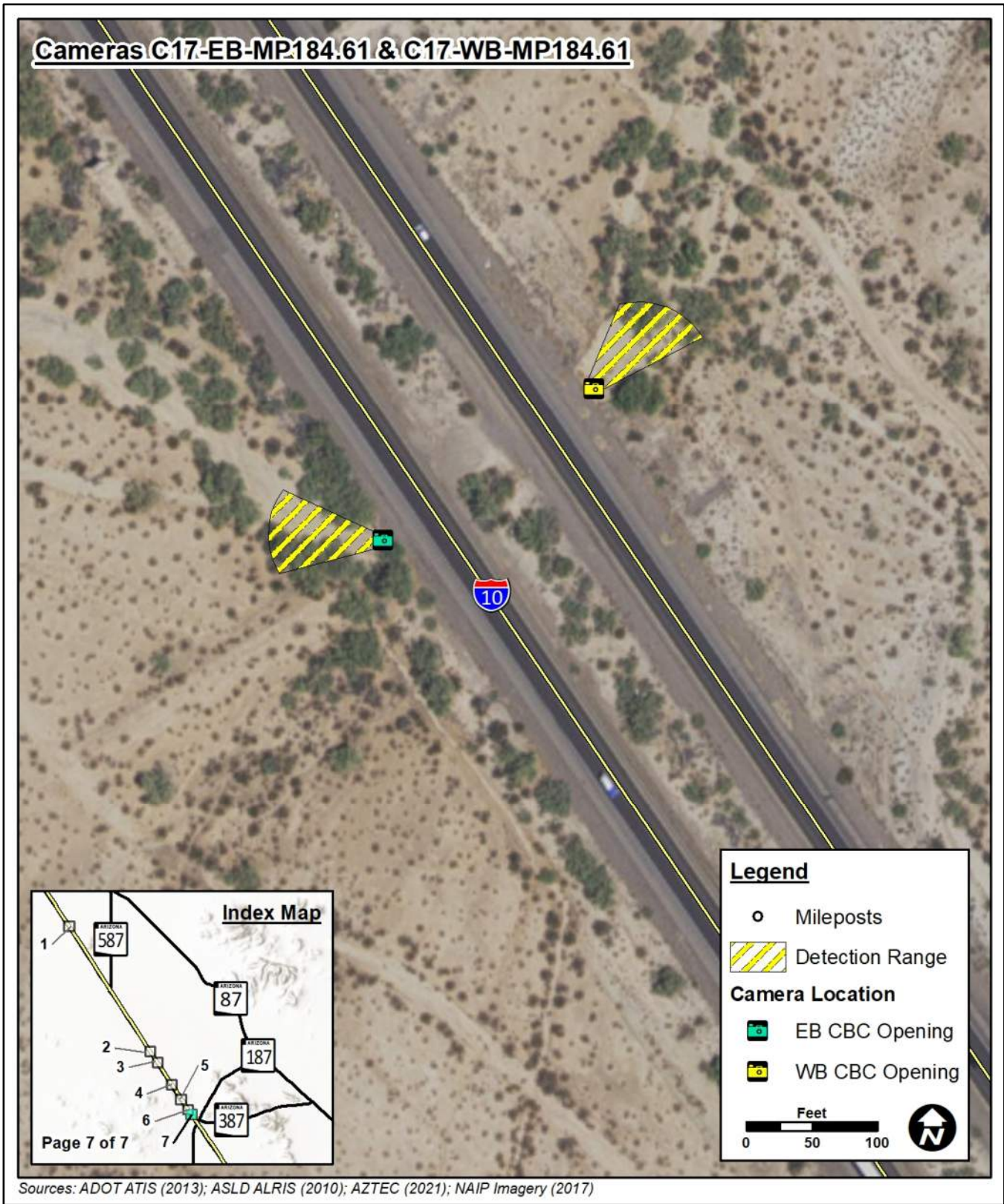


Figure B-7. Map of I-10 camera monitoring at Culvert C17 with approximate camera detection range.

Appendix C

Camera Monitoring Log

Table C-1 – Camera monitoring log.

Camera ID	Highway side (EB/WB)	Drainage structure ID	Drainage Structure MP	UP Cross or Repel?	Animal Travel Direction	Date	Hour	Minute	Time	Total No. of Photos	Day - Night	Species	Taxa	Total Animals	Adult	Sub-adult	Young	Gender
C8-EB-180.93	EB	C08	180.93	Repel	West	26-Feb-21	19	57	7:57 PM	4	Night	Javelina	Mammal	3	3	-	-	-
C8-EB-180.93	EB	C08	180.93	Repel	North	4-Mar-21	20	41	8:41 PM	5	Night	Javelina	Mammal	4	4	-	-	-
C8-WB-181.01	WB	C08	181.01	Repel	West	6-Mar-21	20	34	8:34 PM	1	Night	Javelina	Mammal	2	2	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	Southwest	17-Mar-21	3	30	3:30 AM	1	Night	Coyote	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	Northeast	23-Mar-21	2	27	2:27 AM	5	Night	Coyote	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	Northeast	25-Mar-21	0	38	12:38 AM	2	Night	Coyote	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	South	27-Mar-21	3	1	3:01 AM	1	Night	Coyote	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	Northeast	27-Mar-21	4	39	4:39 AM	3	Night	Coyote	Mammal	1	1	-	-	-
C8-WB-181.01	WB	C08	181.01	Repel	West	2-Apr-21	20	0	8:00 PM	5	Night	Javelina	Mammal	4	4	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	South	3-Apr-21	7	0	7:00 AM	1	Day	Coyote	Mammal	1	1	-	-	-
C14-EB-183.58	EB	C14	183.59	Repel	North	8-Apr-21	1	20	1:20 AM	3	Night	Gray Fox	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	East	8-Apr-21	14	44	2:44 PM	5	Day	Greater roadrunner	Avian	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	South	11-Apr-21	21	3	9:03 PM	4	Night	Gray Fox	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	North	15-Apr-21	7	13	7:13 AM	1	Day	Desert cottontail	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	North	18-Apr-21	2	24	2:24 AM	5	Night	Bobcat	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	East	29-Apr-21	21	26	9:26 PM	5	Night	Bobcat	Mammal	1	1	-	-	-
C8-WB-181.01	WB	C08	181.01	Repel	South	30-Apr-21	2	5	2:05 AM	2	Night	Coyote	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	East	1-May-21	3	16	3:16 AM	9	Night	Bobcat	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	South	1-May-21	23	21	11:21 PM	5	Night	Bobcat	Mammal	1	1	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	Northeast	7-May-21	0	56	12:56 AM	2	Night	Bobcat	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	Northwest	9-May-21	22	33	10:33 PM	1	Night	Coyote	Mammal	1	1	-	-	-
C13-WB-182.54	WB	C13	182.54	Repel	North	14-May-21	15	24	3:24 PM	1	Day	Coyote	Mammal	1	1	-	-	-
C17-EB-184.61	EB	C17	184.61	Repel	Northwest	22-May-21	6	46	6:46 AM	4	Day	Coyote	Mammal	2	2	-	-	-
C17-WB-184.61	WB	C17	184.61	Repel	South	23-May-21	1	18	1:18 AM	2	Night	Bobcat	Mammal	1	1	-	-	-

Notes: EB = eastbound; MP = milepost; UP = underpass; WB = westbound;

Appendix D
Wildlife Photos from Camera Monitoring



Photo 1. Bobcat captured at WB approach of Culvert C17. Third photo in a series of five.



Photo 2. Bobcat captured at EB approach of Culvert C17. Fifth photo in a series of five.



Photo 3. Bobcat captured at WB approach of Culvert C17. First photo in a series of two.



Photo 4. Single photo of a coyote at WB approach of Culvert C17. Although the Coyote appears to be approaching culvert entrance, no photos were captured on EB approach to confirm passage.



Photo 5. Single photo of a coyote at EB approach of Culvert C17.



Photo 6. Coyote captured at WB approach of Culvert C08. First photo in a series of two.



Photo 7. Single photo of a coyote at WB approach of Culvert C13.



Photo 8. One of two coyotes captured at EB side of Culvert C17. Fourth photo in a series of four.



Photo 9. Single photo of a desert cottontail rabbit at EB approach of Culvert C17.



Photo 10. Gray fox captured at EB approach of Culvert C14. First photo in a series of three.



Photo 11. Gray fox captured at EB approach of Culvert C17. Second photo in a series of four.



Photo 12. Greater roadrunner at WB approach of Culvert C17. Fourth photo in a series of five.



Photo 13. Single photo of two javelina at the WB approach of Culvert C08. Note the barbed wire fence in the photos foreground.



Photo 14. Three javelina at the EB approach of Culvert C08. First photo in a series of four. Note that the date is incorrect in this photo. Photo was actually taken on 2/26/2021.

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Appendix J. Farmland Information

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09/15/2021

Lou Maslyk
Senior NEPA Project Manager

Re: I-10 Corridor Study: SR 202_ to SR 347
Expansion and Modernization Proposal
Maricopa and Pinal Counties

Dear Mr. Maslyk:

The Natural Resources Conservation Service (NRCS) has reviewed information about a proposed I-10 Expansion and Modernization project in Maricopa and Pinal Counties, AZ, and acknowledge a request to determine whether the project has potential for environmental impacts that affect farmland as defined in Sec. (658.2 a) of the Code of Federal Regulations (CFR) dealing with the Farmland Protection Policy Act (FPPA).

The NRCS acts as the national Farmland Protection Policy Act (FPPA) steward in reviewing and documenting conversion of farmland (i.e., Prime, Statewide Importance, and /or Local Importance) to non-agricultural use when the project utilizes federal funds.

After reviewing the project proposal, the I-10 Expansion and Modernization project in Maricopa and Pinal Counties, AZ, the following is noted:

The land is subject to FPPA, and the land evaluation (LE) point score on the NRCS-CPA-106 form has a ranking score of 1.9 determined on a statewide basis.

If you have any questions, please contact me contact me at 602-280-8789 or via email at scott.woodall@usda.gov.

Sincerely,
ROBERT
WOODALL

Digitally signed by ROBERT
WOODALL
Date: 2021.10.18 17:41:21
-07'00'

Scott Woodall
State Resource Conservationist
Arizona NRCS

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 9/23/21	4. Sheet 1 of _____
1. Name of Project I-10 Corridor Study: SR 202_ to SR 347		5. Federal Agency Involved ADOT	
2. Type of Project Expansion & Modernization		6. County and State Maricopa & Pinal Counties, AZ	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 9/23/21	2. Person Completing Form Emily Yulga
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 910,883 1369	
5. Major Crop(s) Cotton, forage, wheat.	6. Farmable Land in Government Jurisdiction Acres: _____ %		7. Amount of Farmland As Defined in FPPA Acres: 5,379,361 %
8. Name Of Land Evaluation System Used WebSoilSurvey NCCPI Overall	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS 10/13/21

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	4,598			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	4,598	0	0	0

PART IV (To be completed by NRCS) Land Evaluation Information	
A. Total Acres Prime And Unique Farmland	3,599
B. Total Acres Statewide And Local Important Farmland	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	
	1.9

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
1. Area in Nonurban Use	15	15		
2. Perimeter in Nonurban Use	10	10		
3. Percent Of Corridor Being Farmed	20	5		
4. Protection Provided By State And Local Government	20	0		
5. Size of Present Farm Unit Compared To Average	10	10		
6. Creation Of Nonfarmable Farmland	25	0		
7. Availability Of Farm Support Services	5	5		
8. On-Farm Investments	20	20		
9. Effects Of Conversion On Farm Support Services	25	0		
10. Compatibility With Existing Agricultural Use	10	10		
TOTAL CORRIDOR ASSESSMENT POINTS	160	75	0	0

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	75	0	0
TOTAL POINTS (Total of above 2 lines)	260	75	0	0

1. Corridor Selected: Corridor A	2. Total Acres of Farmlands to be Converted by Project: 66.07	3. Date Of Selection: 11/12/20	4. Was A Local Site Assessment Used? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
--	---	--	---

5. Reason For Selection:
ADOT plans to widen the I-1- mainline throughout the corridor and make improvements to the existing traffic interchanges and crossroads that intersect with I-10.

DocuSigned by:

Signature of Person Completing this Part: _____ DATE: **11/19/2021**

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points



United States
Department of
Agriculture

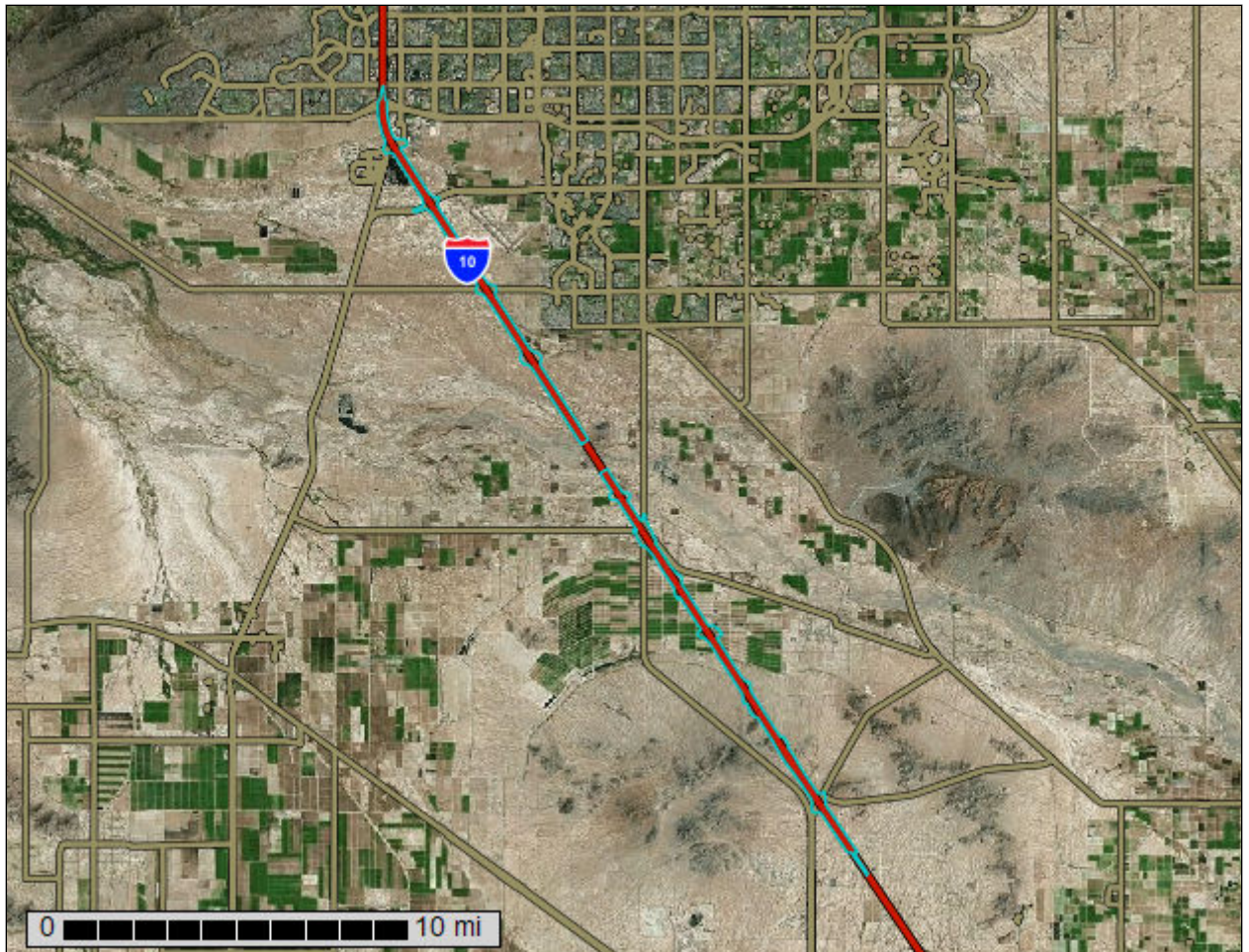
NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for Eastern Maricopa and Northern Pinal Counties Area, Arizona; Gila River Indian Reservation, Arizona, Parts of Maricopa and Pinal Counties; and Pinal County, Arizona, Western Part

I-10 Widening Prime Farmland and NCCPI



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

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scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

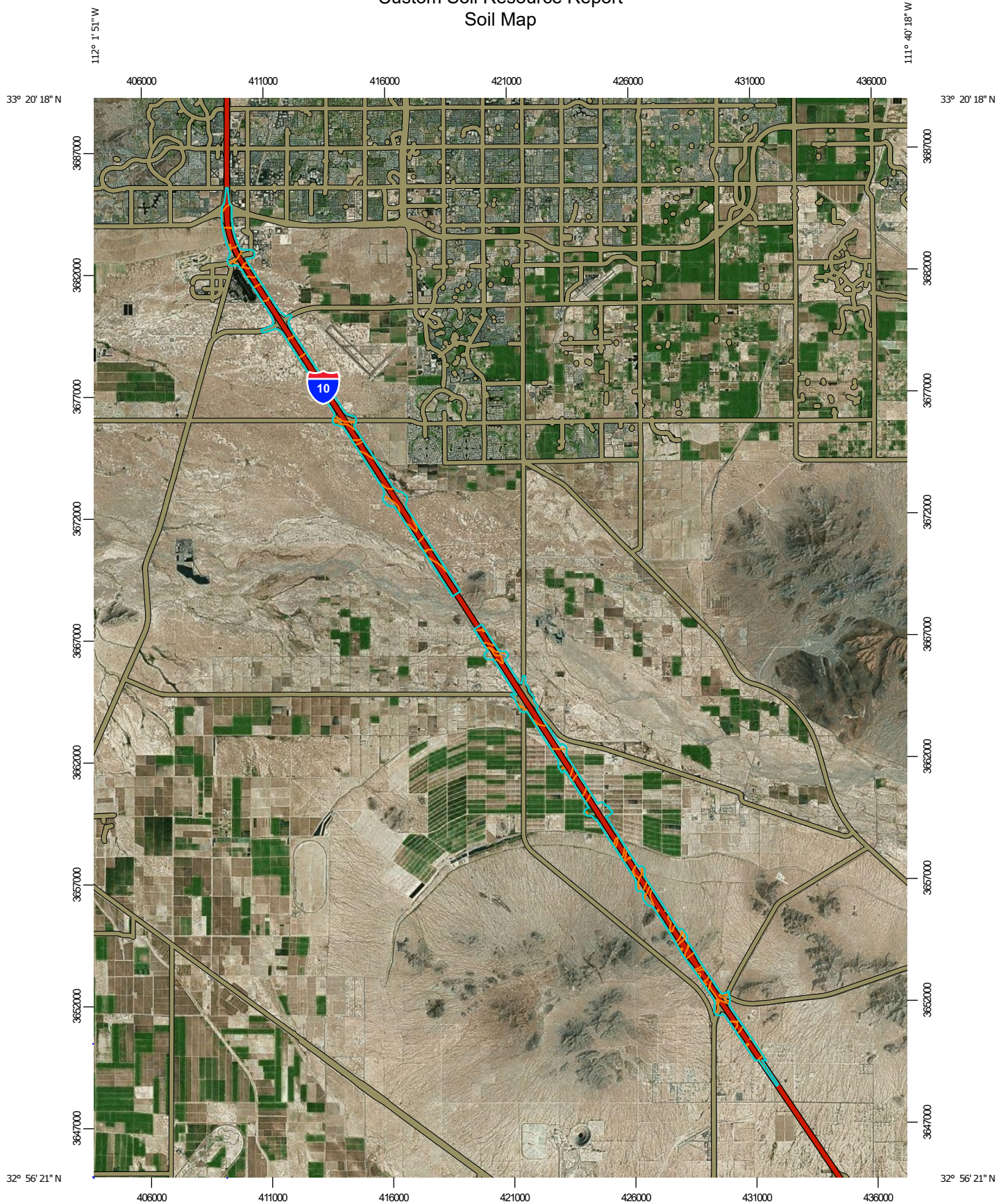
Custom Soil Resource Report

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

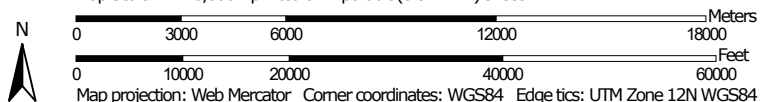
Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map




Map Scale: 1:216,000 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 12N WGS84

MAP LEGEND

 Area of Interest (AOI)	 Spoil Area
 Soils	 Stony Spot
 Soil Map Unit Polygons	 Very Stony Spot
 Soil Map Unit Lines	 Wet Spot
 Soil Map Unit Points	 Other
 Special Point Features	 Special Line Features
 Blowout	 Streams and Canals
 Borrow Pit	 Transportation
 Clay Spot	 Rails
 Closed Depression	 Interstate Highways
 Gravel Pit	 US Routes
 Gravelly Spot	 Major Roads
 Landfill	 Local Roads
 Lava Flow	 Background
 Marsh or swamp	 Aerial Photography
 Mine or Quarry	
 Miscellaneous Water	
 Perennial Water	
 Rock Outcrop	
 Saline Spot	
 Sandy Spot	
 Severely Eroded Spot	
 Sinkhole	
 Slide or Slip	
 Sodic Spot	

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at scales ranging from 1:20,000 to 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Eastern Maricopa and Northern Pinal Counties Area, Arizona
 Survey Area Data: Version 15, Sep 16, 2021

Soil Survey Area: Gila River Indian Reservation, Arizona, Parts of Maricopa and Pinal Counties
 Survey Area Data: Version 16, Sep 16, 2021

Soil Survey Area: Pinal County, Arizona, Western Part
 Survey Area Data: Version 18, Sep 16, 2021

Your area of interest (AOI) includes more than one soil survey area. These survey areas may have been mapped at different scales, with a different land use in mind, at different times, or at different levels of detail. This may result in map unit symbols, soil properties, and interpretations that do not completely agree across soil survey area boundaries.

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

MAP LEGEND

MAP INFORMATION

Date(s) aerial images were photographed: Jan 1, 1999—Dec 31, 2003

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Es	Estrella loam	35.0	0.8%
Mv	Mohall loam MLRA 40	86.7	1.9%
Subtotals for Soil Survey Area		121.7	2.6%
Totals for Area of Interest		4,597.9	100.0%

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
3	Carrizo-Momoli complex, 1 to 3 percent slopes	62.7	1.4%
6	Casa Grande clay loam, 0 to 1 percent slopes	1.4	0.0%
7	Casa Grande complex, 0 to 5 percent slopes	785.0	17.1%
8	Casa Grande fine sandy loam, 0 to 3 percent slopes	469.1	10.2%
13	Denure-Pahaka complex, 1 to 3 percent slopes	628.6	13.7%
14	Denure-Pahaka complex, 3 to 5 percent slopes	111.0	2.4%
15	Gadsden, Glenbar, and Vint soils, saline-sodic, 0 to 2 percent slopes	14.1	0.3%
16	Gadsden silty clay loam, saline-sodic, 0 to 2 percent slopes	138.9	3.0%
17	Glenbar silt loam, saline-sodic, 0 to 2 percent slopes	1.9	0.0%
19	Indio-Vint complex, saline-sodic, 0 to 3 percent slopes	33.3	0.7%
20	Kamato complex, 0 to 5 percent slopes	310.7	6.8%
26	Quilotosa-Momoli-Vaiva complex, 1 to 15 percent slopes	398.6	8.7%
27	Quilotosa-Rock outcrop-Vaiva complex, 20 to 65 percent slopes	31.2	0.7%
28	Redun-Shontik complex, 1 to 3 percent slopes	127.6	2.8%
30	Rositas-Casa Grande-Slickspots complex, 1 to 15 percent slopes	107.2	2.3%
31	Rositas loamy fine sand, sodic, 0 to 3 percent slopes	9.9	0.2%
32	Shontik-Redun complex, 0 to 3 percent slopes	161.3	3.5%

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Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
33	Tatai silt loam, 0 to 2 percent slopes	145.4	3.2%
36	Why-Brios complex, 0 to 2 percent slopes	311.2	6.8%
37	Yahana-Indio complex, saline-sodic, 0 to 3 percent slopes	408.6	8.9%
Subtotals for Soil Survey Area		4,257.6	92.6%
Totals for Area of Interest		4,597.9	100.0%

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
11	Coolidge sandy loam	25.7	0.6%
16	Denure sandy loam, 1 to 3 percent slopes	176.5	3.8%
30	Mohall sandy loam, 0 to 1 percent slopes	16.3	0.4%
Subtotals for Soil Survey Area		218.5	4.8%
Totals for Area of Interest		4,597.9	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor

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components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Eastern Maricopa and Northern Pinal Counties Area, Arizona

Es—Estrella loam

Map Unit Setting

National map unit symbol: 2whx9

Elevation: 800 to 1,600 feet

Mean annual precipitation: 7 to 10 inches

Mean annual air temperature: 70 to 72 degrees F

Frost-free period: 240 to 325 days

Farmland classification: Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Map Unit Composition

Estrella and similar soils: 90 percent

Minor components: 10 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Estrella

Setting

Landform: Alluvial fans, flood plains

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Tread

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Mixed fan alluvium and/or mixed stream alluvium

Typical profile

Ap - 0 to 11 inches: loam

C - 11 to 24 inches: loam

2Btkb - 24 to 48 inches: clay loam

2Bkb - 48 to 60 inches: gravelly clay loam

Properties and qualities

Slope: 0 to 1 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Runoff class: Low

Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: NoneRare

Frequency of ponding: Rare

Calcium carbonate, maximum content: 25 percent

Maximum salinity: Very slightly saline to slightly saline (2.0 to 4.0 mmhos/cm)

Sodium adsorption ratio, maximum: 13.0

Available water supply, 0 to 60 inches: High (about 10.3 inches)

Interpretive groups

Land capability classification (irrigated): 1

Land capability classification (nonirrigated): 7c

Hydrologic Soil Group: C

Ecological site: R040XB207AZ - Limy Fan 7"-10" p.z.

Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 10 percent
Hydric soil rating: No

Mv—Mohall loam MLRA 40

Map Unit Setting

National map unit symbol: 2rftk
Elevation: 1,000 to 1,990 feet
Mean annual precipitation: 6 to 10 inches
Mean annual air temperature: 68 to 74 degrees F
Frost-free period: 240 to 325 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Mohall and similar soils: 80 percent
Minor components: 20 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Mohall

Setting

Landform: Basin floors, fan terraces, stream terraces
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread, flat
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Mixed alluvium

Typical profile

Ap - 0 to 16 inches: loam
Bt - 16 to 24 inches: clay loam
Btk1 - 24 to 37 inches: clay loam
Btk2 - 37 to 43 inches: clay loam
Bk - 43 to 60 inches: sandy loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 30 percent
Maximum salinity: Very slightly saline to strongly saline (2.0 to 16.0 mmhos/cm)

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Sodium adsorption ratio, maximum: 13.0

Available water supply, 0 to 60 inches: High (about 9.9 inches)

Interpretive groups

Land capability classification (irrigated): 1

Land capability classification (nonirrigated): 7c

Hydrologic Soil Group: C

Ecological site: R040XB213AZ - Loamy Upland 7"-10" p.z.

Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 20 percent

Hydric soil rating: No

Gila River Indian Reservation, Arizona, Parts of Maricopa and Pinal Counties

3—Carrizo-Momoli complex, 1 to 3 percent slopes

Map Unit Setting

National map unit symbol: 1th1
Elevation: 1,160 to 1,800 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Carrizo and similar soils: 60 percent
Momoli and similar soils: 25 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Carrizo

Setting

Landform: Fan terraces
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Fan alluvium

Typical profile

C1 - 0 to 16 inches: gravelly sandy loam
C2 - 16 to 60 inches: stratified extremely cobbly loamy sand to very cobbly sand

Properties and qualities

Slope: 1 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to slightly saline (0.0 to 4.0 mmhos/cm)
Available water supply, 0 to 60 inches: Very low (about 2.4 inches)

Interpretive groups

Land capability classification (irrigated): 4s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: A
Ecological site: R040XB208AZ - Limy Upland, Deep 7"-10" p.z.
Hydric soil rating: No

Description of Momoli

Setting

Landform: Fan terraces
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Fan alluvium

Typical profile

A/Bk - 0 to 60 inches: extremely gravelly sandy loam

Properties and qualities

Slope: 1 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to slightly saline (0.0 to 4.0 mmhos/cm)
Sodium adsorption ratio, maximum: 13.0
Available water supply, 0 to 60 inches: Low (about 3.6 inches)

Interpretive groups

Land capability classification (irrigated): 4s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: A
Ecological site: R040XB208AZ - Limy Upland, Deep 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 15 percent
Hydric soil rating: No

6—Casa Grande clay loam, 0 to 1 percent slopes

Map Unit Setting

National map unit symbol: 1tjn
Elevation: 700 to 2,000 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Casa grande and similar soils: 100 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Casa Grande

Setting

Landform: Basin floors

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Dip

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Basin alluvium

Typical profile

A/Btknz - 0 to 15 inches: clay loam

Btknz - 15 to 60 inches: clay loam

Properties and qualities

Slope: 0 to 1 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: Rare

Calcium carbonate, maximum content: 20 percent

Gypsum, maximum content: 3 percent

Maximum salinity: Moderately saline to strongly saline (8.0 to 16.0 mmhos/cm)

Sodium adsorption ratio, maximum: 185.0

Available water supply, 0 to 60 inches: Low (about 5.1 inches)

Interpretive groups

Land capability classification (irrigated): 2s

Land capability classification (nonirrigated): 7s

Hydrologic Soil Group: C

Ecological site: R040XB223AZ - Clayey Upland, Saline 7"-10" p.z.

Hydric soil rating: No

7—Casa Grande complex, 0 to 5 percent slopes

Map Unit Setting

National map unit symbol: 1tjq

Elevation: 700 to 2,000 feet

Mean annual precipitation: 3 to 10 inches

Mean annual air temperature: 70 to 73 degrees F

Frost-free period: 240 to 350 days

Farmland classification: Farmland of unique importance

Map Unit Composition

Casa grande and similar soils: 50 percent

Casa grande and similar soils: 35 percent

Minor components: 15 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Casa Grande

Setting

Landform: Basin floors

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Dip

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Basin alluvium

Typical profile

A/Btknz - 0 to 10 inches: clay loam

Btknz - 10 to 60 inches: clay loam

Properties and qualities

Slope: 0 to 5 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: Rare

Calcium carbonate, maximum content: 20 percent

Gypsum, maximum content: 3 percent

Maximum salinity: Moderately saline to strongly saline (8.0 to 16.0 mmhos/cm)

Sodium adsorption ratio, maximum: 185.0

Available water supply, 0 to 60 inches: Low (about 5.0 inches)

Interpretive groups

Land capability classification (irrigated): 2e

Land capability classification (nonirrigated): 7e

Hydrologic Soil Group: C

Ecological site: R040XB223AZ - Clayey Upland, Saline 7"-10" p.z.

Hydric soil rating: No

Description of Casa Grande

Setting

Landform: Basin floors

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Dip

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Basin alluvium

Typical profile

An - 0 to 8 inches: fine sandy loam

Btknz - 8 to 40 inches: clay loam

2BCknz - 40 to 60 inches: sandy loam

Custom Soil Resource Report

Properties and qualities

Slope: 0 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: Rare
Calcium carbonate, maximum content: 20 percent
Gypsum, maximum content: 3 percent
Maximum salinity: Moderately saline to strongly saline (8.0 to 16.0 mmhos/cm)
Sodium adsorption ratio, maximum: 185.0
Available water supply, 0 to 60 inches: Low (about 4.3 inches)

Interpretive groups

Land capability classification (irrigated): 2e
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: C
Ecological site: R040XB225AZ - Loamy Upland, Saline 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 15 percent
Hydric soil rating: No

8—Casa Grande fine sandy loam, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 2tdtb
Elevation: 950 to 2,200 feet
Mean annual precipitation: 7 to 10 inches
Mean annual air temperature: 70 to 72 degrees F
Frost-free period: 240 to 325 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Casa grande and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Casa Grande

Setting

Landform: Basin floors
Landform position (three-dimensional): Dip
Down-slope shape: Linear

Custom Soil Resource Report

Across-slope shape: Linear
Parent material: Mixed alluvium

Typical profile

Ap - 0 to 13 inches: fine sandy loam
Btknz - 13 to 23 inches: sandy clay loam
Btkknz1 - 23 to 28 inches: sandy clay loam
Btkknz2 - 28 to 49 inches: sandy clay loam
2Bkknz - 49 to 60 inches: sandy clay loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: 13 to 23 inches to natric
Drainage class: Well drained
Runoff class: Low
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 25 percent
Gypsum, maximum content: 3 percent
Maximum salinity: Moderately saline to strongly saline (8.0 to 16.0 mmhos/cm)
Sodium adsorption ratio, maximum: 200.0
Available water supply, 0 to 60 inches: Very low (about 1.3 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 7c
Hydrologic Soil Group: C
Ecological site: R040XB225AZ - Loamy Upland, Saline 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 15 percent
Hydric soil rating: No

13—Denure-Pahaka complex, 1 to 3 percent slopes

Map Unit Setting

National map unit symbol: 1tgf
Elevation: 1,000 to 2,000 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Denure and similar soils: 55 percent

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Pahaka and similar soils: 25 percent

Minor components: 20 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Denure

Setting

Landform: Fan terraces

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Tread

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Fan alluvium

Typical profile

A/Bk - 0 to 49 inches: gravelly coarse sandy loam

2Btkb - 49 to 60 inches: very gravelly coarse sandy loam

Properties and qualities

Slope: 1 to 3 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum content: 10 percent

Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)

Available water supply, 0 to 60 inches: Low (about 5.5 inches)

Interpretive groups

Land capability classification (irrigated): 3s

Land capability classification (nonirrigated): 7s

Hydrologic Soil Group: A

Ecological site: R040XB207AZ - Limy Fan 7"-10" p.z.

Hydric soil rating: No

Description of Pahaka

Setting

Landform: Fan terraces

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Tread

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Fan alluvium

Typical profile

AB - 0 to 9 inches: loam

Bnw - 9 to 34 inches: fine sandy loam

2Btknzb - 34 to 60 inches: very gravelly sandy clay loam

Properties and qualities

Slope: 1 to 3 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Custom Soil Resource Report

Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum content: 10 percent

Maximum salinity: Slightly saline to strongly saline (4.0 to 16.0 mmhos/cm)

Sodium adsorption ratio, maximum: 30.0

Available water supply, 0 to 60 inches: Moderate (about 6.8 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 7c

Hydrologic Soil Group: C

Ecological site: R040XB207AZ - Limy Fan 7"-10" p.z.

Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 20 percent

Hydric soil rating: No

14—Denure-Pahaka complex, 3 to 5 percent slopes

Map Unit Setting

National map unit symbol: 1tgh

Elevation: 1,000 to 2,000 feet

Mean annual precipitation: 3 to 10 inches

Mean annual air temperature: 70 to 73 degrees F

Frost-free period: 240 to 350 days

Farmland classification: Not prime farmland

Map Unit Composition

Denure and similar soils: 40 percent

Pahaka and similar soils: 25 percent

Minor components: 35 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Denure

Setting

Landform: Fan terraces

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Tread

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Fan alluvium

Custom Soil Resource Report

Typical profile

A - 0 to 2 inches: very gravelly fine sandy loam
Bk - 2 to 47 inches: fine sandy loam
2Ck - 47 to 60 inches: very gravelly sandy loam

Properties and qualities

Slope: 3 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Low (about 5.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: A
Ecological site: R040XB207AZ - Limy Fan 7"-10" p.z.
Hydric soil rating: No

Description of Pahaka

Setting

Landform: Fan terraces
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Fan alluvium

Typical profile

A - 0 to 1 inches: very gravelly fine sandy loam
Bnw - 1 to 30 inches: gravelly loam
2Btknzb - 30 to 60 inches: gravelly clay loam

Properties and qualities

Slope: 3 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Slightly saline to strongly saline (4.0 to 16.0 mmhos/cm)
Sodium adsorption ratio, maximum: 30.0
Available water supply, 0 to 60 inches: Moderate (about 6.3 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7c

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Hydrologic Soil Group: C

Ecological site: R040XB207AZ - Limy Fan 7"-10" p.z.

Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 35 percent

Hydric soil rating: No

15—Gadsden, Glenbar, and Vint soils, saline-sodic, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 1tgk

Elevation: 940 to 1,400 feet

Mean annual precipitation: 3 to 10 inches

Mean annual air temperature: 70 to 73 degrees F

Frost-free period: 240 to 350 days

Farmland classification: Not prime farmland

Map Unit Composition

Gadsden and similar soils: 34 percent

Glenbar and similar soils: 33 percent

Vint and similar soils: 33 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Gadsden

Setting

Landform: Flood plains

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Dip

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Stream alluvium

Typical profile

A/C - 0 to 5 inches: silty clay loam

Cz - 5 to 60 inches: stratified silty clay loam to silty clay

Properties and qualities

Slope: 0 to 2 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: OccasionalNone

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Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Moderately saline to strongly saline (8.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 30.0
Available water supply, 0 to 60 inches: Low (about 4.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7w
Hydrologic Soil Group: C
Ecological site: R040XB227AZ - Saline Bottom 7"-10" p.z.
Hydric soil rating: No

Description of Glenbar

Setting

Landform: Flood plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stream alluvium

Typical profile

Anz - 0 to 3 inches: silt loam
Cnz - 3 to 60 inches: stratified silt loam to silty clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: OccasionalNone
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Moderately saline to strongly saline (8.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 30.0
Available water supply, 0 to 60 inches: Low (about 4.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7w
Hydrologic Soil Group: C
Ecological site: R040XB227AZ - Saline Bottom 7"-10" p.z.
Hydric soil rating: No

Description of Vint

Setting

Landform: Flood plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stream alluvium

Custom Soil Resource Report

Typical profile

C - 0 to 43 inches: loamy fine sand

Cz - 43 to 60 inches: stratified very fine sandy loam to silty clay

Properties and qualities

Slope: 0 to 2 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Somewhat excessively drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: OccasionalNone

Frequency of ponding: None

Calcium carbonate, maximum content: 5 percent

Maximum salinity: Moderately saline to strongly saline (8.0 to 32.0 mmhos/cm)

Sodium adsorption ratio, maximum: 30.0

Available water supply, 0 to 60 inches: Very low (about 3.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 7w

Hydrologic Soil Group: A

Ecological site: R040XB227AZ - Saline Bottom 7"-10" p.z.

Hydric soil rating: No

16—Gadsden silty clay loam, saline-sodic, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 1tgm

Elevation: 80 to 2,000 feet

Mean annual precipitation: 3 to 10 inches

Mean annual air temperature: 70 to 73 degrees F

Frost-free period: 240 to 350 days

Farmland classification: Farmland of unique importance

Map Unit Composition

Gadsden and similar soils: 100 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Gadsden

Setting

Landform: Flood plains

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Dip

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Stream alluvium

Typical profile

C - 0 to 2 inches: silty clay loam
Cz - 2 to 60 inches: silty clay

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Moderately saline to strongly saline (8.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 30.0
Available water supply, 0 to 60 inches: Low (about 4.2 inches)

Interpretive groups

Land capability classification (irrigated): 3s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: C
Ecological site: R040XB227AZ - Saline Bottom 7"-10" p.z.
Hydric soil rating: No

17—Glenbar silt loam, saline-sodic, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 1tgp
Elevation: 940 to 1,400 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Glenbar and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Glenbar

Setting

Landform: Flood plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stream alluvium

Typical profile

Anz - 0 to 4 inches: silt loam
Cnz - 4 to 60 inches: stratified silt loam to silty clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: OccasionalNone
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Moderately saline to strongly saline (8.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 30.0
Available water supply, 0 to 60 inches: Low (about 4.7 inches)

Interpretive groups

Land capability classification (irrigated): 2w
Land capability classification (nonirrigated): 7w
Hydrologic Soil Group: C
Ecological site: R040XB227AZ - Saline Bottom 7"-10" p.z.
Hydric soil rating: No

19—Indio-Vint complex, saline-sodic, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 1tgt
Elevation: 940 to 1,400 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Indio and similar soils: 50 percent
Vint and similar soils: 20 percent
Minor components: 30 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Indio

Setting

Landform: Flood plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stream alluvium

Typical profile

Anz - 0 to 3 inches: silt loam
Cnz - 3 to 60 inches: stratified very fine sandy loam to silt loam

Custom Soil Resource Report

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Strongly saline (16.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 200.0
Available water supply, 0 to 60 inches: Very low (about 2.6 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: C
Ecological site: R040XB225AZ - Loamy Upland, Saline 7"-10" p.z.
Hydric soil rating: No

Description of Vint

Setting

Landform: Flood plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stream alluvium

Typical profile

C - 0 to 10 inches: fine sandy loam
Cz1 - 10 to 43 inches: loamy fine sand
Cz2 - 43 to 60 inches: very fine sandy loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to strongly saline (1.0 to 16.0 mmhos/cm)
Sodium adsorption ratio, maximum: 30.0
Available water supply, 0 to 60 inches: Low (about 3.2 inches)

Interpretive groups

Land capability classification (irrigated): 3s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: B
Ecological site: R040XB226AZ - Sandy Loam Upland, Saline 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 30 percent
Hydric soil rating: No

20—Kamato complex, 0 to 5 percent slopes

Map Unit Setting

National map unit symbol: 1tgy
Elevation: 950 to 1,150 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Kamato and similar soils: 41 percent
Kamato and similar soils: 40 percent
Minor components: 19 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Kamato

Setting

Landform: Basin floors
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Basin alluvium

Typical profile

ABnz - 0 to 11 inches: fine sandy loam
Btknyz - 11 to 60 inches: clay loam

Properties and qualities

Slope: 1 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: Rare
Calcium carbonate, maximum content: 40 percent
Gypsum, maximum content: 10 percent
Maximum salinity: Strongly saline (16.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 108.0

Custom Soil Resource Report

Available water supply, 0 to 60 inches: Low (about 3.6 inches)

Interpretive groups

Land capability classification (irrigated): 3e

Land capability classification (nonirrigated): 7s

Hydrologic Soil Group: C

Ecological site: R040XB225AZ - Loamy Upland, Saline 7"-10" p.z.

Hydric soil rating: No

Description of Kamato

Setting

Landform: Basin floors

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Dip

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Basin alluvium

Typical profile

ABnz - 0 to 11 inches: clay loam

Btknyz - 11 to 60 inches: clay loam

Properties and qualities

Slope: 0 to 1 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: Rare

Calcium carbonate, maximum content: 40 percent

Gypsum, maximum content: 10 percent

Maximum salinity: Strongly saline (16.0 to 32.0 mmhos/cm)

Sodium adsorption ratio, maximum: 108.0

Available water supply, 0 to 60 inches: Very low (about 2.6 inches)

Interpretive groups

Land capability classification (irrigated): 2s

Land capability classification (nonirrigated): 7s

Hydrologic Soil Group: C

Ecological site: R040XB223AZ - Clayey Upland, Saline 7"-10" p.z.

Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 19 percent

Hydric soil rating: No

26—Quilotosa-Momoli-Vaiva complex, 1 to 15 percent slopes

Map Unit Setting

National map unit symbol: 1thb
Elevation: 1,200 to 1,700 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Not prime farmland

Map Unit Composition

Quilotosa and similar soils: 35 percent
Momoli and similar soils: 25 percent
Vaiva and similar soils: 15 percent
Minor components: 25 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Quilotosa

Setting

Landform: Hills
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Alluvium and/or colluvium

Typical profile

A - 0 to 7 inches: very gravelly sandy loam
Bw - 7 to 13 inches: extremely gravelly sandy loam
Crtk - 13 to 15 inches: bedrock
R - 15 to 60 inches: bedrock

Properties and qualities

Slope: 5 to 15 percent
Depth to restrictive feature: 4 to 20 inches to lithic bedrock; 4 to 20 inches to paralithic bedrock
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to low (0.00 to 0.01 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 8 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Very low (about 0.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Custom Soil Resource Report

Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: D
Ecological site: R040XB220AZ - Granitic Upland 7"-10" p.z.
Hydric soil rating: No

Description of Momoli

Setting

Landform: Fan terraces
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Fan alluvium

Typical profile

A - 0 to 3 inches: very gravelly sandy loam
Bw - 3 to 18 inches: very gravelly sandy loam
Bk - 18 to 47 inches: very gravelly coarse sandy loam
Cr - 47 to 52 inches: bedrock

Properties and qualities

Slope: 1 to 5 percent
Depth to restrictive feature: 40 to 60 inches to paralithic bedrock
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.06 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Very low (about 3.0 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: A
Ecological site: R040XB208AZ - Limy Upland, Deep 7"-10" p.z.
Hydric soil rating: No

Description of Vaiva

Setting

Landform: Hills
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Alluvium and/or colluvium

Typical profile

A - 0 to 1 inches: extremely gravelly sandy loam
Bt - 1 to 9 inches: very gravelly sandy clay loam
Crtk - 9 to 18 inches: bedrock
R - 18 to 60 inches: bedrock

Custom Soil Resource Report

Properties and qualities

Slope: 1 to 15 percent

Depth to restrictive feature: 8 to 20 inches to lithic bedrock; 8 to 20 inches to paralithic bedrock

Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): Very low to low (0.00 to 0.01 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum content: 10 percent

Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)

Available water supply, 0 to 60 inches: Very low (about 0.6 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 7s

Hydrologic Soil Group: D

Ecological site: R040XB220AZ - Granitic Upland 7"-10" p.z.

Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 25 percent

Hydric soil rating: No

27—Quilotosa-Rock outcrop-Vaiva complex, 20 to 65 percent slopes

Map Unit Setting

National map unit symbol: 1thd

Elevation: 1,150 to 3,100 feet

Mean annual precipitation: 3 to 10 inches

Mean annual air temperature: 70 to 73 degrees F

Frost-free period: 240 to 350 days

Farmland classification: Not prime farmland

Map Unit Composition

Quilotosa and similar soils: 50 percent

Rock outcrop: 30 percent

Vaiva and similar soils: 10 percent

Minor components: 10 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Quilotosa

Setting

Landform: Mountains, hills
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Mountainflank, side slope
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Alluvium and/or colluvium

Typical profile

A - 0 to 1 inches: extremely gravelly sandy loam
Bw - 1 to 9 inches: extremely gravelly sandy loam
Crtk - 9 to 16 inches: bedrock
R - 16 to 26 inches: bedrock

Properties and qualities

Slope: 20 to 65 percent
Depth to restrictive feature: 4 to 20 inches to lithic bedrock; 4 to 20 inches to paralithic bedrock
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to low (0.00 to 0.01 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 8 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Very low (about 0.5 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: D
Ecological site: R040XB206AZ - Shallow Hills 7"-10" p.z.
Hydric soil rating: No

Description of Vaiva

Setting

Landform: Mountains, hills
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Mountainflank, side slope
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Alluvium and/or colluvium

Typical profile

A - 0 to 1 inches: extremely gravelly sandy loam
Bt - 1 to 8 inches: extremely gravelly sandy clay loam
Crtk - 8 to 18 inches: bedrock
R - 18 to 60 inches: bedrock

Properties and qualities

Slope: 20 to 25 percent
Depth to restrictive feature: 6 to 20 inches to paralithic bedrock; 8 to 20 inches to lithic bedrock

Custom Soil Resource Report

Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to low (0.00 to 0.01 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Very low (about 0.5 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: D
Ecological site: R040XB206AZ - Shallow Hills 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 10 percent
Hydric soil rating: No

28—Redun-Shontik complex, 1 to 3 percent slopes

Map Unit Setting

National map unit symbol: 1thg
Elevation: 1,000 to 1,450 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Redun and similar soils: 50 percent
Shontik and similar soils: 40 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Redun

Setting

Landform: Fan terraces
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Fan alluvium

Custom Soil Resource Report

Typical profile

Anz - 0 to 4 inches: fine sandy loam

Bnz - 4 to 60 inches: sandy loam

Properties and qualities

Slope: 1 to 3 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum content: 10 percent

Maximum salinity: Strongly saline (16.0 to 32.0 mmhos/cm)

Sodium adsorption ratio, maximum: 132.0

Available water supply, 0 to 60 inches: Very low (about 2.0 inches)

Interpretive groups

Land capability classification (irrigated): 2s

Land capability classification (nonirrigated): 7s

Hydrologic Soil Group: C

Ecological site: R040XB226AZ - Sandy Loam Upland, Saline 7"-10" p.z.

Hydric soil rating: No

Description of Shontik

Setting

Landform: Fan terraces

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Tread

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Fan alluvium

Typical profile

Anz - 0 to 3 inches: fine sandy loam

Bnw - 3 to 21 inches: sandy loam

2Btknzb - 21 to 60 inches: loam

Properties and qualities

Slope: 1 to 3 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum content: 20 percent

Maximum salinity: Strongly saline (16.0 to 32.0 mmhos/cm)

Sodium adsorption ratio, maximum: 80.0

Available water supply, 0 to 60 inches: Very low (about 2.9 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 7s

Custom Soil Resource Report

Hydrologic Soil Group: C

Ecological site: R040XB226AZ - Sandy Loam Upland, Saline 7"-10" p.z.

Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 10 percent

Hydric soil rating: No

30—Rositas-Casa Grande-Slickspots complex, 1 to 15 percent slopes

Map Unit Setting

National map unit symbol: 1thn

Elevation: 1,000 to 1,200 feet

Mean annual precipitation: 3 to 10 inches

Mean annual air temperature: 70 to 73 degrees F

Frost-free period: 240 to 350 days

Farmland classification: Not prime farmland

Map Unit Composition

Rositas and similar soils: 32 percent

Casa grande and similar soils: 31 percent

Slickspot: 30 percent

Minor components: 7 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Rositas

Setting

Landform: Dunes

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Tread

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Eolian sands

Typical profile

Cn1 - 0 to 8 inches: sand

Cn2 - 8 to 60 inches: stratified sand to loamy fine sand

Properties and qualities

Slope: 1 to 15 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Somewhat excessively drained

Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Custom Soil Resource Report

Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to slightly saline (0.0 to 4.0 mmhos/cm)
Sodium adsorption ratio, maximum: 13.0
Available water supply, 0 to 60 inches: Low (about 4.0 inches)

Interpretive groups

Land capability classification (irrigated): 3e
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A
Ecological site: R040XB224AZ - Sandy Upland, Saline 7"-10" p.z.
Hydric soil rating: No

Description of Casa Grande

Setting

Landform: Basin floors
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Dip
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Basin alluvium

Typical profile

A/Btknz1 - 0 to 3 inches: silt loam
Btknz2 - 3 to 60 inches: clay loam

Properties and qualities

Slope: 1 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 20 percent
Gypsum, maximum content: 3 percent
Maximum salinity: Moderately saline to strongly saline (8.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 185.0
Available water supply, 0 to 60 inches: Low (about 4.9 inches)

Interpretive groups

Land capability classification (irrigated): 3s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: C
Ecological site: R040XB225AZ - Loamy Upland, Saline 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 7 percent
Hydric soil rating: No

31—Rositas loamy fine sand, sodic, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 1thq
Elevation: 1,000 to 2,000 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Rositas and similar soils: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Rositas

Setting

Landform: Dunes
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Eolian sands

Typical profile

Cn1 - 0 to 1 inches: loamy fine sand
Cn2 - 1 to 60 inches: stratified sand to loamy fine sand

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to slightly saline (0.0 to 4.0 mmhos/cm)
Sodium adsorption ratio, maximum: 13.0
Available water supply, 0 to 60 inches: Low (about 4.2 inches)

Interpretive groups

Land capability classification (irrigated): 3e
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A
Ecological site: R040XB224AZ - Sandy Upland, Saline 7"-10" p.z.
Hydric soil rating: No

32—Shontik-Redun complex, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 1ths
Elevation: 1,000 to 1,450 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Shontik and similar soils: 50 percent
Redun and similar soils: 35 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Shontik

Setting

Landform: Stream terraces
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Stream alluvium

Typical profile

Anz - 0 to 9 inches: fine sandy loam
Bnw - 9 to 28 inches: fine sandy loam
2Btknzb - 28 to 60 inches: clay loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 20 percent
Maximum salinity: Strongly saline (16.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 80.0
Available water supply, 0 to 60 inches: Low (about 3.2 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: C
Ecological site: R040XB226AZ - Sandy Loam Upland, Saline 7"-10" p.z.
Hydric soil rating: No

Description of Redun

Setting

Landform: Stream terraces
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Stream alluvium

Typical profile

Anz - 0 to 6 inches: fine sandy loam
Bnz - 6 to 60 inches: sandy loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Strongly saline (16.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 132.0
Available water supply, 0 to 60 inches: Very low (about 2.1 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: C
Ecological site: R040XB226AZ - Sandy Loam Upland, Saline 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 15 percent
Hydric soil rating: No

33—Tatai silt loam, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 1thv
Elevation: 1,000 to 2,000 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days

Custom Soil Resource Report

Farmland classification: Farmland of unique importance

Map Unit Composition

Tatai and similar soils: 100 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Tatai

Setting

Landform: Stream terraces

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Tread

Down-slope shape: Convex

Across-slope shape: Convex

Parent material: Stream alluvium

Typical profile

A - 0 to 6 inches: silt loam

Bnw - 6 to 24 inches: silt loam

2Btknzb - 24 to 60 inches: loam

Properties and qualities

Slope: 0 to 2 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Calcium carbonate, maximum content: 14 percent

Maximum salinity: Moderately saline to strongly saline (8.0 to 32.0 mmhos/cm)

Sodium adsorption ratio, maximum: 13.0

Available water supply, 0 to 60 inches: Low (about 3.3 inches)

Interpretive groups

Land capability classification (irrigated): 2s

Land capability classification (nonirrigated): 7s

Hydrologic Soil Group: C

Ecological site: R040XB225AZ - Loamy Upland, Saline 7"-10" p.z.

Hydric soil rating: No

36—Why-Brios complex, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 1tj1

Elevation: 170 to 2,200 feet

Mean annual precipitation: 3 to 10 inches

Mean annual air temperature: 70 to 73 degrees F

Frost-free period: 240 to 350 days

Farmland classification: Not prime farmland

Map Unit Composition

Why and similar soils: 60 percent

Brios and similar soils: 30 percent

Minor components: 10 percent

Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Why

Setting

Landform: Alluvial fans

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Tread

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Fan alluvium

Typical profile

A/Bw - 0 to 12 inches: coarse sand

Bk - 12 to 60 inches: gravelly coarse sandy loam

Properties and qualities

Slope: 0 to 2 percent

Depth to restrictive feature: More than 80 inches

Drainage class: Somewhat excessively drained

Capacity of the most limiting layer to transmit water (Ksat): High (1.98 to 5.95 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: NoneOccasional

Frequency of ponding: None

Calcium carbonate, maximum content: 22 percent

Maximum salinity: Nonsaline to slightly saline (0.0 to 4.0 mmhos/cm)

Sodium adsorption ratio, maximum: 13.0

Available water supply, 0 to 60 inches: Low (about 5.4 inches)

Interpretive groups

Land capability classification (irrigated): 4e

Land capability classification (nonirrigated): 7e

Hydrologic Soil Group: A

Ecological site: R040XB216AZ - Sandy Wash 7"-10" p.z.

Hydric soil rating: No

Description of Brios

Setting

Landform: Alluvial fans

Landform position (two-dimensional): Summit

Landform position (three-dimensional): Tread

Down-slope shape: Linear

Across-slope shape: Linear

Parent material: Fan alluvium

Typical profile

C - 0 to 12 inches: coarse sandy loam

Ck - 12 to 60 inches: stratified gravelly coarse sand to fine sandy loam

Properties and qualities

Slope: 0 to 2 percent

Custom Soil Resource Report

Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (5.95 to 19.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: OccasionalNone
Frequency of ponding: None
Calcium carbonate, maximum content: 1 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Low (about 3.6 inches)

Interpretive groups

Land capability classification (irrigated): 4w
Land capability classification (nonirrigated): 7w
Hydrologic Soil Group: A
Ecological site: R040XB216AZ - Sandy Wash 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 10 percent
Hydric soil rating: No

37—Yahana-Indio complex, saline-sodic, 0 to 3 percent slopes

Map Unit Setting

National map unit symbol: 1tj3
Elevation: 940 to 1,400 feet
Mean annual precipitation: 3 to 10 inches
Mean annual air temperature: 70 to 73 degrees F
Frost-free period: 240 to 350 days
Farmland classification: Farmland of unique importance

Map Unit Composition

Yahana and similar soils: 75 percent
Indio and similar soils: 15 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Yahana

Setting

Landform: Flood plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stream alluvium

Custom Soil Resource Report

Typical profile

Anz - 0 to 2 inches: silt loam
B/Cnz - 2 to 60 inches: stratified silt loam to silty clay

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Strongly saline (16.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 393.0
Available water supply, 0 to 60 inches: Low (about 3.0 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: C
Ecological site: R040XB223AZ - Clayey Upland, Saline 7"-10" p.z.
Hydric soil rating: No

Description of Indio

Setting

Landform: Flood plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Dip
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Stream alluvium

Typical profile

A/Cnz - 0 to 17 inches: very fine sandy loam
Cnz - 17 to 60 inches: stratified very fine sandy loam to silt loam

Properties and qualities

Slope: 0 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Strongly saline (16.0 to 32.0 mmhos/cm)
Sodium adsorption ratio, maximum: 200.0
Available water supply, 0 to 60 inches: Low (about 3.7 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: C

Custom Soil Resource Report

Ecological site: R040XB225AZ - Loamy Upland, Saline 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 10 percent
Hydric soil rating: No

Pinal County, Arizona, Western Part

11—Coolidge sandy loam

Map Unit Setting

National map unit symbol: 1spy
Elevation: 1,130 to 1,990 feet
Mean annual precipitation: 6 to 8 inches
Mean annual air temperature: 68 to 72 degrees F
Frost-free period: 240 to 325 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Coolidge and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Coolidge

Setting

Landform: Stream terraces, fan terraces
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Mixed stream and fan alluvium

Typical profile

A - 0 to 7 inches: sandy loam
Bk1 - 7 to 44 inches: sandy loam
Bk2 - 44 to 60 inches: sandy clay loam

Properties and qualities

Slope: 0 to 1 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 30 percent
Maximum salinity: Slightly saline to moderately saline (4.0 to 8.0 mmhos/cm)
Sodium adsorption ratio, maximum: 40.0
Available water supply, 0 to 60 inches: Moderate (about 7.7 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: A
Ecological site: R040XB207AZ - Limy Fan 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 15 percent
Hydric soil rating: No

16—Denure sandy loam, 1 to 3 percent slopes

Map Unit Setting

National map unit symbol: 1sq3
Elevation: 1,130 to 1,990 feet
Mean annual precipitation: 6 to 8 inches
Mean annual air temperature: 68 to 72 degrees F
Frost-free period: 240 to 325 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Denure and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Denure

Setting

Landform: Fan terraces
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Mixed fan alluvium

Typical profile

A - 0 to 2 inches: sandy loam
Bk - 2 to 54 inches: sandy loam
2Btk - 54 to 60 inches: sandy clay loam

Properties and qualities

Slope: 1 to 3 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 30 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Moderate (about 7.4 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 7s
Hydrologic Soil Group: A
Ecological site: R040XB207AZ - Limy Fan 7"-10" p.z.
Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 15 percent
Hydric soil rating: No

30—Mohall sandy loam, 0 to 1 percent slopes

Map Unit Setting

National map unit symbol: 2x7ms
Elevation: 1,000 to 2,000 feet
Mean annual precipitation: 7 to 10 inches
Mean annual air temperature: 70 to 72 degrees F
Frost-free period: 240 to 325 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Mohall and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Mohall

Setting

Landform: Basin floors, fan remnants, stream terraces, alluvial fans
Landform position (three-dimensional): Tread, rise
Down-slope shape: Convex, linear
Across-slope shape: Convex, linear
Parent material: Mixed alluvium derived from igneous, metamorphic and sedimentary rock

Typical profile

Ap - 0 to 16 inches: sandy loam
Bt - 16 to 24 inches: clay loam
Btkk1 - 24 to 37 inches: clay loam
Btkk2 - 37 to 43 inches: clay loam
Bkk - 43 to 60 inches: sandy loam

Properties and qualities

Slope: 0 to 1 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Runoff class: Low

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Capacity of the most limiting layer to transmit water (Ksat): Moderately high (0.20 to 0.57 in/hr)

Depth to water table: More than 80 inches

Frequency of flooding: RareNone

Frequency of ponding: None

Calcium carbonate, maximum content: 30 percent

Gypsum, maximum content: 3 percent

Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)

Available water supply, 0 to 60 inches: Moderate (about 8.3 inches)

Interpretive groups

Land capability classification (irrigated): 1w

Land capability classification (nonirrigated): 7c

Hydrologic Soil Group: C

Ecological site: R040XB218AZ - Sandy Loam Upland 7"-10" p.z.

Hydric soil rating: No

Minor Components

Unnamed soils

Percent of map unit: 15 percent

Hydric soil rating: No

Soil Information for All Uses

Soil Reports

The Soil Reports section includes various formatted tabular and narrative reports (tables) containing data for each selected soil map unit and each component of each unit. No aggregation of data has occurred as is done in reports in the Soil Properties and Qualities and Suitabilities and Limitations sections.

The reports contain soil interpretive information as well as basic soil properties and qualities. A description of each report (table) is included.

Land Classifications

This folder contains a collection of tabular reports that present a variety of soil groupings. The reports (tables) include all selected map units and components for each map unit. Land classifications are specified land use and management groupings that are assigned to soil areas because combinations of soil have similar behavior for specified practices. Most are based on soil properties and other factors that directly influence the specific use of the soil. Example classifications include ecological site classification, farmland classification, irrigated and nonirrigated land capability classification, and hydric rating.

Prime and other Important Farmlands

This table lists the map units in the survey area that are considered important farmlands. Important farmlands consist of prime farmland, unique farmland, and farmland of statewide or local importance. This list does not constitute a recommendation for a particular land use.

In an effort to identify the extent and location of important farmlands, the Natural Resources Conservation Service, in cooperation with other interested Federal, State, and local government organizations, has inventoried land that can be used for the production of the Nation's food supply.

Prime farmland is of major importance in meeting the Nation's short- and long-range needs for food and fiber. Because the supply of high-quality farmland is limited, the U.S. Department of Agriculture recognizes that responsible levels of government, as well as individuals, should encourage and facilitate the wise use of our Nation's prime farmland.

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Prime farmland, as defined by the U.S. Department of Agriculture, is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses. It could be cultivated land, pastureland, forestland, or other land, but it is not urban or built-up land or water areas. The soil quality, growing season, and moisture supply are those needed for the soil to economically produce sustained high yields of crops when proper management, including water management, and acceptable farming methods are applied. In general, prime farmland has an adequate and dependable supply of moisture from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, an acceptable salt and sodium content, and few or no rocks. The water supply is dependable and of adequate quality. Prime farmland is permeable to water and air. It is not excessively erodible or saturated with water for long periods, and it either is not frequently flooded during the growing season or is protected from flooding. Slope ranges mainly from 0 to 6 percent. More detailed information about the criteria for prime farmland is available at the local office of the Natural Resources Conservation Service.

For some of the soils identified in the table as prime farmland, measures that overcome a hazard or limitation, such as flooding, wetness, and droughtiness, are needed. Onsite evaluation is needed to determine whether or not the hazard or limitation has been overcome by corrective measures.

A recent trend in land use in some areas has been the loss of some prime farmland to industrial and urban uses. The loss of prime farmland to other uses puts pressure on marginal lands, which generally are more erodible, droughty, and less productive and cannot be easily cultivated.

Unique farmland is land other than prime farmland that is used for the production of specific high-value food and fiber crops, such as citrus, tree nuts, olives, cranberries, and other fruits and vegetables. It has the special combination of soil quality, growing season, moisture supply, temperature, humidity, air drainage, elevation, and aspect needed for the soil to economically produce sustainable high yields of these crops when properly managed. The water supply is dependable and of adequate quality. Nearness to markets is an additional consideration. Unique farmland is not based on national criteria. It commonly is in areas where there is a special microclimate, such as the wine country in California.

In some areas, land that does not meet the criteria for prime or unique farmland is considered to be *farmland of statewide importance* for the production of food, feed, fiber, forage, and oilseed crops. The criteria for defining and delineating farmland of statewide importance are determined by the appropriate State agencies. Generally, this land includes areas of soils that nearly meet the requirements for prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some areas may produce as high a yield as prime farmland if conditions are favorable. Farmland of statewide importance may include tracts of land that have been designated for agriculture by State law.

In some areas that are not identified as having national or statewide importance, land is considered to be *farmland of local importance* for the production of food, feed, fiber, forage, and oilseed crops. This farmland is identified by the appropriate local agencies. Farmland of local importance may include tracts of land that have been designated for agriculture by local ordinance.

Report—Prime and other Important Farmlands

Custom Soil Resource Report

Prime and other Important Farmlands—Eastern Maricopa and Northern Pinal Counties Area, Arizona		
Map Symbol	Map Unit Name	Farmland Classification
Es	Estrella loam	Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
Mv	Mohall loam MLRA 40	Prime farmland if irrigated

Prime and other Important Farmlands—Gila River Indian Reservation, Arizona, Parts of Maricopa and Pinal Counties		
Map Symbol	Map Unit Name	Farmland Classification
3	Carrizo-Momoli complex, 1 to 3 percent slopes	Farmland of unique importance
6	Casa Grande clay loam, 0 to 1 percent slopes	Farmland of unique importance
7	Casa Grande complex, 0 to 5 percent slopes	Farmland of unique importance
8	Casa Grande fine sandy loam, 0 to 3 percent slopes	Farmland of unique importance
13	Denure-Pahaka complex, 1 to 3 percent slopes	Prime farmland if irrigated
14	Denure-Pahaka complex, 3 to 5 percent slopes	Not prime farmland
15	Gadsden, Glenbar, and Vint soils, saline-sodic, 0 to 2 percent slopes	Not prime farmland
16	Gadsden silty clay loam, saline-sodic, 0 to 2 percent slopes	Farmland of unique importance
17	Glenbar silt loam, saline-sodic, 0 to 2 percent slopes	Farmland of unique importance
19	Indio-Vint complex, saline-sodic, 0 to 3 percent slopes	Farmland of unique importance
20	Kamato complex, 0 to 5 percent slopes	Farmland of unique importance
26	Quilotosa-Momoli-Vaiva complex, 1 to 15 percent slopes	Not prime farmland
27	Quilotosa-Rock outcrop-Vaiva complex, 20 to 65 percent slopes	Not prime farmland
28	Redun-Shontik complex, 1 to 3 percent slopes	Farmland of unique importance
30	Rositas-Casa Grande-Slickspots complex, 1 to 15 percent slopes	Not prime farmland
31	Rositas loamy fine sand, sodic, 0 to 3 percent slopes	Farmland of unique importance
32	Shontik-Redun complex, 0 to 3 percent slopes	Farmland of unique importance
33	Tatai silt loam, 0 to 2 percent slopes	Farmland of unique importance
36	Why-Brios complex, 0 to 2 percent slopes	Not prime farmland
37	Yahana-Indio complex, saline-sodic, 0 to 3 percent slopes	Farmland of unique importance

Prime and other Important Farmlands—Pinal County, Arizona, Western Part		
Map Symbol	Map Unit Name	Farmland Classification
11	Coolidge sandy loam	Prime farmland if irrigated
16	Denure sandy loam, 1 to 3 percent slopes	Prime farmland if irrigated
30	Mohall sandy loam, 0 to 1 percent slopes	Prime farmland if irrigated

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- United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. <http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084>

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Appendix K. Hazardous Materials Information

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Draft Preliminary Initial Site Assessment

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

Maricopa and Pinal Counties, Arizona

*ADOT Project Nos. F0252 01L and F0252 02L
Federal Aid No. 010-C(222)S*

October 2019

ADOT Approved
Ed Green
25 Oct 19

No further assessment for Hazardous Material recommended under the current project scope.

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

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October 11, 2019

Mr. Ed Green, Hazardous Materials Coordinator
Environmental Planning
Arizona Department of Transportation
1611 West Jackson Street, MD EM02
Phoenix, AZ 85007-3212

Re: Preliminary Initial Site Assessment (PISA) Report Submittal
I-10, SR 202L (Santan) to SR 387, MP 161.0 to MP 187.1
Maricopa and Pinal Counties, Arizona
ADOT TRACS Nos. 010 MA F0252 01L and 010 MA F0252 02L

Dear Mr. Green:

HDR Engineering, Inc. (HDR), is pleased to provide you with the above-referenced PISA report. The attached report presents our methodology, findings, opinions, conclusions, and recommendations regarding environmental conditions within the proposed project limits.

HDR appreciates the opportunity to serve the Arizona Department of Transportation and the design team on this important project. If you have any questions or comments, please feel free to contact us at (602) 522-7700.

Cordially,

HDR ENGINEERING, INC.



Kelly W. Kading, CPG
Senior Professional Associate

Distribution: Addressee: 2 Unbound Originals and CD in PDF Format

cc: Audrey Unger, Brian Bombardier, HDR Engineering, Inc.

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Appendices

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1 Introduction

HDR Engineering, Inc. (HDR), was contracted by the Arizona Department of Transportation (ADOT) to perform a Preliminary Initial Site Assessment (PISA) of a segment of Interstate 10 (I-10) for a planned capacity improvement project. The project termini are milepost (MP) 161.0 to MP 187.1. The project area is located in the cities of Phoenix and Chandler in Maricopa County, Arizona, and in the Gila River Indian Community and city of Casa Grande in Pinal County, Arizona. Figure 1 shows the location of the project corridor within the state, and Figure 2 shows the project vicinity. The following sections detail the purpose and scope of the PISA, the investigation methodology, the location and scope of the proposed I-10 project, the area's topography and geology, the identified sites of concern, the recommendations for future activities, and the limitations and exceptions associated with the PISA.

2 Purpose and Scope of the PISA

ADOT uses a systematic investigative approach to identify potential hazardous material sites along transportation corridors. The first step in this process is the PISA. The purpose of the PISA is to identify sites located in or adjacent to the project area with potential hazardous materials impacts. The PISA includes a site reconnaissance performed by an Environmental Professional, as defined by American Society for Testing and Materials (ASTM) E 1527-13, supplemented by an electronic database search of the project area. The PISA is limited to observable conditions that indicate to the Environmental Professional whether the site offers sufficient risk to continue investigating in later steps. Alternatively, if sites that appear on electronic database lists indicate hazardous materials impacts, the assessor may recommend further investigation. Historical research into the past uses of the subject corridor, or past use of any property within the project area, is not included in the PISA step, and is reserved for the next investigatory step, the Initial Site Assessment (ISA). In some instances, aerial photographs are reviewed if readily available.

Because of the limitations inherent in the PISA scope of work, it does not conform to (and is not intended to conform to) the ASTM 1527 series of standards designed to codify content of "Phase I" type reports. The ADOT ISA scope of work conforms to the ASTM 1527 standard.

3 Investigation Methodology

For the performance of ADOT PISAs, HDR employs a relative risk ranking system that includes several investigation elements. Each element of the investigative process uses a different set of criteria to assess the risk of hazardous materials present in association with a specific site or location. For a typical PISA scope of work, HDR uses the following investigation elements in arriving at a risk ranking for a given site:

1. **Environmental records review** – Environmental Data Resources, Inc. (EDR), was contracted by HDR to complete an environmental database search for the project corridor. EDR specializes in searching geographically coded environmental records from state and federal environmental agencies with jurisdiction. HDR provided EDR with the project boundaries and search parameters (radius of concern) as a reference. The database report contains a map and a report of pertinent environmental records found for the specified area. This information source is limited in that reliable environmental records did not exist prior to approximately 1988, and not all sites (current or historic) have been identified by regulatory agencies. *HDR ordered a corridor report from EDR of Southport, Connecticut (a preferred provider of automated database review products). The report was produced by EDR on July 31, 2019, and included federal, state, local, and tribal databases, as well as EDR proprietary databases.*
2. **Site reconnaissance** – HDR personnel is trained and experienced in identifying sites that may have the potential to adversely affect the subsurface through releases of hazardous materials to the soil or groundwater media. HDR performs a visual reconnaissance of the project area and, if applicable, collects photographic documentation of the sites of concern. *For this project, HDR performed site visits on August 16 and September 2, 2019.*
3. **Aerial photography review** – Although the history of a project area is not generally included in a PISA level of effort, HDR includes a review of historic aerial photographs when they are readily available. This data source provides HDR with valuable information regarding the development history of the project area and with former land use information for specific properties. The aerial photography review also provides an important verification step for sites identified through the other two investigatory tools. *Historic aerial photographs from 1993, 2005, and 2015 were reviewed for this project.*

Once the three elements of the investigation process have been completed, HDR categorizes identified sites using a subjective risk ranking system using a low-moderate-high classification. The following paragraphs provide general descriptions of low-, moderate-, and high-risk sites.

Low-risk sites are sites that have few indications of potential for release of hazardous materials. On some occasions, sites that have had a hazardous materials issue in the past, but have been remediated with approval of the local or state environmental agency (or federal Environmental Protection Agency) may qualify as low-risk. Examples of low-risk sites include undeveloped or agricultural property, residential property, or benign commercial properties such as office buildings, banks, or theaters.

Moderate-risk sites are sites that have some indications of possible hazardous materials issues. A moderate-risk site may appear on a database list as having a permit to handle hazardous materials, but has recorded no violations to date. Another way that a site could be interpreted as moderate-risk would be if the environmental records search indicated no listing, but the site is an auto repair facility with visible

surface staining. Examples of moderate-risk sites include auto repair garages, welding shops, or a vacant manufacturing facility with no listing in the environmental database report.

High-risk sites are sites that have a high potential for releasing hazardous materials to the soil or groundwater, or have a recorded release issue. Examples of high-risk sites include current service stations, violation sites listed in the environmental database, or a known release such as the site of a train derailment with associated hazardous materials release.

When HDR assigns a risk category to a site, the risk ranking criteria are reviewed and concurred with by at least one senior hazardous materials specialist. HDR understands that subjective criteria must be cross-reviewed for accuracy and adherence to our internal quality assurance standards.

4 Location and Scope of the Transportation Project

The project is proposing to add capacity to I-10 from MP 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387. The approximately 26-mile corridor is located primarily within the Gila River Indian Community and also within the cities of Phoenix and Chandler in Maricopa County and the city of Casa Grande in Pinal County (Figures 1 and 2). The segment of I-10 between MP 172.6 and 173.6 (the bridge over the Gila River) is excluded from this project, but will be addressed under a separate project.

I-10 at the SR 202L TI is an urban freeway with six 12-foot-wide lanes in each direction—three northbound and three southbound. South of Pecos Road, at approximately MP 162.5, I-10 leaves the metropolitan Phoenix area and becomes a rural freeway, dropping to two lanes in each direction around MP 164.2. I-10 remains a rural facility through the Gila River Indian Community. Near Casa Grande, at approximately MP 187, I-10 once again transitions to three lanes in each direction. The I-10 median area is open desert, with the exception of the northernmost mile of the proposed project, which includes a median barrier system. The median shoulder widths along I-10 vary from approximately 2 to 4 feet, and are generally 10 feet on the outside.

The project may involve widening of I-10 or some other alternative to add capacity to the corridor. Some TIs would require reconfiguration. Utilities would require relocation in some locations, and some drainage structures would be altered or added as part of the project.

Figure 1. Project location in state

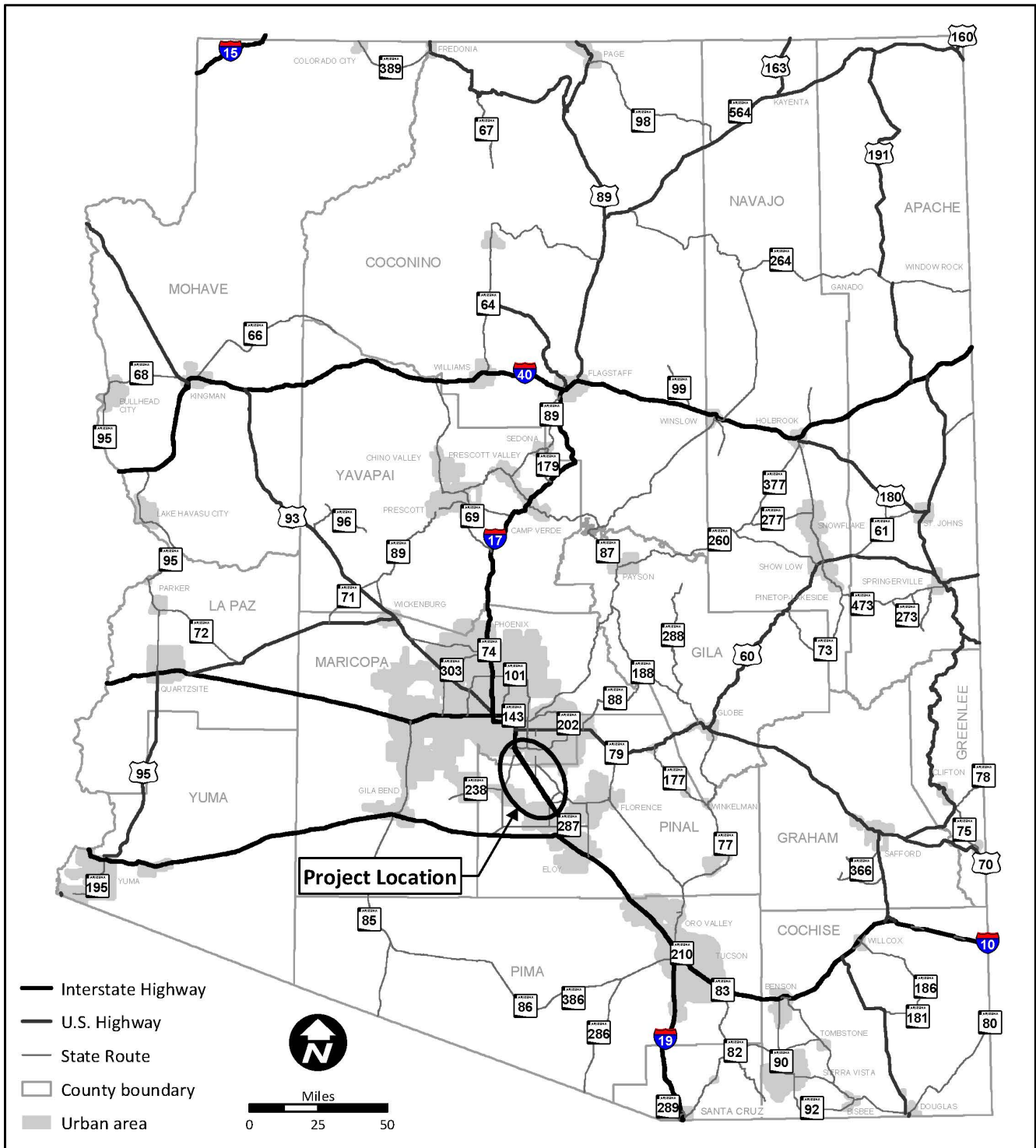
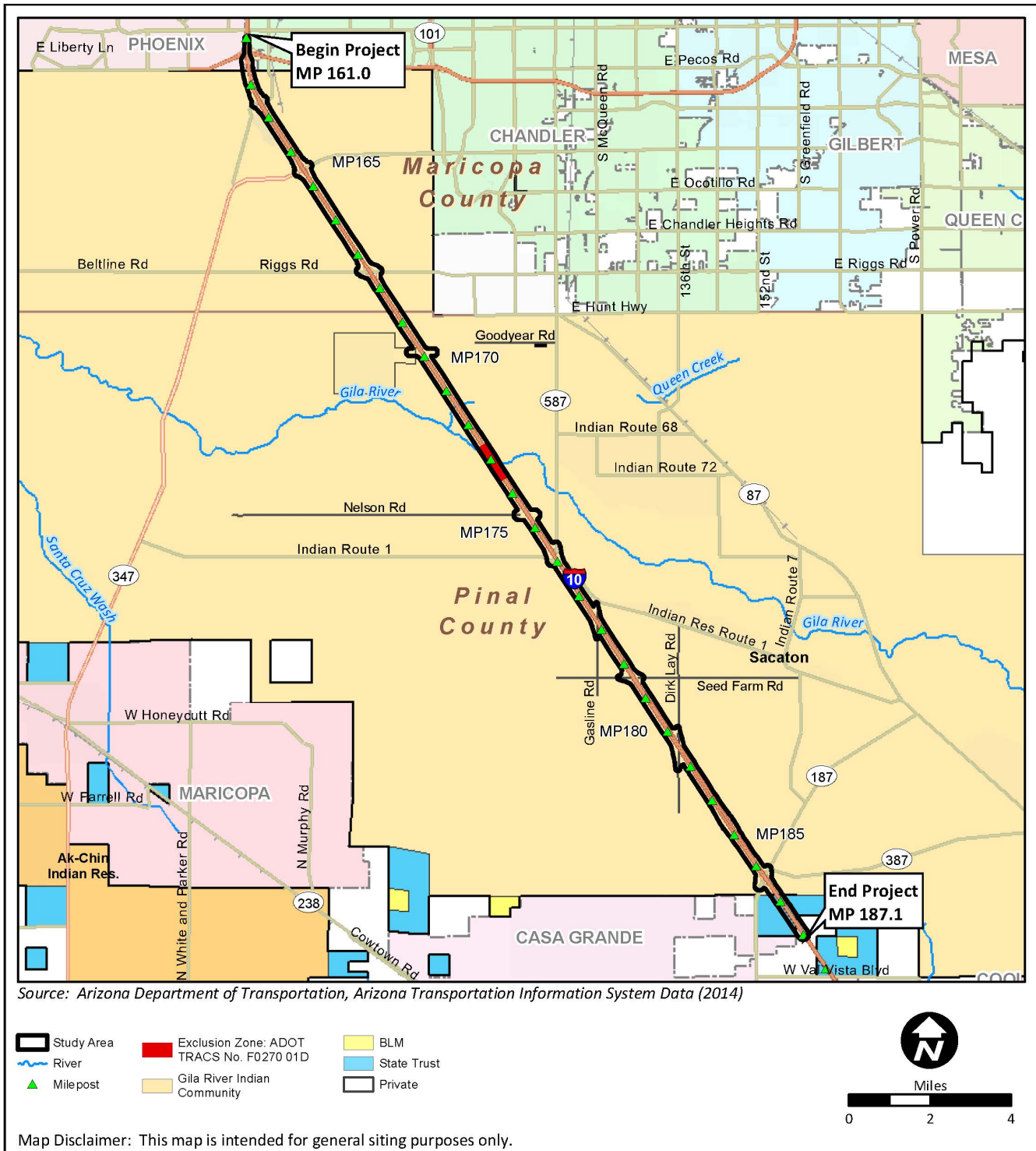


Figure 2. Project vicinity



5 General Topography and Geology

The project corridor is located within the Basin and Range Physiographic Province, which is characterized by flat, alluvial valleys located between generally northwest-to-southeast trending erosional mountain ranges. These mountain ranges are typically granite and metamorphic rocks, in a highly eroded state. Topography in the project area is generally flat, with a slight slope toward the Gila River in the northern two-thirds of the project area. Geology of the project area includes hundreds to thousands of feet of fluvial and alluvial sediments, primarily sand and silt. Much of the surface has been reworked by agricultural activity. Depth to groundwater is variable, ranging from tens to hundreds of feet, depending on location.

6 Site Reconnaissance

A site reconnaissance was performed on August 16 and September 2, 2019. A PISA Form was completed for the project corridor and is included as Appendix A. The project area includes a mix of commercial development (at the northern end of the project), undeveloped desert scrub land, and agriculturally developed land. Gas stations and other potential sources of contamination exist near the northern end of the project, but are located several hundred feet from the I-10 easement. Trash, plastic waste, and minor soil staining (from automotive breakdowns or crashes) exist throughout the project corridor. No other sites of concern (pits, ponds, lagoons, disturbed ground, or other indications of large-scale hazardous material disposal) were noted during the site reconnaissance.

7 Results of Regulatory Agency List Review

A computerized environmental database search was produced for the project corridor by EDR on July 31, 2019. The database reports included federal, state, local, and tribal databases as defined by ASTM 1527-13. A summary of the environmental databases searched, their corresponding search radii, and number of sites found within the search radii are presented in the EDR report in Appendix B.

The EDR report listed a total of 44 sites, 39 of which were located greater than 1/8 mile from the outer edge of the I-10 easement. Considering the nature of the databases, distance from the corridor, and the depth to groundwater in the area, those sites were determined to not be of concern to the project.

Five listings, corresponding to four specific sites, were located either within the easement or within 1/8 mile. These sites are described below, including the database in which they were listed and the type of hazardous materials issue:

- O'odam Airstrip, Brownfields database listing, former agricultural chemical use (mis-mapped)
- I-10 Riggs Road, EMAP and FINDS database listings, truck accident

- I-10 Queen Creek Road, SPILLS database listing, spilled drum of carbon disulfide
- Gila River Indian Community, IND RESRV database listing, general listing

The O'odam Airstrip was listed for investigations and reports related to release of agricultural chemicals. This airstrip was mis-mapped by EDR as being located on or very near the I-10 easement. The airstrip is actually located over 1,500 feet away. Because of this distance, and the low likelihood that contaminants would travel that distance in near-surface sediments, this site is not of concern to the project.

The I-10 and Riggs Road truck accident, spill, and fire was listed in both the SPILLS and FINDS databases. The incident involved the release of several hundred gallons of herbicides and pesticides, and 50 pounds of a pesticide solid. A fire ensued, and emergency responders provided site cleanup. No other information was available for this case.

The I-10 Queen Creek Road accident involved the loss of a drum of carbon disulfide from a moving truck. The spill was apparently dealt with by emergency responders, and no further information was available.

The listing for the Gila River Indian Community in the IND RESRV database is a general listing, intended to point the reader to local files kept by the named Indian entity. HDR contacted the Gila River Indian Community's Department of Environmental Quality regarding hazardous materials releases that the Community may have documented. Mr. Rudy Mix reported that the Community has no specific files regarding spills and releases on I-10, and suggested reaching out to ADOT (which HDR has already done). Also, a request was made to the Gila River Indian Community Fire Department for files; no response has been received to date.

7.1 Additional Database Research

Given the high volume of truck traffic on the corridor, and the knowledge of several truck crashes in just the past decade, HDR asked ADOT to provide Department of Public Safety (DPS) records related to hazardous materials-involved crashes and releases. ADOT researched the DPS records and found that the DPS-reported crash data are not sorted by hazardous materials involvement. ADOT did provide data for crashes between 2014 and 2018, both in raw data and mapped form (Appendix C). While these maps do not identify crashes that had hazardous materials involvement, they do illustrate that many crashes have occurred within the corridor.

8 Findings

The following section summarizes the findings associated with the PISA performed for the project corridor:

- The project area consists of approximately 26 miles of I-10, from MP 161.0 to MP 187.1 in Maricopa and Pinal Counties, Arizona (excluding the Gila River Bridge, located near MP 173.0).

- Land use in the project area consists primarily of undeveloped desert, with some commercial development at the northern end of the project, and agricultural development scattered throughout the central and southern part of the project.
- Forty-four listings were found in the environmental database report, but only five listings (corresponding to four sites) were located on the corridor or within 1/8 mile of the edge of easement. None of the listings indicated a specific issue of concern.
- Crash data for the corridor, while not specifically sorted for hazardous materials releases, indicate that the possibility exists anywhere along the corridor to encounter residual hazardous materials from past releases. These areas cannot be specifically located because of the limitations of reported data or the lack of any reporting of these releases.
- No other sites of concern, pits, ponds, lagoons, disturbed ground, or other indications of large-scale hazardous material disposal were identified during the site reconnaissance or on the reviewed aerial photographs.

9 Conclusions

HDR has performed this PISA within the scope and limitations of ADOT standards for the project area located on I-10 between MP 161.0 and MP 187.1 in Maricopa and Pinal Counties, Arizona. No specific sites of concern regarding hazardous materials were identified in the project area.

The risk of environmental impacts in the project area is moderate, based on the presence of multiple vehicle crashes within the corridor, some of which involved release of hazardous materials (specific locations and volumes cannot be determined). The lack of specific sites of concern precludes the ability to scope Phase I or Phase II sampling and analysis. The amount of subsurface disturbance likely to be associated with the project is high, according to the planned scope of work for the project.

10 Recommendations

The purpose of the PISA investigation is to determine whether sufficient risk exists from sites located along the project corridor to warrant further investigation under a subsequent, more detailed Phase I (ISA) investigation. This determination depends on two factors: (1) the risk of environmental impacts associated with the sites identified during the PISA, and (2) the amount and location of subsurface disturbance likely to be associated with the planned scope of work for the roadway improvement project.

Based on the results of this PISA, HDR recommends no further investigation related to hazardous materials sites. However, the following recommendation is made, based on the lack of specific information related to spills that have surely occurred in the project corridor.

Recommendation 1

HDR recommends that all construction contractors should be instructed to immediately stop all subsurface activities in the event that previously unidentified potentially hazardous materials are encountered, an odor is identified, or significantly stained soil is noted during construction. Contractors should be instructed to follow all applicable regulations regarding discovery and response for hazardous materials encountered during the construction process.

11 Limitations

The environmental services described in this report have been conducted in general accordance with current regulatory guidelines and the standard-of-care exercised by environmental consultants performing similar work in the project area. No warranty, expressed or implied, is made regarding the professional opinions presented in this report. Please note that this study did not include an evaluation of geotechnical conditions or potential geologic hazards. This document is intended to be used only in its entirety. No portion of the document, by itself, is designed to completely represent any aspect of the project described herein. HDR should be contacted if the reader requires any additional information or has questions regarding the content, interpretations presented, or completeness of this document.

Our conclusions, recommendations, and opinions are based on an analysis of the observed site conditions and the referenced literature. It should be understood that the conditions of a site could change with time as a result of natural processes or human activities at the subject site or nearby sites. In addition, changes to the applicable laws, regulations, codes, and standards of practice may result from government action or the broadening of knowledge. The findings of this report may, therefore, be invalidated over time, in part or in whole, by changes over which HDR has no control.

This report is intended exclusively for use by the client. Any use or reuse of the findings, conclusions, and/or recommendations of this report by parties other than the client is undertaken at said parties' sole risk.

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Appendix A. PISA Information Form

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Preliminary Initial Site Assessment

Project No. 010-C(222)S TRACS No. F0252 01L and F0252 02L

Section I: Site Location Information

Assessor Parcel No. N/A ADOT Parcel No. N/A

Address/Route & Milepost I-10, SR202L to SR 387, MP 161.0 to MP 187.1 Maricopa and Pinal Counties

Section Township Range 1/4 1/4 1/4

Latitude Longitude

Site Characteristics: Past Land Use

Agriculture X Residential Commercial X Industrial Natural X

Vehicle Maintenance: Chemical Storage: UST System:

Septic System: Water/Dry Well: Pesticide/Herbicide

Other: US Interstate highway, variable lanes, bridges (underpasses and overpasses), drainage structures, utilities, rest areas

Section II: Site Surface Conditions

Dimensions: Length ~25.8 mi Width Full ROW

Area: N/A Sq. feet or Sq. meters or Acres

Topography: Generally flat desert, some incised drainages near the Gila River

Geology: Quaternary alluvium, some fluvial reworking along the Gila River.

Vegetation: Desert scrub.

Structures: Four to six-lane divided Interstate, limited access, various TIs, over- and underpasses, a rest area on either side near the southern end of the project.

Utilities: Yes – overhead lines, buried pipelines, various depending on location.

Section III: Results of Database Review

No concerns on project Concerns on project (Complete Section IV) X

Section IV: Environmental Concerns

Observed: None

Suspected: Multiple releases from vehicular crashes, including larger-volume releases from over-the-road trucks.

Unusual See "Comments" below

Conditions: _____



Section V: Recommendations

High Priority Phase 1: _____ Medium Priority Phase 1: _____ Low Priority Phase 1: _____

No additional survey required: X* see below Aerial Photograph Review: _____

Section VI: Comments

The "no additional survey" recommendation assumes that the construction contractor will be put on notice that near-surface residual contamination could be found anywhere along the corridor. Poor reporting of specific locations of vehicular accidents with releases makes it impossible to identify specific locations. Coordination with ADOT's Hazardous Materials Coordinator for advice on possible further hazardous materials investigation requirements is recommended, when contaminated areas are encountered.

Consultant Name	Kelly W. Kading CPG HDR Engineering	Signature		Date	9/20/19
ADOT Name	<u>Ed Green</u>	Signature	<u></u>	Date	<u>25 Oct 19</u>

Appendix B. EDR Environmental Database Report

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I-10 Gila River Indian Community

DCR/EA

Maricopa, AZ 85248

Inquiry Number: 5734456.5s

July 31, 2019

EDR Area / Corridor Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
 Please contact EDR at 1-800-352-0050
 with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

SUBJECT PROPERTY INFORMATION

ADDRESS

I-10 GRIC DCR PISA
MARICOPA, AZ 85138

TARGET PROPERTY SEARCH RESULTS

The Target Property was identified in the following databases.

Page Numbers and Map Identifications refer to the EDR Area/Corridor Report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDs: A Listing of Brownfields Sites

A review of the US BROWNFIELDs list, as provided by EDR, and dated 12/17/2018 has revealed that there is 1 US BROWNFIELDs site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
<i>O'ODAM AIRSTRIP</i> ACRES property ID: 54601	<i>SOUTH OF CASA BLANC</i>	<i>3 / 15</i>	<i>37</i>

Records of Emergency Release Reports

SPILLS: Hazardous Material Logbook

A review of the SPILLS list, as provided by EDR, and dated 11/15/2001 has revealed that there are 2 SPILLS sites within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
UNKNOWN Incident Number: 95-022-E	I-10 & QUEEN CREEK R	1 / 2	36
AZ AMMONIA Incident Number: 89-200	I-10 & RIGGS RD.	A2 / 4	36

EXECUTIVE SUMMARY

Other Ascertainable Records

INDIAN RESERV: Indian Reservations

A review of the INDIAN RESERV list, as provided by EDR, and dated 12/31/2014 has revealed that there is 1 INDIAN RESERV site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
GILA RIVER INDIAN RE		Region / 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15	36

FINDS: Facility Index System/Facility Registry System

A review of the FINDS list, as provided by EDR, and dated 02/15/2019 has revealed that there is 1 FINDS site within the requested target property.

<u>Site</u>	<u>Address</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
<i>O'ODAM AIRSTRIP</i> Registry ID:: 110038759126	<i>SOUTH OF CASA BLANC</i>	<i>3 / 15</i>	<i>37</i>

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Page Numbers and Map Identifications refer to the EDR Area/Corridor Report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-SQG: RCRA - Small Quantity Generators

A review of the RCRA-SQG list, as provided by EDR, and dated 03/25/2019 has revealed that there are 2 RCRA-SQG sites within approximately 0.125 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
<i>DREW BROTHERS CUSTOM</i> EPA ID:: AZR000035956	<i>17031 S WEBER DR</i>	<i>E 0 - 1/8 (0.116 mi.)</i>	<i>D20 / 1</i>	<i>51</i>
CRIMINAL JUSTICE FAC EPA ID:: AZR000511394	669 W SEED FARM RD	SW 0 - 1/8 (0.123 mi.)	24 / 12	58

EXECUTIVE SUMMARY

Federal ERNS list

ERNS: Emergency Response Notification System

A review of the ERNS list, as provided by EDR, and dated 03/25/2019 has revealed that there is 1 ERNS site within approximately 0.125 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
Not reported NRC Report #: 740719	1230 S AKIMEL LANE	ENE 0 - 1/8 (0.118 mi.)	G22 / 1	57

State and tribal registered storage tank lists

AST: List of Aboveground Storage Tanks

A review of the AST list, as provided by EDR, has revealed that there are 2 AST sites within approximately 0.125 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
SAN TAN OVER PASS Database: AST, Date of Government Version: 03/12/2019 Facility Status: Permitted	WEST PECOS ROAD & SOU	E 0 - 1/8 (0.100 mi.)	D14 / 1	48
BELL ATLANTIC METRO Database: AST, Date of Government Version: 03/12/2019 Facility Status: Other	16802 SOUTH WEBER DR	E 0 - 1/8 (0.115 mi.)	F19 / 1	51

INDIAN UST: Underground Storage Tanks on Indian Land

A review of the INDIAN UST list, as provided by EDR, has revealed that there is 1 INDIAN UST site within approximately 0.125 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
NORRIS TRIMBLE LEASE Database: INDIAN UST R9, Date of Government Version: 10/10/2018 Alternate Facility ID: GILA036 Tank Status: Permanently Out of Use	5025 W. PECOS ROAD	E 0 - 1/8 (0.044 mi.)	B11 / 1	46

ADDITIONAL ENVIRONMENTAL RECORDS

Records of Emergency Release Reports

SPILLS: Hazardous Material Logbook

A review of the SPILLS list, as provided by EDR, and dated 11/15/2001 has revealed that there are 3 SPILLS sites within approximately 0.125 miles of the requested target property.

EXECUTIVE SUMMARY

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
UNKNOWN Incident Number: 92-042-A	I-10 & RIGGS RD, 200	SW 0 - 1/8 (0.020 mi.)	A6 / 4	43
UNKNOWN Incident Number: 90-058-A	I-10 & RIGGS RD.	SW 0 - 1/8 (0.031 mi.)	7 / 4	43
GILA RIVER INDIAN CO Incident Number: 00-148-E	5025 W PECOS RD	E 0 - 1/8 (0.044 mi.)	B9 / 1	44

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/25/2019 has revealed that there is 1 RCRA NonGen / NLR site within approximately 0.125 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
GILA RIVER INDIAN CO EPA ID:: AZE000522800	5025 W PECOS RD	E 0 - 1/8 (0.044 mi.)	B10 / 1	44

FINDS: Facility Index System/Facility Registry System

A review of the FINDS list, as provided by EDR, and dated 02/15/2019 has revealed that there are 6 FINDS sites within approximately 0.125 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
I-10 AND RIGGS RD Registry ID:: 110039298818	NO ADDRESS ON RECORD	NE 0 - 1/8 (0.013 mi.)	A4 / 4	42
GILA RIVER INDIAN CO Registry ID:: 110013352166	5025 W PECOS RD	E 0 - 1/8 (0.044 mi.)	B10 / 1	44
ADOT - SACATON REST Registry ID:: 110039244314	NO ADDRESS ON RECORD	SW 0 - 1/8 (0.077 mi.)	C13 / 13	48
DREW BROTHERS CUSTOM Registry ID:: 110002607821	17031 S WEBER DR	E 0 - 1/8 (0.116 mi.)	D20 / 1	51
FREIGHTLINER Registry ID:: 110043337494	1230 S AKIMEL DR	ENE 0 - 1/8 (0.118 mi.)	G23 / 1	57
CLASSY CLOSETS Registry ID:: 110021303686	1235 S AKIMEL DR	ENE 0 - 1/8 (0.124 mi.)	G33 / 1	63

ECHO: Enforcement & Compliance History Information

A review of the ECHO list, as provided by EDR, and dated 04/07/2019 has revealed that there are 2 ECHO sites within approximately 0.125 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
GILA RIVER INDIAN CO	5025 W PECOS RD	E 0 - 1/8 (0.044 mi.)	B10 / 1	44

EXECUTIVE SUMMARY

Registry ID: 110013352166

DREW BROTHERS CUSTOM	17031 S WEBER DR	E 0 - 1/8 (0.116 mi.)	D20 / 1	51
Registry ID: 110002607821				

Dry Wells: Drywell Registration

A review of the Dry Wells list, as provided by EDR, and dated 03/12/2019 has revealed that there is 1 Dry Wells site within approximately 0.125 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
WEBER DISPENSARY	17006 S. WEBER DR	E 0 - 1/8 (0.103 mi.)	E16 / 1	49

EMAP: All Places of Interest Listing

A review of the EMAP list, as provided by EDR, and dated 04/03/2019 has revealed that there are 18 EMAP sites within approximately 0.125 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
I-10 AND RIGGS RD Facility Status: NOT ACTIVE ID Number: 119118		NE 0 - 1/8 (0.017 mi.)	A5 / 4	42
BOOMERANG EXPRESS PC Facility Status: ACTIVE ID Number: 146307		SW 0 - 1/8 (0.043 mi.)	8 / 13	43
GILA RIVER INDIAN CO Facility Status: NOT ACTIVE ID Number: 117043	5025 W PECOS RD	E 0 - 1/8 (0.044 mi.)	B9 / 1	44
ADOT - SACATON REST Facility Status: ACTIVE ID Number: 13434		SW 0 - 1/8 (0.077 mi.)	C12 / 13	47
WEBER DISPENSARY Facility Status: ACTIVE ID Number: 178738	17006 S WEBER DR	E 0 - 1/8 (0.103 mi.)	E15 / 1	48
CITY OF PHOENIX - WA Facility Status: ACTIVE ID Number: 16163		E 0 - 1/8 (0.107 mi.)	17 / 1	50
DREW BROTHERS CUSTOM Facility Status: ACTIVE ID Number: 115934	17031 S WEBER DR	E 0 - 1/8 (0.116 mi.)	D20 / 1	51
FREIGHTLINER Facility Status: ACTIVE ID Number: 140786	1230 S AKIMEL DR	ENE 0 - 1/8 (0.118 mi.)	G21 / 1	57
TANK #1 Facility Status: ACTIVE ID Number: 52851		E 0 - 1/8 (0.123 mi.)	H25 / 1	59
COMPARTMENT A Facility Status: ACTIVE ID Number: 77971		E 0 - 1/8 (0.123 mi.)	H26 / 1	60
COMPARTMENT A		E 0 - 1/8 (0.123 mi.)	H27 / 1	60

EXECUTIVE SUMMARY

Facility Status: ACTIVE ID Number: 77972			
TANK #2 Facility Status: ACTIVE ID Number: 52852	E 0 - 1/8 (0.123 mi.)	H28 / 1	60
PIPING Facility Status: ACTIVE ID Number: 101634	E 0 - 1/8 (0.124 mi.)	F29 / 1	61
PIPING Facility Status: ACTIVE ID Number: 101635	E 0 - 1/8 (0.124 mi.)	F30 / 1	61
COMPARTMENT A Facility Status: ACTIVE ID Number: 85524	E 0 - 1/8 (0.124 mi.)	F31 / 1	62
COMPARTMENT A Facility Status: ACTIVE ID Number: 85525	E 0 - 1/8 (0.124 mi.)	F32 / 1	62
VERMEER SALES SOUTHW Facility Status: ACTIVE ID Number: 184912	E 0 - 1/8 (0.124 mi.)	E34 / 1	63
TANK #2 Facility Status: ACTIVE ID Number: 53909	E 0 - 1/8 (0.124 mi.)	F35 / 1	63

MANIFEST: Facility and Manifest Data

A review of the MANIFEST list, as provided by EDR, and dated 12/31/2017 has revealed that there is 1 MANIFEST site within approximately 0.125 miles of the requested target property.

<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
DREW BROTHERS CUSTOM EPA Id: AZR000035956	17031 S WEBER DR	E 0 - 1/8 (0.116 mi.)	D20 / 1	51

SPDES: NPDES

A review of the SPDES list, as provided by EDR, and dated 03/22/2019 has revealed that there is 1 SPDES site within approximately 0.125 miles of the requested target property.

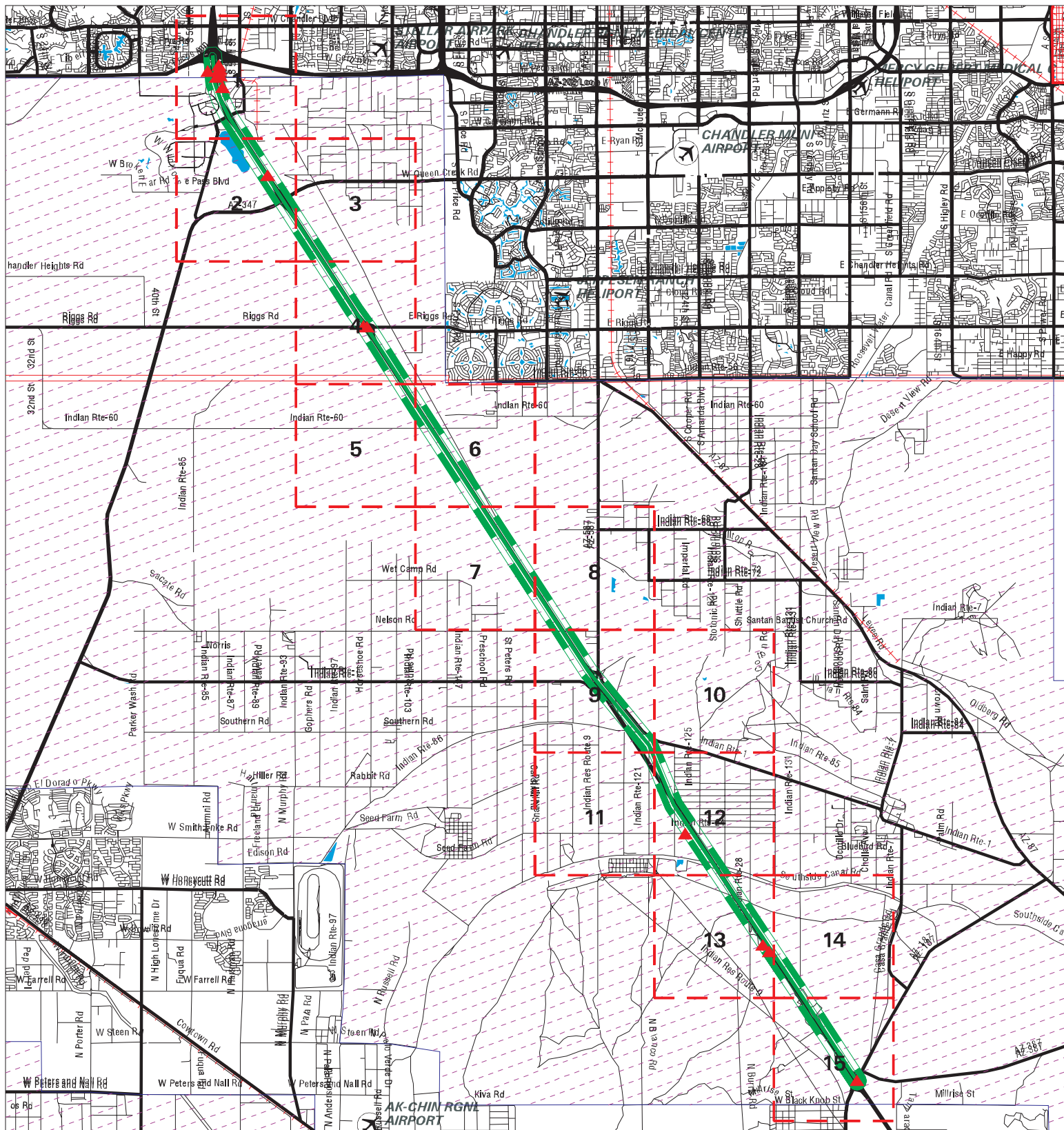
<u>Site</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID / Focus Map(s)</u>	<u>Page</u>
WEBER DR LLC MEDICAL		W 0 - 1/8 (0.110 mi.)	18 / 1	50

MAPPED SITES SUMMARY

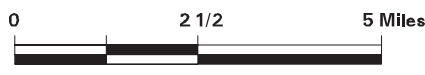
Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION		
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP		
1 / 2	UNKNOWN	I-10 & QUEEN CREEK R	SPILLS	TP		
A2 / 4	AZ AMMONIA	I-10 & RIGGS RD.	SPILLS	TP		
3 / 15	O'ODAM AIRSTRIP	SOUTH OF CASA BLANC	US BROWNFIELDS, FINDS	TP		
A4 / 4	I-10 AND RIGGS RD	NO ADDRESS ON RECORD	FINDS	67	0.013	NE
A5 / 4	I-10 AND RIGGS RD		EMAP	92	0.017	NE
A6 / 4	UNKNOWN	I-10 & RIGGS RD, 200	SPILLS	108	0.020	SW
7 / 4	UNKNOWN	I-10 & RIGGS RD.	SPILLS	164	0.031	SW
8 / 13	BOOMERANG EXPRESS PC		EMAP	228	0.043	SW
B9 / 1	GILA RIVER INDIAN CO	5025 W PECOS RD	SPILLS, EMAP	231	0.044	East
B10 / 1	GILA RIVER INDIAN CO	5025 W PECOS RD	RCRA NonGen / NLR, FINDS, ECHO	231	0.044	East
B11 / 1	NORRIS TRIMBLE LEASE	5025 W. PECOS ROAD	INDIAN UST	231	0.044	East
C12 / 13	ADOT - SACATON REST		EMAP	407	0.077	SW
C13 / 13	ADOT - SACATON REST	NO ADDRESS ON RECORD	FINDS	407	0.077	SW
D14 / 1	SAN TAN OVER PASS	WEST PECOS ROAD & SOU	AST	527	0.100	East
E15 / 1	WEBER DISPENSARY	17006 S WEBER DR	EMAP	545	0.103	East
E16 / 1	WEBER DISPENSARY	17006 S. WEBER DR	Dry Wells	545	0.103	East
17 / 1	CITY OF PHOENIX - WA		EMAP	563	0.107	East
18 / 1	WEBER DR LLC MEDICAL		SPDES	582	0.110	West
F19 / 1	BELL ATLANTIC METRO	16802 SOUTH WEBER DR	AST	606	0.115	East
D20 / 1	DREW BROTHERS CUSTOM	17031 S WEBER DR	RCRA-SQG, FINDS, ECHO, EMAP, MANIFEST	613	0.116	East
G21 / 1	FREIGHTLINER	1230 S AKIMEL DR	EMAP	621	0.118	ENE
G22 / 1		1230 S AKIMEL LANE	ERNS	621	0.118	ENE
G23 / 1	FREIGHTLINER	1230 S AKIMEL DR	FINDS	621	0.118	ENE
24 / 12	CRIMINAL JUSTICE FAC	669 W SEED FARM RD	RCRA-SQG	650	0.123	SW
H25 / 1	TANK #1		EMAP	651	0.123	East
H26 / 1	COMPARTMENT A		EMAP	652	0.123	East
H27 / 1	COMPARTMENT A		EMAP	652	0.123	East
H28 / 1	TANK #2		EMAP	652	0.123	East
F29 / 1	PIPING		EMAP	656	0.124	East
F30 / 1	PIPING		EMAP	656	0.124	East
F31 / 1	COMPARTMENT A		EMAP	656	0.124	East
F32 / 1	COMPARTMENT A		EMAP	656	0.124	East
G33 / 1	CLASSY CLOSETS	1235 S AKIMEL DR	FINDS	657	0.124	ENE
E34 / 1	VERMEER SALES SOUTHW		EMAP	657	0.124	East
F35 / 1	TANK #2		EMAP	657	0.124	East

Key Map - 5734456.5s



- ▲ Sites
- ↗ Target Property
- ↘ Search Buffer
- ↗ Focus Map - Sites
- ↘ Focus Map - No Sites
- Water Quality Assurance Revolving
- National Priority List Sites
- Dept. Defense Sites
- AZ NPL
- Indian Reservations BIA



SITE NAME: I-10 GRIC DCR PISA
ADDRESS: I-10 GRIC DCR PISA
CITY/STATE: Maricopa AZ
ZIP: 85138

CLIENT: HDR Engineering, Inc.
CONTACT: Kelly Kading
INQUIRY #: 5734456.5s
DATE: 07/31/19 11:01 AM

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<u>STANDARD ENVIRONMENTAL RECORDS</u>								
<i>Federal NPL site list</i>								
NPL	0.125		0	NR	NR	NR	NR	0
Proposed NPL	0.125		0	NR	NR	NR	NR	0
NPL LIENS	0.125		0	NR	NR	NR	NR	0
<i>Federal Delisted NPL site list</i>								
Delisted NPL	0.125		0	NR	NR	NR	NR	0
<i>Federal CERCLIS list</i>								
FEDERAL FACILITY	0.125		0	NR	NR	NR	NR	0
SEMS	0.125		0	NR	NR	NR	NR	0
<i>Federal CERCLIS NFRAP site list</i>								
SEMS-ARCHIVE	0.125		0	NR	NR	NR	NR	0
<i>Federal RCRA CORRACTS facilities list</i>								
CORRACTS	0.125		0	NR	NR	NR	NR	0
<i>Federal RCRA non-CORRACTS TSD facilities list</i>								
RCRA-TSDF	0.125		0	NR	NR	NR	NR	0
<i>Federal RCRA generators list</i>								
RCRA-LQG	0.125		0	NR	NR	NR	NR	0
RCRA-SQG	0.125		2	NR	NR	NR	NR	2
RCRA-CESQG	0.125		0	NR	NR	NR	NR	0
<i>Federal institutional controls / engineering controls registries</i>								
LUCIS	0.125		0	NR	NR	NR	NR	0
US ENG CONTROLS	0.125		0	NR	NR	NR	NR	0
US INST CONTROL	0.125		0	NR	NR	NR	NR	0
<i>Federal ERNS list</i>								
ERNS	0.125		1	NR	NR	NR	NR	1
<i>State- and tribal - equivalent NPL</i>								
AZ NPL	0.125		0	NR	NR	NR	NR	0
AZ WQARF	0.125		0	NR	NR	NR	NR	0
<i>State- and tribal - equivalent CERCLIS</i>								
SPL	0.125		0	NR	NR	NR	NR	0
SHWS	0.125		0	NR	NR	NR	NR	0
<i>State and tribal landfill and/or solid waste disposal site lists</i>								
SWF/LF	0.125		0	NR	NR	NR	NR	0
<i>State and tribal leaking storage tank lists</i>								
LUST	0.125		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.125		0	NR	NR	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.125		0	NR	NR	NR	NR	0
UST	0.125		0	NR	NR	NR	NR	0
AST	0.125		2	NR	NR	NR	NR	2
INDIAN UST	0.125		1	NR	NR	NR	NR	1
State and tribal institutional control / engineering control registries								
AZURITE	0.125		0	NR	NR	NR	NR	0
AUL	0.125		0	NR	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.125		0	NR	NR	NR	NR	0
INDIAN VCP	0.125		0	NR	NR	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.125		0	NR	NR	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.125	1	0	NR	NR	NR	NR	1
Local Lists of Landfill / Solid Waste Disposal Sites								
SWTIRE	0.125		0	NR	NR	NR	NR	0
INDIAN ODI	0.125		0	NR	NR	NR	NR	0
ODI	0.125		0	NR	NR	NR	NR	0
DEBRIS REGION 9	0.125		0	NR	NR	NR	NR	0
IHS OPEN DUMPS	0.125		0	NR	NR	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.125		0	NR	NR	NR	NR	0
CDL	0.125		0	NR	NR	NR	NR	0
US CDL	0.125		0	NR	NR	NR	NR	0
Local Land Records								
LIENS 2	0.125		0	NR	NR	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.125		0	NR	NR	NR	NR	0
SPILLS	0.125	2	3	NR	NR	NR	NR	5
SPILLS 90	0.125		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.125		1	NR	NR	NR	NR	1
FUDS	0.125		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DOD	0.125		0	NR	NR	NR	NR	0
SCRD DRYCLEANERS	0.125		0	NR	NR	NR	NR	0
US FIN ASSUR	0.125		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.125		0	NR	NR	NR	NR	0
2020 COR ACTION	0.125		0	NR	NR	NR	NR	0
TSCA	0.125		0	NR	NR	NR	NR	0
TRIS	0.125		0	NR	NR	NR	NR	0
SSTS	0.125		0	NR	NR	NR	NR	0
ROD	0.125		0	NR	NR	NR	NR	0
RMP	0.125		0	NR	NR	NR	NR	0
RAATS	0.125		0	NR	NR	NR	NR	0
PRP	0.125		0	NR	NR	NR	NR	0
PADS	0.125		0	NR	NR	NR	NR	0
ICIS	0.125		0	NR	NR	NR	NR	0
FTTS	0.125		0	NR	NR	NR	NR	0
MLTS	0.125		0	NR	NR	NR	NR	0
COAL ASH DOE	0.125		0	NR	NR	NR	NR	0
COAL ASH EPA	0.125		0	NR	NR	NR	NR	0
PCB TRANSFORMER	0.125		0	NR	NR	NR	NR	0
RADINFO	0.125		0	NR	NR	NR	NR	0
HIST FTTS	0.125		0	NR	NR	NR	NR	0
DOT OPS	0.125		0	NR	NR	NR	NR	0
CONSENT	0.125		0	NR	NR	NR	NR	0
INDIAN RESERV	0.125	1	0	NR	NR	NR	NR	1
FUSRAP	0.125		0	NR	NR	NR	NR	0
UMTRA	0.125		0	NR	NR	NR	NR	0
LEAD SMELTERS	0.125		0	NR	NR	NR	NR	0
US AIRS	0.125		0	NR	NR	NR	NR	0
US MINES	0.125		0	NR	NR	NR	NR	0
ABANDONED MINES	0.125		0	NR	NR	NR	NR	0
FINDS	0.125	1	6	NR	NR	NR	NR	7
UXO	0.125		0	NR	NR	NR	NR	0
ECHO	0.125		2	NR	NR	NR	NR	2
DOCKET HWC	0.125		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.125		0	NR	NR	NR	NR	0
AIRS	0.125		0	NR	NR	NR	NR	0
Aquifer	0.125		0	NR	NR	NR	NR	0
AZ DOD	0.125		0	NR	NR	NR	NR	0
Dry Wells	0.125		1	NR	NR	NR	NR	1
DRYCLEANERS	0.125		0	NR	NR	NR	NR	0
EMAP	0.125		18	NR	NR	NR	NR	18
Enforcement	0.125		0	NR	NR	NR	NR	0
Financial Assurance	0.125		0	NR	NR	NR	NR	0
MANIFEST	0.125		1	NR	NR	NR	NR	1
SPDES	0.125		1	NR	NR	NR	NR	1
VAPOR	0.125		0	NR	NR	NR	NR	0
UIC	0.125		0	NR	NR	NR	NR	0
WWFAC	0.125		0	NR	NR	NR	NR	0

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	0.125		0	NR	NR	NR	NR	0
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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
<u>EDR RECOVERED GOVERNMENT ARCHIVES</u>								
<i>Exclusive Recovered Govt. Archives</i>								
RGA HWS	0.125		0	NR	NR	NR	NR	0
RGA LF	0.125		0	NR	NR	NR	NR	0
RGA LUST	0.125		0	NR	NR	NR	NR	0
- Totals --		5	39	0	0	0	0	44

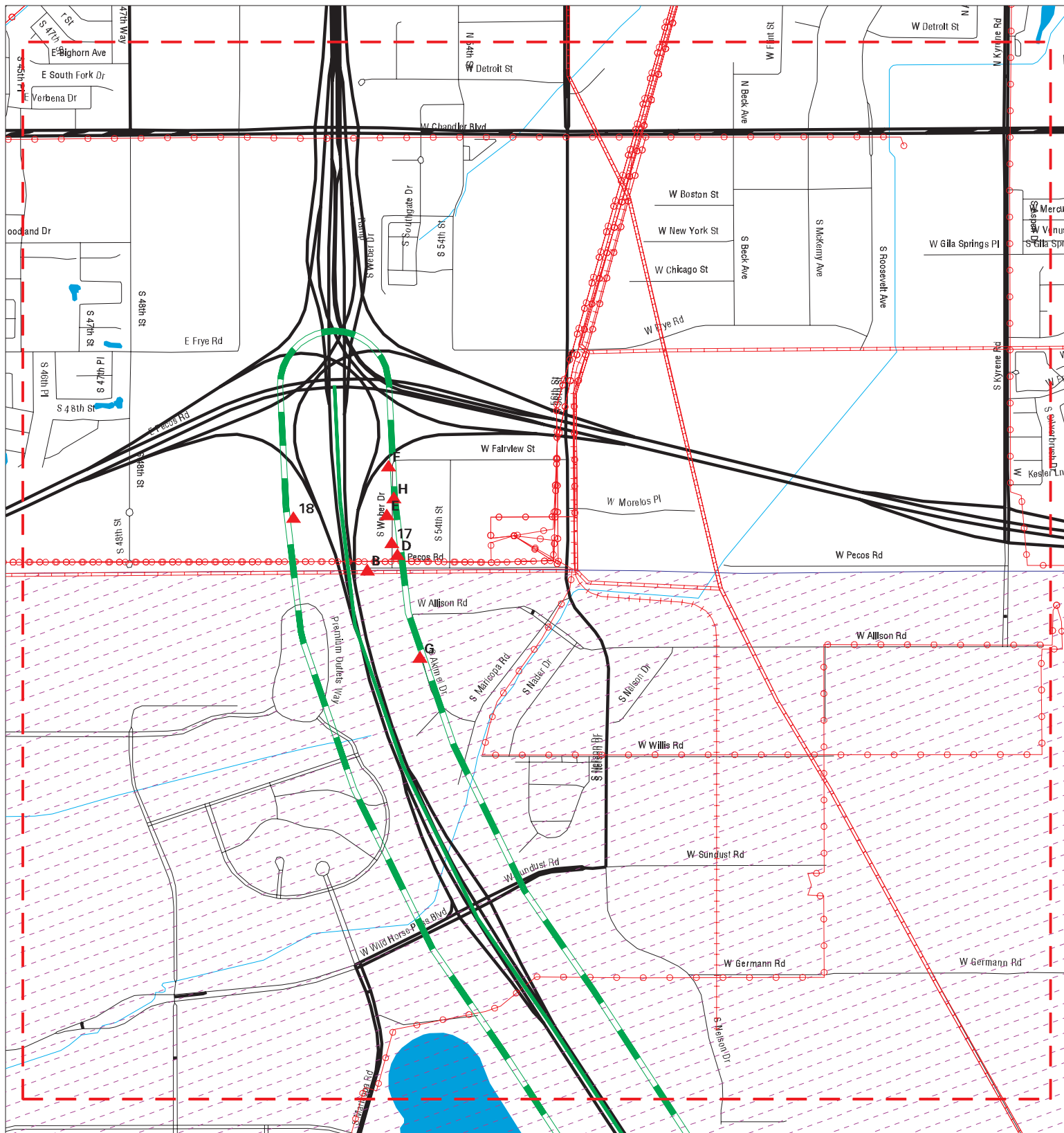
NOTES:

TP = Target Property

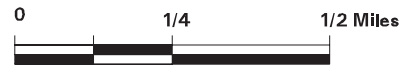
NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Focus Map - 1 - 5734456.5s



- | | | |
|----------------------|------------------------------|-----------------------------------|
| Sites | Focus Map - Sites | Dept. Defense Sites |
| Target Property | Power Line | AZ NPL |
| Search Buffer | Pipe Line | Water Quality Assurance Revolving |
| Focus Map - No Sites | National Priority List Sites | Indian Reservations BIA |



SITE NAME: I-10 GRIC DCR PISA
 ADDRESS: I-10 GRIC DCR PISA
 CITY/STATE: Maricopa AZ
 ZIP: 85138

CLIENT: HDR Engineering, Inc.
 CONTACT: Kelly Kading
 INQUIRY #: 5734456.5s
 DATE: 07/31/19













MAPPED SITES SUMMARY - FOCUS MAP 1

Target Property:
 I-10 GRIC DCR PISA
 MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP
B9 / 1	GILA RIVER INDIAN CO	5025 W PECOS RD	SPILLS, EMAP	231 0.044 East
B10 / 1	GILA RIVER INDIAN CO	5025 W PECOS RD	RCRA NonGen / NLR, FINDS, ECHO	231 0.044 East
B11 / 1	NORRIS TRIMBLE LEASE	5025 W. PECOS ROAD	INDIAN UST	231 0.044 East
D14 / 1	SAN TAN OVER PASS	WEST PECOS ROAD & SOU	AST	527 0.100 East
E15 / 1	WEBER DISPENSARY	17006 S WEBER DR	EMAP	545 0.103 East
E16 / 1	WEBER DISPENSARY	17006 S. WEBER DR	Dry Wells	545 0.103 East
17 / 1	CITY OF PHOENIX - WA		EMAP	563 0.107 East
18 / 1	WEBER DR LLC MEDICAL		SPDES	582 0.110 West
F19 / 1	BELL ATLANTIC METRO	16802 SOUTH WEBER DR	AST	606 0.115 East
D20 / 1	DREW BROTHERS CUSTOM	17031 S WEBER DR	RCRA-SQG, FINDS, ECHO, EMAP, MANIFEST	613 0.116 East
G21 / 1	FREIGHTLINER	1230 S AKIMEL DR	EMAP	621 0.118 ENE
G22 / 1		1230 S AKIMEL LANE	ERNS	621 0.118 ENE
G23 / 1	FREIGHTLINER	1230 S AKIMEL DR	FINDS	621 0.118 ENE
H25 / 1	TANK #1		EMAP	651 0.123 East
H26 / 1	COMPARTMENT A		EMAP	652 0.123 East
H27 / 1	COMPARTMENT A		EMAP	652 0.123 East
H28 / 1	TANK #2		EMAP	652 0.123 East
F29 / 1	PIPING		EMAP	656 0.124 East
F30 / 1	PIPING		EMAP	656 0.124 East
F31 / 1	COMPARTMENT A		EMAP	656 0.124 East
F32 / 1	COMPARTMENT A		EMAP	656 0.124 East
G33 / 1	CLASSY CLOSETS	1235 S AKIMEL DR	FINDS	657 0.124 ENE
E34 / 1	VERMEER SALES SOUTHW		EMAP	657 0.124 East
F35 / 1	TANK #2		EMAP	657 0.124 East

Focus Map - 2 - 5734456.5s



- | | | | | | |
|---|----------------------|---|------------------------------|---|-----------------------------------|
|  | Sites |  | Focus Map - Sites |  | Dept. Defense Sites |
|  | Target Property |  | Power Line |  | AZ NPL |
|  | Search Buffer |  | Pipe Line |  | Water Quality Assurance Revolving |
|  | Focus Map - No Sites |  | National Priority List Sites |  | Indian Reservations BIA |



SITE NAME: I-10 GRIC DCR PISA
 ADDRESS: I-10 GRIC DCR PISA
 CITY/STATE: Maricopa AZ
 ZIP: 85138

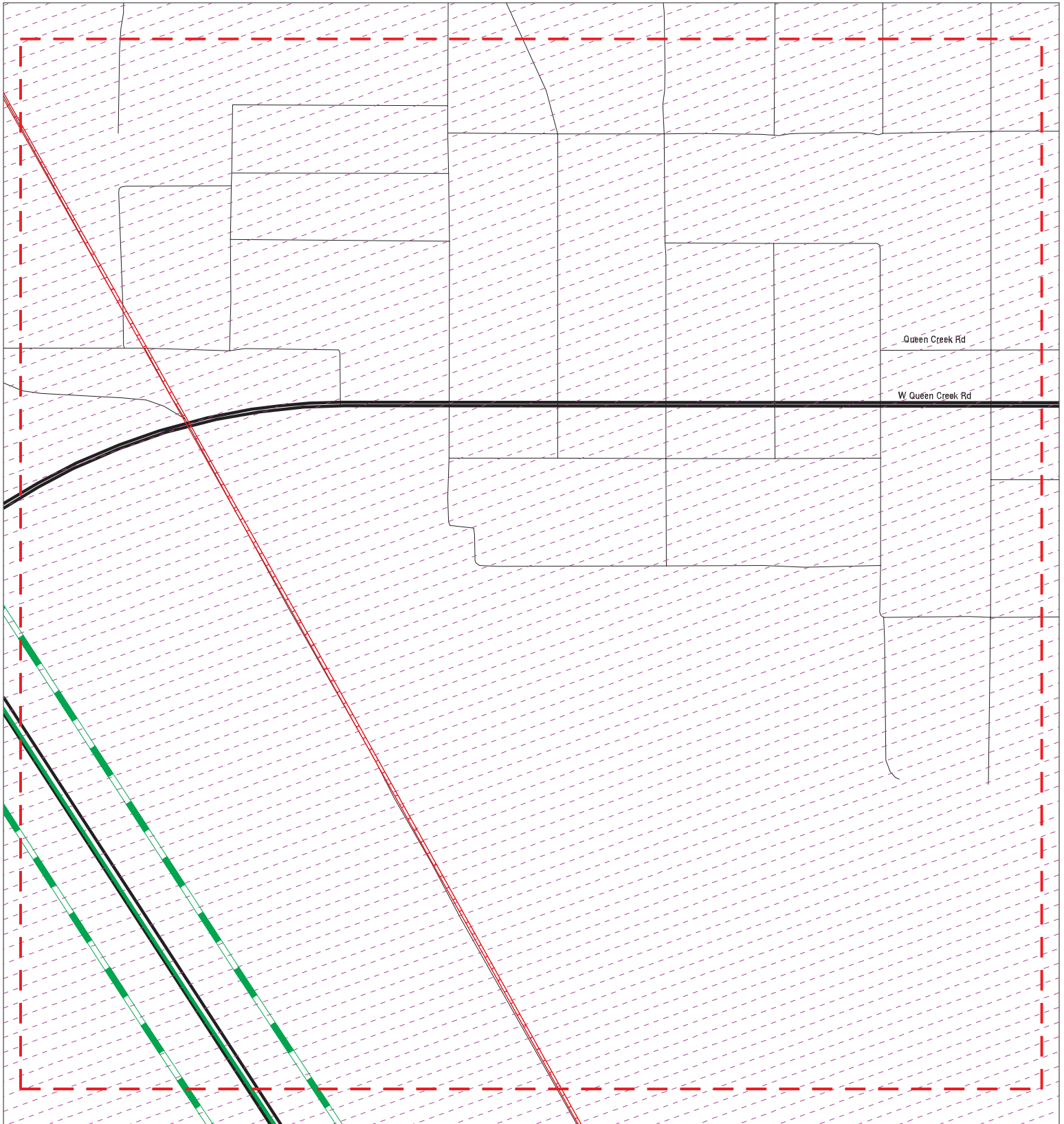
CLIENT: HDR Engineering, Inc.
 CONTACT: Kelly Kading
 INQUIRY #: 5734456.5s
 DATE: 07/31/19













MAPPED SITES SUMMARY - FOCUS MAP 2

Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP
1 / 2	UNKNOWN	I-10 & QUEEN CREEK R	SPILLS	TP

Focus Map - 3 - 5734456.5s



- | | | |
|---|--|---|
|  Sites |  Focus Map - Sites |  Dept. Defense Sites |
|  Target Property |  Power Line |  AZ NPL |
|  Search Buffer |  Pipe Line |  Water Quality Assurance Revolving |
|  Focus Map - No Sites |  National Priority List Sites |  Indian Reservations BIA |



SITE NAME: I-10 GRIC DCR PISA
ADDRESS: I-10 GRIC DCR PISA
CITY/STATE: Maricopa AZ
ZIP: 85138

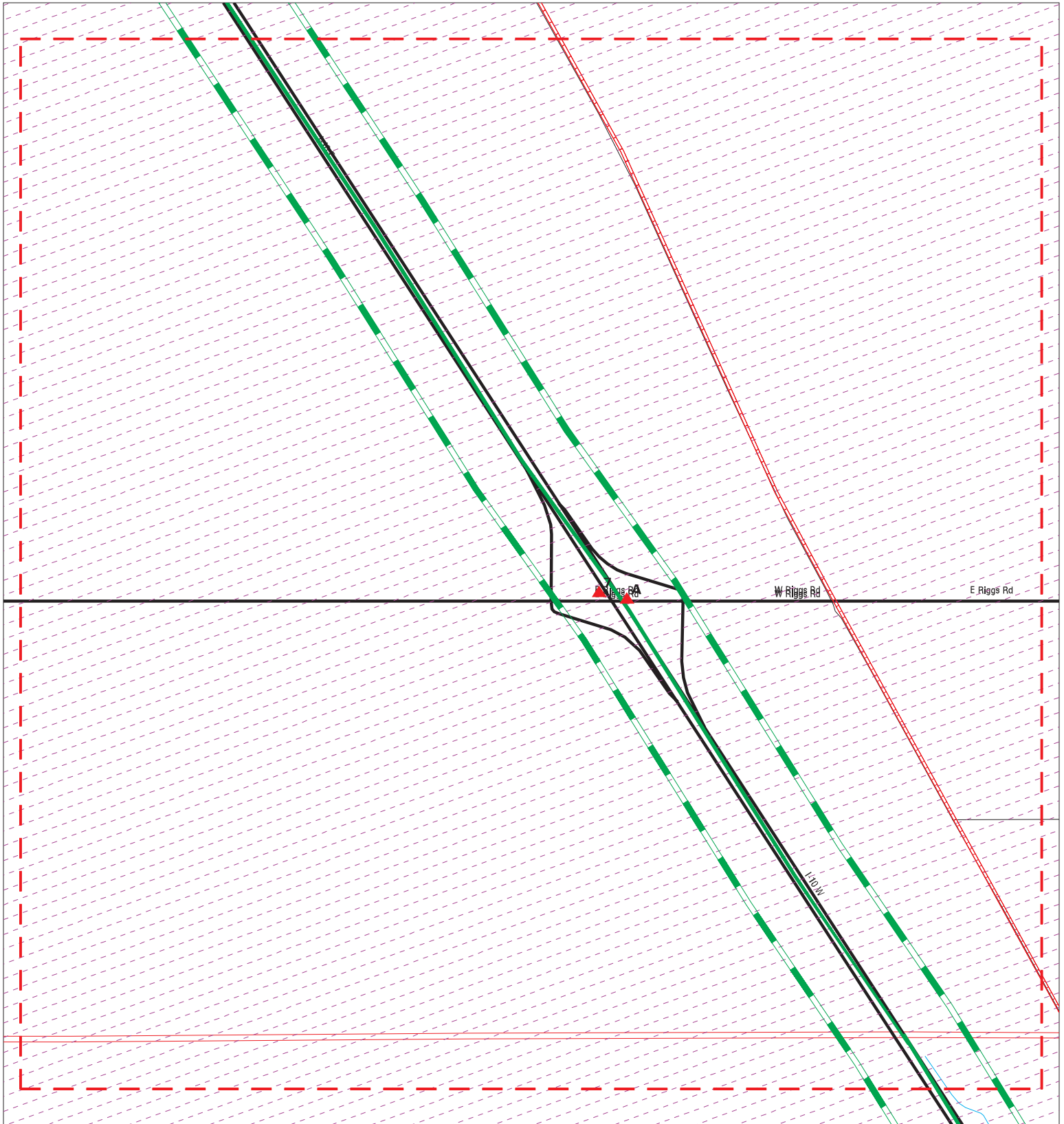
CLIENT: HDR Engineering, Inc.
CONTACT: Kelly Kading
INQUIRY #: 5734456.5s
DATE: 07/31/19













MAPPED SITES SUMMARY - FOCUS MAP 3

Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP

Focus Map - 4 - 5734456.5s



- | | | |
|---|--|---|
|  Sites |  Focus Map - Sites |  Dept. Defense Sites |
|  Target Property |  Power Line |  AZ NPL |
|  Search Buffer |  Pipe Line |  Water Quality Assurance Revolving |
|  Focus Map - No Sites |  National Priority List Sites |  Indian Reservations BIA |



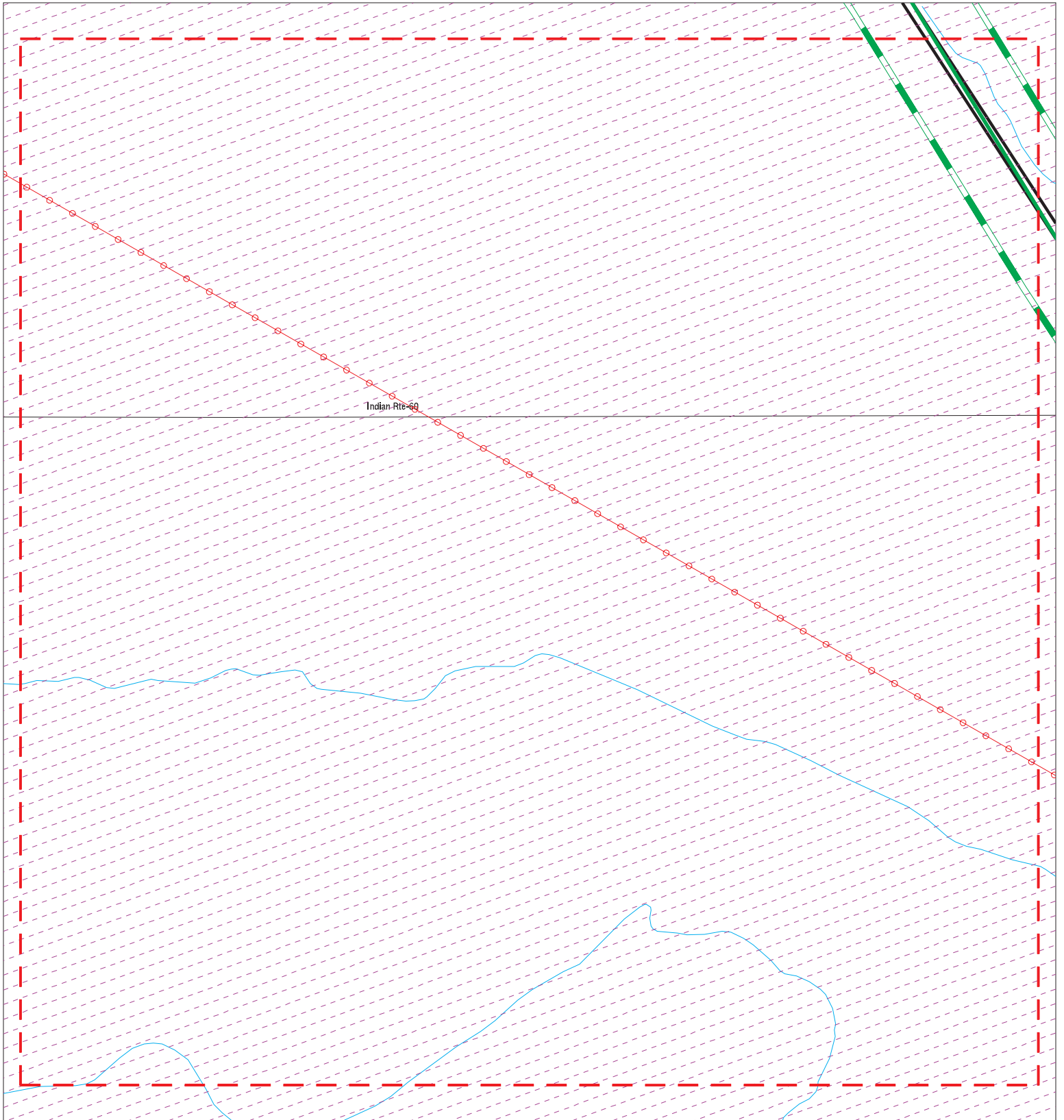
SITE NAME: I-10 GRIC DCR PISA ADDRESS: I-10 GRIC DCR PISA CITY/STATE: Maricopa AZ ZIP: 85138	CLIENT: HDR Engineering, Inc. CONTACT: Kelly Kading INQUIRY #: 5734456.5s DATE: 07/31/19
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MAPPED SITES SUMMARY - FOCUS MAP 4













Target Property:
 I-10 GRIC DCR PISA
 MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP
A2 / 4	AZ AMMONIA	I-10 & RIGGS RD.	SPILLS	TP
A4 / 4	I-10 AND RIGGS RD	NO ADDRESS ON RECORD	FINDS	67 0.013 NE
A5 / 4	I-10 AND RIGGS RD		EMAP	92 0.017 NE
A6 / 4	UNKNOWN	I-10 & RIGGS RD, 200	SPILLS	108 0.020 SW
7 / 4	UNKNOWN	I-10 & RIGGS RD.	SPILLS	164 0.031 SW

Focus Map - 5 - 5734456.5s



Indian Rte-60

- | | | | | | |
|---|----------------------|---|------------------------------|---|-----------------------------------|
|  | Sites |  | Focus Map - Sites |  | Dept. Defense Sites |
|  | Target Property |  | Power Line |  | AZ NPL |
|  | Search Buffer |  | Pipe Line |  | Water Quality Assurance Revolving |
|  | Focus Map - No Sites |  | National Priority List Sites |  | Indian Reservations BIA |



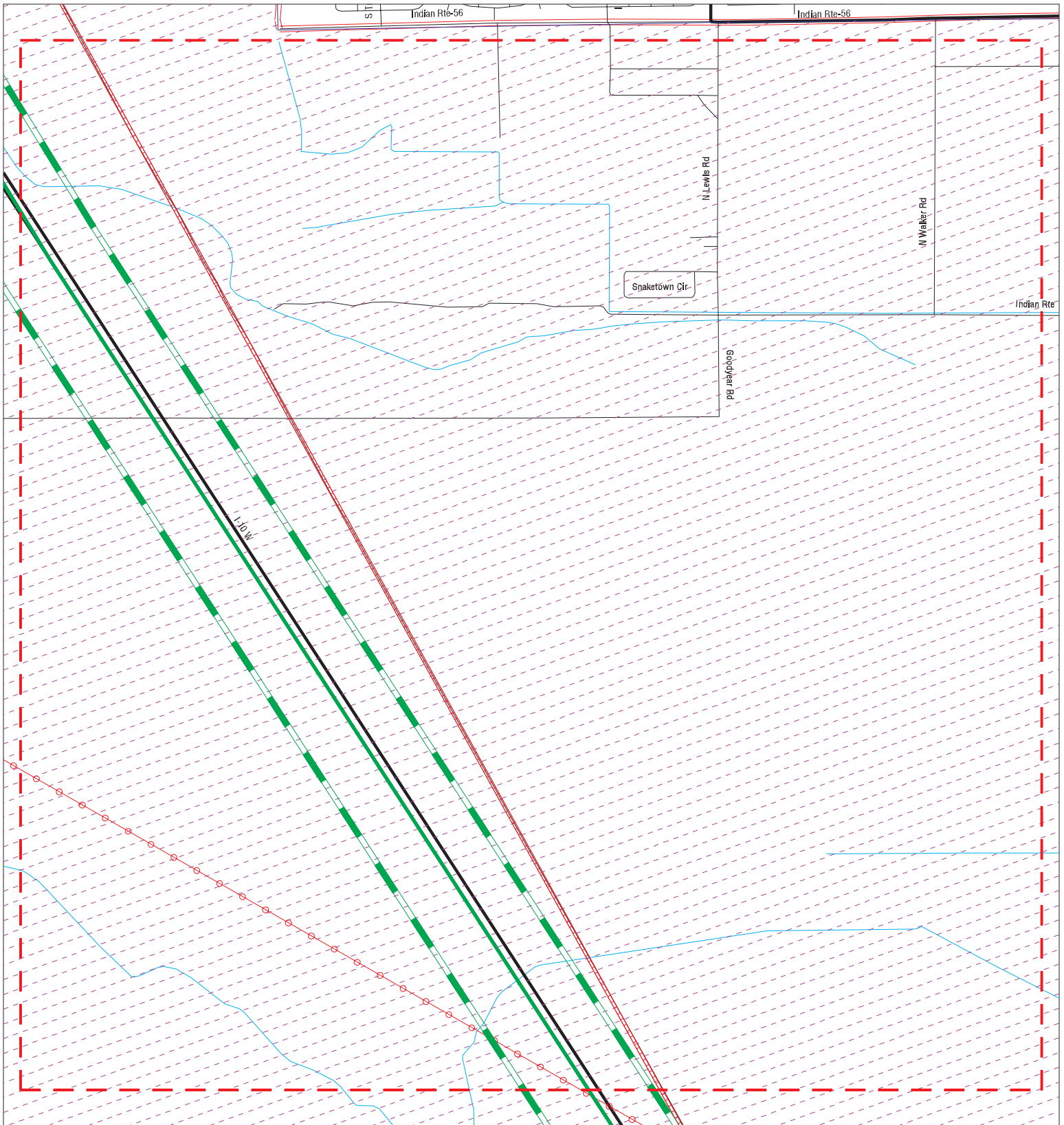
SITE NAME: I-10 GRIC DCR PISA ADDRESS: I-10 GRIC DCR PISA CITY/STATE: Maricopa AZ ZIP: 85138	CLIENT: HDR Engineering, Inc. CONTACT: Kelly Kading INQUIRY #: 5734456.5s DATE: 07/31/19
---	---

MAPPED SITES SUMMARY - FOCUS MAP 5

Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP

Focus Map - 6 - 5734456.5s



- | | | | | | |
|--|----------------------|--|------------------------------|--|-----------------------------------|
| | Sites | | Focus Map - Sites | | Dept. Defense Sites |
| | Target Property | | Power Line | | AZ NPL |
| | Search Buffer | | Pipe Line | | Water Quality Assurance Revolving |
| | Focus Map - No Sites | | National Priority List Sites | | Indian Reservations BIA |



SITE NAME: I-10 GRIC DCR PISA
 ADDRESS: I-10 GRIC DCR PISA
 CITY/STATE: Maricopa AZ
 ZIP: 85138

CLIENT: HDR Engineering, Inc.
 CONTACT: Kelly Kading
 INQUIRY #: 5734456.5s
 DATE: 07/31/19

MAPPED SITES SUMMARY - FOCUS MAP 6

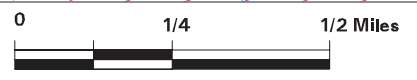
Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP

Focus Map - 7 - 5734456.5s



- | | | | | | |
|--|----------------------|--|------------------------------|--|-----------------------------------|
| | Sites | | Focus Map - Sites | | Dept. Defense Sites |
| | Target Property | | Power Line | | AZ NPL |
| | Search Buffer | | Pipe Line | | Water Quality Assurance Revolving |
| | Focus Map - No Sites | | National Priority List Sites | | Indian Reservations BIA |



SITE NAME: I-10 GRIC DCR PISA ADDRESS: I-10 GRIC DCR PISA CITY/STATE: Maricopa AZ ZIP: 85138	CLIENT: HDR Engineering, Inc. CONTACT: Kelly Kading INQUIRY #: 5734456.5s DATE: 07/31/19
---	---

MAPPED SITES SUMMARY - FOCUS MAP 7

Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP

Focus Map - 8 - 5734456.5s



- | | | |
|----------------------|------------------------------|-----------------------------------|
| Sites | Focus Map - Sites | Dept. Defense Sites |
| Target Property | Power Line | AZ NPL |
| Search Buffer | Pipe Line | Water Quality Assurance Revolving |
| Focus Map - No Sites | National Priority List Sites | Indian Reservations BIA |



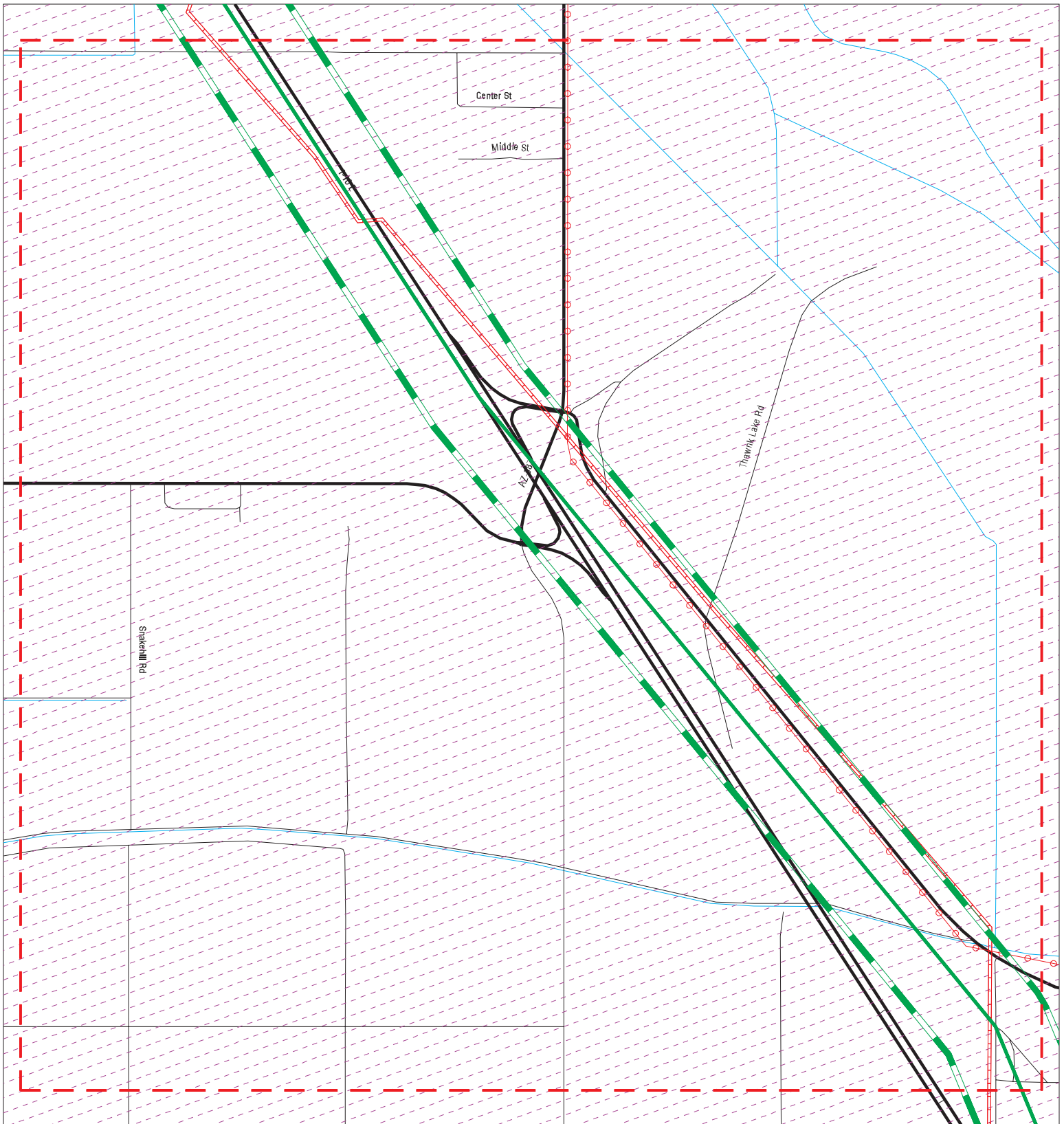
SITE NAME: I-10 GRIC DCR PISA ADDRESS: I-10 GRIC DCR PISA CITY/STATE: Maricopa AZ ZIP: 85138	CLIENT: HDR Engineering, Inc. CONTACT: Kelly Kading INQUIRY #: 5734456.5s DATE: 07/31/19
---	---

MAPPED SITES SUMMARY - FOCUS MAP 8

Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP

Focus Map - 9 - 5734456.5s



- | | | |
|----------------------|------------------------------|-----------------------------------|
| Sites | Focus Map - Sites | Dept. Defense Sites |
| Target Property | Power Line | AZ NPL |
| Search Buffer | Pipe Line | Water Quality Assurance Revolving |
| Focus Map - No Sites | National Priority List Sites | Indian Reservations BIA |



SITE NAME: I-10 GRIC DCR PISA
ADDRESS: I-10 GRIC DCR PISA
CITY/STATE: Maricopa AZ
ZIP: 85138

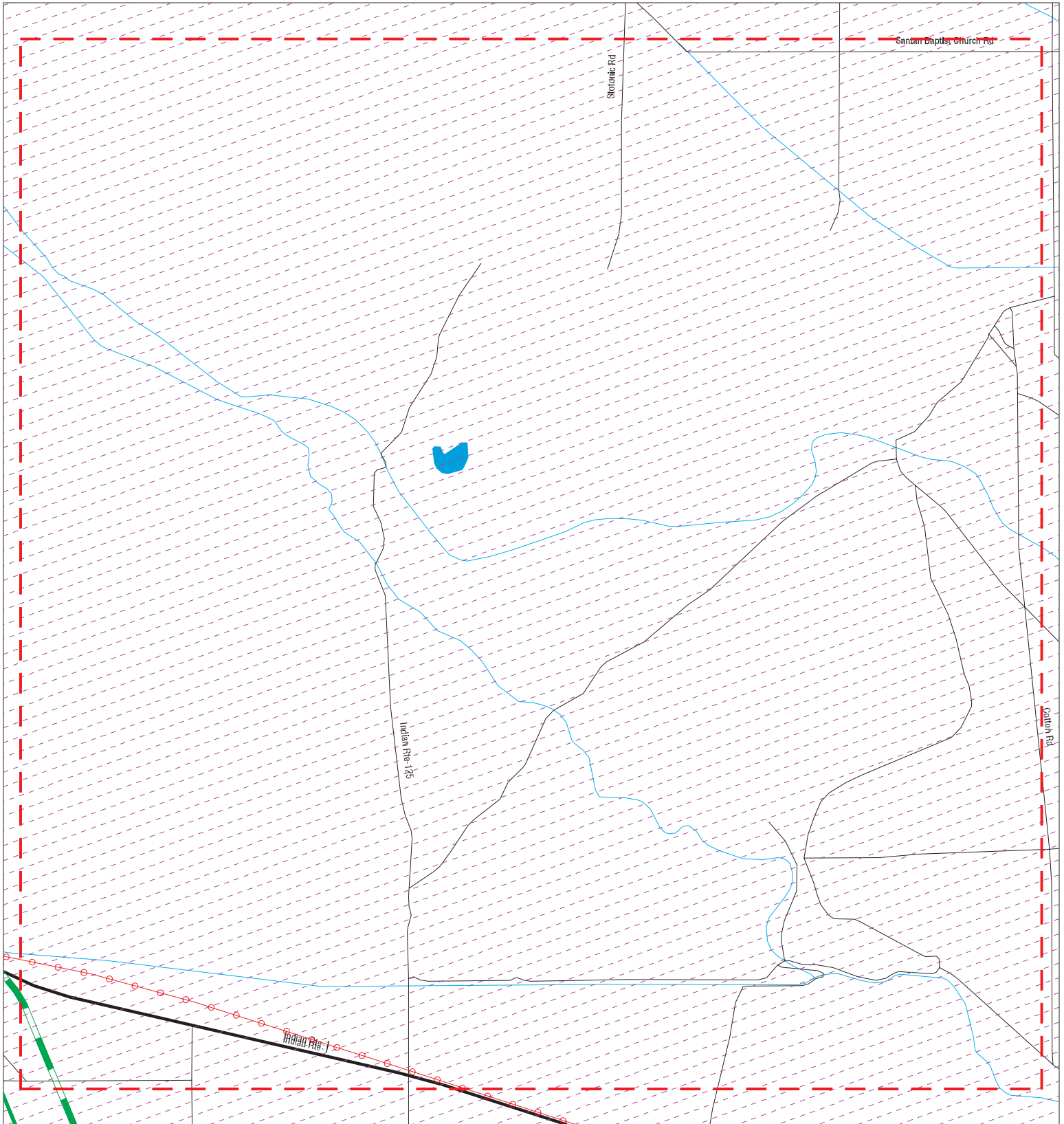
CLIENT: HDR Engineering, Inc.
CONTACT: Kelly Kading
INQUIRY #: 5734456.5s
DATE: 07/31/19

MAPPED SITES SUMMARY - FOCUS MAP 9

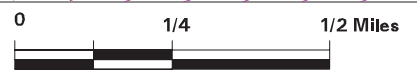
Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP

Focus Map - 10 - 5734456.5s



- | | | | | | |
|--|----------------------|--|------------------------------|--|-----------------------------------|
| | Sites | | Focus Map - Sites | | Dept. Defense Sites |
| | Target Property | | Power Line | | AZ NPL |
| | Search Buffer | | Pipe Line | | Water Quality Assurance Revolving |
| | Focus Map - No Sites | | National Priority List Sites | | Indian Reservations BIA |



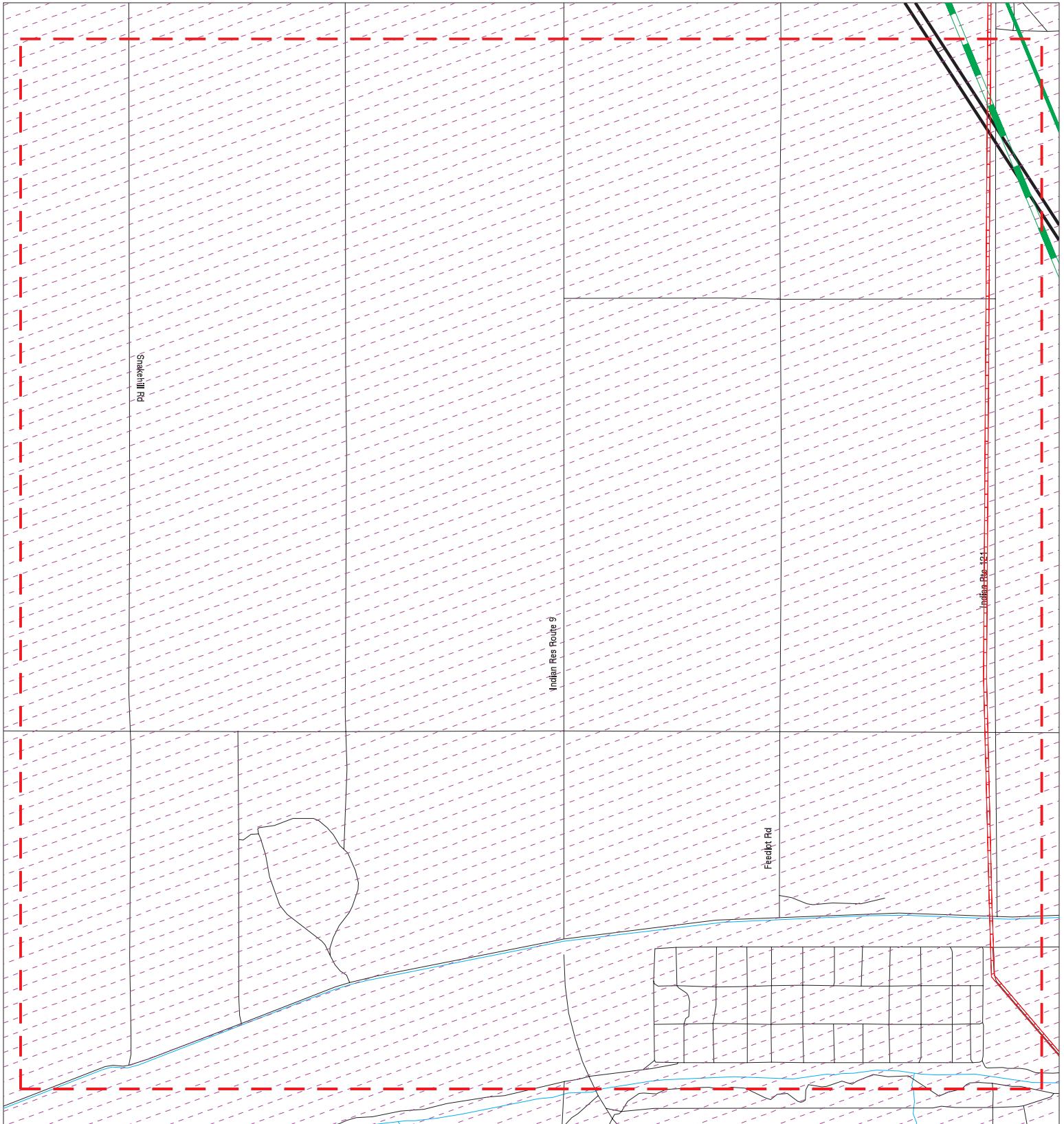
SITE NAME: I-10 GRIC DCR PISA ADDRESS: I-10 GRIC DCR PISA CITY/STATE: Maricopa AZ ZIP: 85138	CLIENT: HDR Engineering, Inc. CONTACT: Kelly Kading INQUIRY #: 5734456.5s DATE: 07/31/19
---	---

MAPPED SITES SUMMARY - FOCUS MAP 10

Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP

Focus Map - 11 - 5734456.5s



- | | | | | | |
|--|-----------------|--|-----------------------------------|--|-----------------------------------|
| | Sites | | Focus Map - Sites | | Focus Map - No Sites |
| | Target Property | | Power Line | | Pipe Line |
| | Search Buffer | | National Priority List Sites | | National Priority List Sites |
| | | | Dept. Defense Sites | | Dept. Defense Sites |
| | | | AZ NPL | | AZ NPL |
| | | | Water Quality Assurance Revolving | | Water Quality Assurance Revolving |
| | | | Indian Reservations BIA | | Indian Reservations BIA |



SITE NAME: I-10 GRIC DCR PISA
 ADDRESS: I-10 GRIC DCR PISA
 CITY/STATE: Maricopa AZ
 ZIP: 85138

CLIENT: HDR Engineering, Inc.
 CONTACT: Kelly Kading
 INQUIRY #: 5734456.5s
 DATE: 07/31/19

MAPPED SITES SUMMARY - FOCUS MAP 11

Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

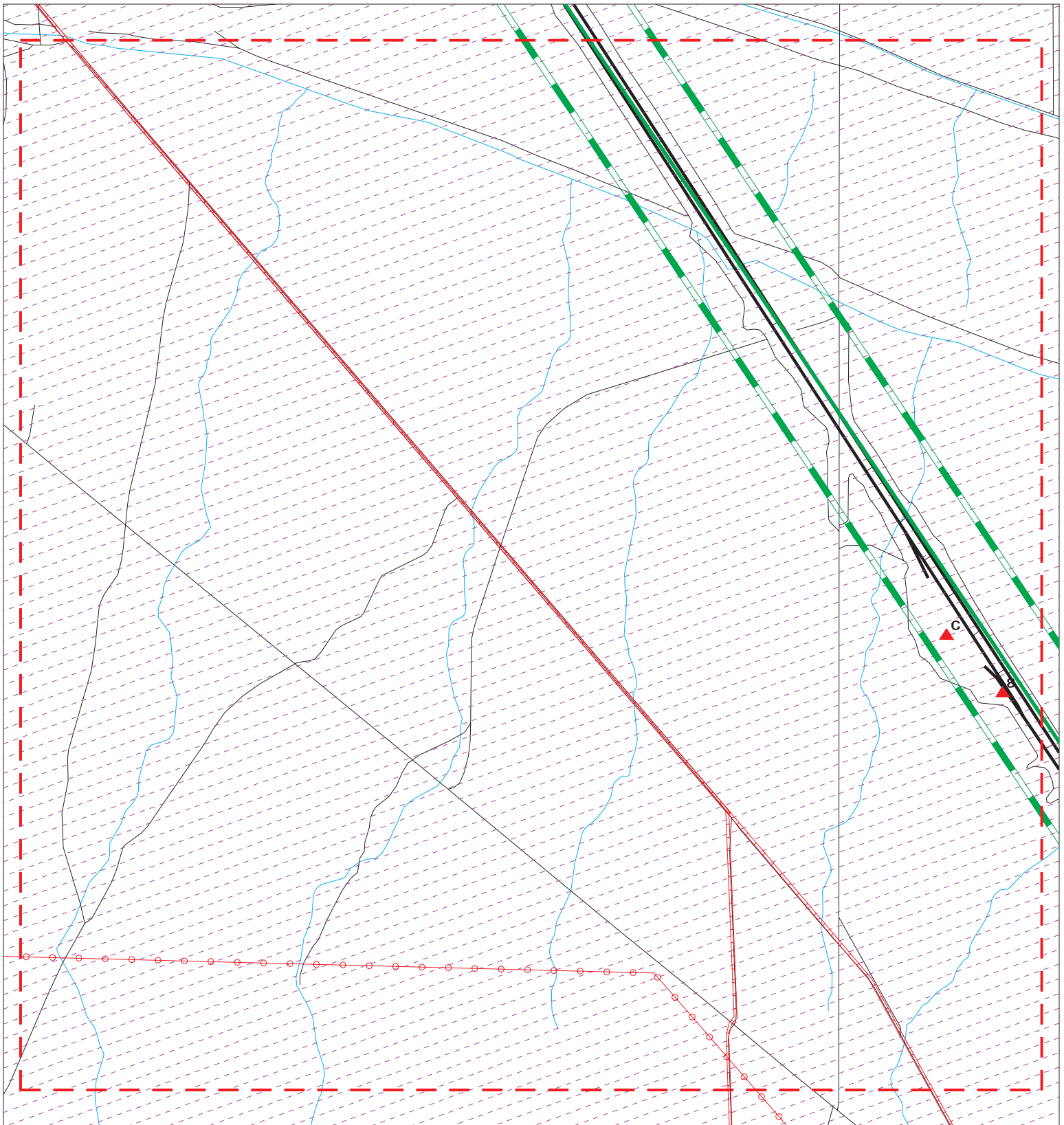
MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP

MAPPED SITES SUMMARY - FOCUS MAP 12

Target Property:
 I-10 GRIC DCR PISA
 MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP
24 / 12	CRIMINAL JUSTICE FAC	669 W SEED FARM RD	RCRA-SQG	650 0.123 SW

Focus Map - 13 - 5734456.5s



- | | | |
|----------------------|------------------------------|-----------------------------------|
| Sites | Focus Map - Sites | Dept. Defense Sites |
| Target Property | Power Line | AZ NPL |
| Search Buffer | Pipe Line | Water Quality Assurance Revolving |
| Focus Map - No Sites | National Priority List Sites | Indian Reservations BIA |



SITE NAME: I-10 GRIC DCR PISA
ADDRESS: I-10 GRIC DCR PISA
CITY/STATE: Maricopa AZ
ZIP: 85138

CLIENT: HDR Engineering, Inc.
CONTACT: Kelly Kading
INQUIRY #: 5734456.5s
DATE: 07/31/19

MAPPED SITES SUMMARY - FOCUS MAP 13

Target Property:
 I-10 GRIC DCR PISA
 MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP
8 / 13	BOOMERANG EXPRESS PC		EMAP	228 0.043 SW
C12 / 13	ADOT - SACATON REST		EMAP	407 0.077 SW
C13 / 13	ADOT - SACATON REST	NO ADDRESS ON RECORD	FINDS	407 0.077 SW

Focus Map - 14 - 5734456.5s



- | | | |
|----------------------|------------------------------|-----------------------------------|
| Sites | Focus Map - Sites | Dept. Defense Sites |
| Target Property | Power Line | AZ NPL |
| Search Buffer | Pipe Line | Water Quality Assurance Revolving |
| Focus Map - No Sites | National Priority List Sites | Indian Reservations BIA |



SITE NAME: I-10 GRIC DCR PISA
ADDRESS: I-10 GRIC DCR PISA
CITY/STATE: Maricopa AZ
ZIP: 85138

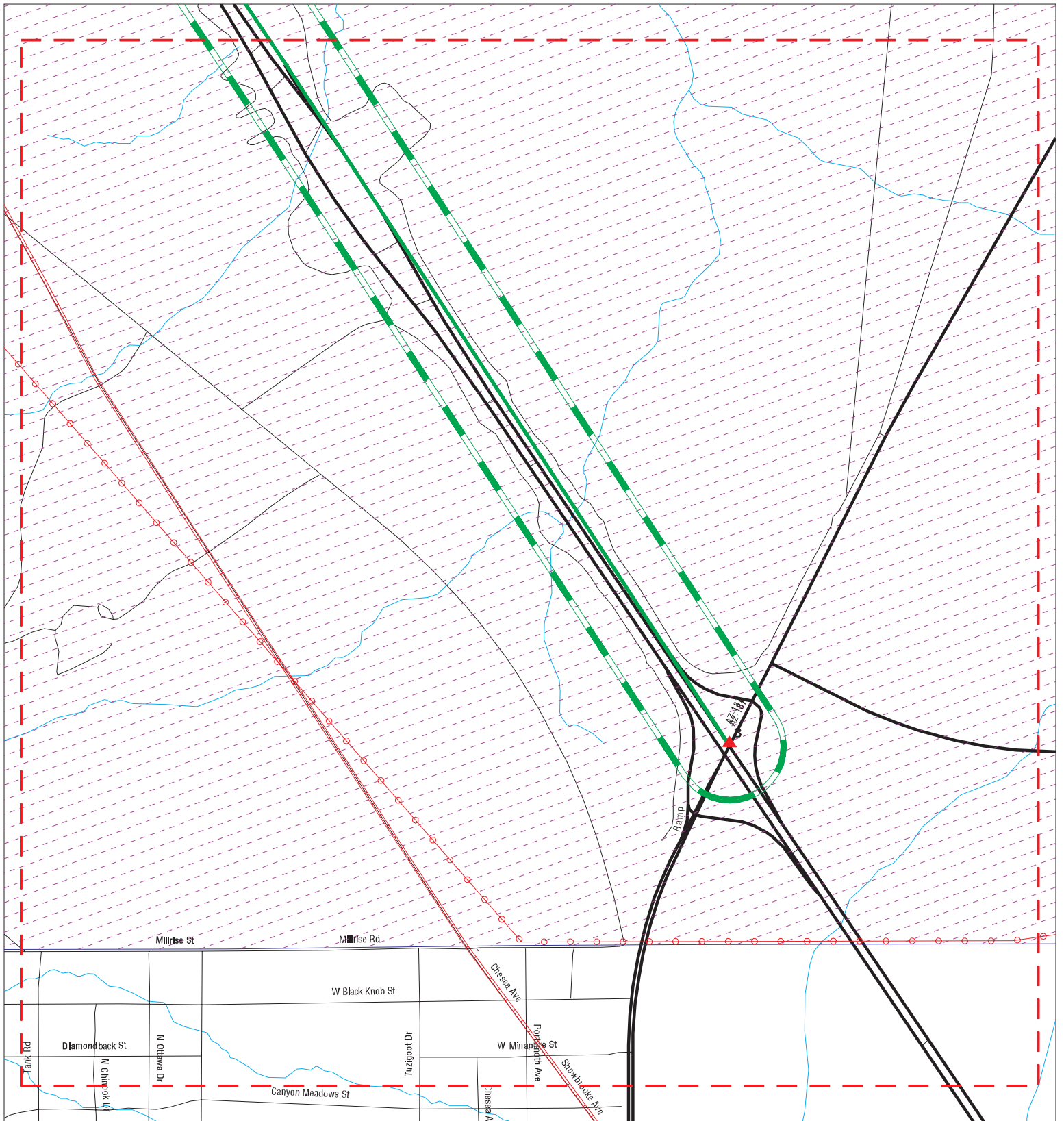
CLIENT: HDR Engineering, Inc.
CONTACT: Kelly Kading
INQUIRY #: 5734456.5s
DATE: 07/31/19

MAPPED SITES SUMMARY - FOCUS MAP 14

Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP

Focus Map - 15 - 5734456.5s



- | | | |
|----------------------|------------------------------|-----------------------------------|
| Sites | Focus Map - Sites | Dept. Defense Sites |
| Target Property | Power Line | AZ NPL |
| Search Buffer | Pipe Line | Water Quality Assurance Revolving |
| Focus Map - No Sites | National Priority List Sites | Indian Reservations BIA |



SITE NAME: I-10 GRIC DCR PISA
ADDRESS: I-10 GRIC DCR PISA
CITY/STATE: Maricopa AZ
ZIP: 85138

CLIENT: HDR Engineering, Inc.
CONTACT: Kelly Kading
INQUIRY #: 5734456.5s
DATE: 07/31/19

MAPPED SITES SUMMARY - FOCUS MAP 15

Target Property:
I-10 GRIC DCR PISA
MARICOPA, AZ 85248

MAP ID / FOCUS MAP	SITE NAME	ADDRESS	DATABASE ACRONYMS	DIST (ft. & mi.) DIRECTION
Reg / Multiple	GILA RIVER INDIAN RE		INDIAN RESERV	TP
3 / 15	O'ODAM AIRSTRIP	SOUTH OF CASA BLANC	US BROWNFIELDS, FINDS	TP

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

IND RES **GILA RIVER INDIAN RESERVATION**
Region
Target **, AZ**
Property

INDIAN RESERV **CIND200785**
N/A

INDIAN RESERV:
Feature: Indian Reservation
Name: Gila River Indian Reservation
Agency: BIA

Focus Map:
1,2,3,4,5,6,7,8,9,10,11,12,13,14,15

1 **UNKNOWN**
Target **I-10 & QUEEN CREEK RD.**
Property **CHANDLER, AZ**

SPILLS **S106197460**
N/A

Actual:
1156 ft.
Focus Map:
2

SPILLS:
Incident Date: 11/20/95
Property Mngmt: Tribal
Chemicals: Carbon Disulfide
Response Date: 11/20/1995
Type: Release
Referred to: N/A
Fund Amount: N/A
Quantity: 5 oz.
Incident Number: 95-022-E
Referral Date: N/A
Structure: Drum
Date Report: 11/20/95

A2 **AZ AMMONIA**
Target **I-10 & RIGGS RD.**
Property **CHANDLER, AZ**

SPILLS **S103773208**
N/A

Site 1 of 4 in cluster A

Actual:
1170 ft.
Focus Map:
4

SPILLS:
Incident Date: 07/17/89
Property Mngmt: Private
Chemicals: Balau/Caparol/Cerb-100
Response Date: 7/17/1989
Type: Fire
Referred to: N/A
Fund Amount: N/A
Quantity: 300/296lbs/50ga
Incident Number: 89-200
Referral Date: N/A
Structure: Truck
Date Report: 07/17/89

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

3 **O'ODAM AIRSTRIP**
Target **SOUTH OF CASA BLANC ROAD/WEST OF I-10**
Property **SACATON, AZ 85247**

US BROWNFIELDS **1016349403**
FINDS **N/A**

Actual: US BROWNFIELDS:
1551 ft. Property Name: O'ODAM AIRSTRIP
Focus Map: Recipient Name: Gila River Indian Community
15 Grant Type: Showcase Community
 Property Number: Not reported
 Parcel size: 10
 Latitude: 33.003356
 Longitude: -111.752885
 HCM Label: Not reported
 Map Scale: Not reported
 Point of Reference: Not reported
 Highlights: Not reported
 Datum: World Geodetic System of 1984
 Acres Property ID: 54601
 IC Data Access: Not reported
 Start Date: Not reported
 Redev Completion Date: Not reported
 Completed Date: Not reported
 Acres Cleaned Up: Not reported
 Cleanup Funding: Not reported
 Cleanup Funding Source: Not reported
 Assessment Funding: 5856.24
 Assessment Funding Source: US EPA - Brownfields Assessment Cooperative Agreement
 Redevelopment Funding: Not reported
 Redev. Funding Source: Not reported
 Redev. Funding Entity Name: Not reported
 Redevelopment Start Date: Not reported
 Assessment Funding Entity: EPA
 Cleanup Funding Entity: Not reported
 Grant Type: N/A
 Accomplishment Type: Phase I Environmental Assessment
 Accomplishment Count: 0
 Cooperative Agreement Number: 98978201
 Start Date: 05/30/2006 00:00:00
 Ownership Entity: Government
 Completion Date: 05/30/2006 00:00:00
 Current Owner: GRIC
 Did Owner Change: N
 Cleanup Required: N
 Video Available: Not reported
 Photo Available: Not reported
 Institutional Controls Required: N
 IC Category Proprietary Controls: Not reported
 IC Cat. Info. Devices: Not reported
 IC Cat. Gov. Controls: Not reported
 IC Cat. Enforcement Permit Tools: Not reported
 IC in place date: Not reported
 IC in place: U
 State/tribal program date: Not reported
 State/tribal program ID: Not reported
 State/tribal NFA date: Not reported
 Air contaminated: Not reported
 Air cleaned: Not reported
 Asbestos found: Not reported
 Asbestos cleaned: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

O'ODAM AIRSTRIP (Continued)

1016349403

Controlled substance found:	Not reported
Controlled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Y
Other contams found description:	pesticides
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Y
Soil cleaned up:	Y
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Surface Water:	Not reported
Past use commercial acreage:	10
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
Nickel Cleaned Up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

O'ODAM AIRSTRIP (Continued)

1016349403

Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported
Property Description:	Past use was agricultural. Current use is GRIC Wastewater Treatment Plant.
Below Poverty Number:	Not reported
Below Poverty Percent:	%
Meidan Income:	Not reported
Meidan Income Number:	Not reported
Meidan Income Percent:	%
Vacant Housing Number:	Not reported
Vacant Housing Percent:	%
Unemployed Number:	Not reported
Unemployed Percent:	%
Property Name:	O'ODAM AIRSTRIP
Recipient Name:	Gila River Indian Community
Grant Type:	Showcase Community
Property Number:	Not reported
Parcel size:	10
Latitude:	33.003356
Longitude:	-111.752885
HCM Label:	Not reported
Map Scale:	Not reported
Point of Reference:	Not reported
Highlights:	Not reported
Datum:	World Geodetic System of 1984
Acres Property ID:	54601
IC Data Access:	Not reported
Start Date:	Not reported
Redev Completion Date:	Not reported
Completed Date:	Not reported
Acres Cleaned Up:	Not reported
Cleanup Funding:	Not reported
Cleanup Funding Source:	Not reported
Assessment Funding:	8000
Assessment Funding Source:	US EPA - Brownfields Assessment Cooperative Agreement
Redevelopment Funding:	Not reported
Redev. Funding Source:	Not reported
Redev. Funding Entity Name:	Not reported
Redevelopment Start Date:	Not reported
Assessment Funding Entity:	EPA
Cleanup Funding Entity:	Not reported
Grant Type:	N/A
Accomplishment Type:	Phase II Environmental Assessment

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

O'ODAM AIRSTRIP (Continued)

1016349403

Accomplishment Count:	0
Cooperative Agreement Number:	98978201
Start Date:	07/30/2006 00:00:00
Ownership Entity:	Government
Completion Date:	07/30/2006 00:00:00
Current Owner:	GRIC
Did Owner Change:	N
Cleanup Required:	N
Video Available:	Not reported
Photo Available:	Not reported
Institutional Controls Required:	N
IC Category Proprietary Controls:	Not reported
IC Cat. Info. Devices:	Not reported
IC Cat. Gov. Controls:	Not reported
IC Cat. Enforcement Permit Tools:	Not reported
IC in place date:	Not reported
IC in place:	U
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controlled substance found:	Not reported
Controlled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Y
Other contams found description:	pesticides
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Y
Soil cleaned up:	Y
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Surface Water:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

O'ODAM AIRSTRIP (Continued)

1016349403

Past use commercial acreage:	10
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
Nickel Cleaned Up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported
Property Description:	Past use was agricultural. Current use is GRIC Wastewater Treatment Plant.
Below Poverty Number:	Not reported
Below Poverty Percent:	%
Meidan Income:	Not reported
Meidan Income Number:	Not reported
Meidan Income Percent:	%
Vacant Housing Number:	Not reported
Vacant Housing Percent:	%
Unemployed Number:	Not reported
Unemployed Percent:	%

FINDS:

Registry ID: 110038759126

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

O'ODAM AIRSTRIP (Continued)

1016349403

is an federal online database for Brownfields Grantees to electronically submit data directly to EPA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

**A4
NE
< 1/8
0.013 mi.
67 ft.**

**I-10 AND RIGGS RD
NO ADDRESS ON RECORD
CHANDLER, AZ 85226**

**FINDS 1012144094
N/A**

Site 2 of 4 in cluster A

**Actual:
1170 ft.**

FINDS:

**Focus Map:
4**

Registry ID: 110039298818

Environmental Interest/Information System

AZURITE (Arizona Unified Repository For Informational Tracking Of The Environment) is the Arizona Department of Environmental Quality (ADEQ) database that is used for environmental enforcement and compliance reporting to the Permit and Compliance (PCS) system and to the Air Facility System Universal Interface (AFS-UI).

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

**A5
NE
< 1/8
0.017 mi.
92 ft.**

**I-10 AND RIGGS RD
SUN LAKES, AZ**

**EMAP S117599590
N/A**

Site 3 of 4 in cluster A

**Actual:
1170 ft.**

EMAP:

**Focus Map:
4**

ID Number: 119118
Township: Not reported
Range: Not reported
Section: Not reported
Quarter 1: Not reported
Quarter 2: Not reported
Quarter 3: Not reported
Latitude: 33.2192466
Longitude: -111.9195963
Collection Method: DIGITAL IMAGERY
Place Type: REMEDIATION AREA
Place Type Code: RA
Place C Code: PP
Facility Status: NOT ACTIVE
End Date: 04/14/2010
Verified: Y

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

A6 **UNKNOWN**
SW **I-10 & RIGGS RD, 200 YDS NE**
< 1/8 **PHOENIX, AZ**
0.020 mi.
108 ft. **Site 4 of 4 in cluster A**

SPILLS **S106201936**
 N/A

Actual: **SPILLS:**
1170 ft. Incident Date: 05/05/92
Focus Map: Property Mngmt: Tribal
4 Chemicals: Unknown
 Response Date: 5/5/1992
 Type: Release
 Referred to: N/A
 Fund Amount: GEF/1.5K
 Quantity: 5 gals.
 Incident Number: 92-042-A
 Referral Date: N/A
 Structure: Drums
 Date Report: 05/05/92

7 **UNKNOWN**
SW **I-10 & RIGGS RD.**
< 1/8 **MESA, AZ**
0.031 mi.
164 ft.

SPILLS **S100885730**
 N/A

Actual: **SPILLS:**
1169 ft. Incident Date: 05/25/90
Focus Map: Property Mngmt: Tribal
4 Chemicals: Ethyl Ether
 Response Date: 5/25/1990
 Type: Release
 Referred to: N/A
 Fund Amount: GEF/Unk
 Quantity: 25 gals.
 Incident Number: 90-058-A
 Referral Date: N/A
 Structure: Misc.
 Date Report: 05/25/90

8 **BOOMERANG EXPRESS PCS SPILL SITE**
SW **SACATON, AZ**
< 1/8
0.043 mi.
228 ft.

EMAP **S117588595**
 N/A

Actual: **EMAP:**
1454 ft. ID Number: 146307
Focus Map: Township: Not reported
13 Range: Not reported
 Section: Not reported
 Quarter 1: Not reported
 Quarter 2: Not reported
 Quarter 3: Not reported
 Latitude: 33.0403436
 Longitude: -111.7827739
 Collection Method: DIGITAL IMAGERY
 Place Type: PETROLEUM CONTAMINATED SOILS (PCS) SITE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BOOMERANG EXPRESS PCS SPILL SITE (Continued)

S117588595

Place Type Code: PCS
Place C Code: PP
Facility Status: ACTIVE
End Date: Not reported
Verified: Y

B9 **GILA RIVER INDIAN COMMUNITY**
East **5025 W PECOS RD**
< 1/8 **CHANDLER, AZ 85226**
0.044 mi.
231 ft. **Site 1 of 3 in cluster B**

SPILLS **S104851779**
EMAP **N/A**

Actual: **1160 ft.** **SPILLS:**
Focus Map: **1** Incident Date: 05/22/00
Property Mngmt: Tribal
Chemicals: Cyanide
Response Date: N/A
Type: Threat
Referred to: N/A
Fund Amount: GRIC/Unk
Quantity: Unknown
Incident Number: 00-148-E
Referral Date: N/A
Structure: Bucket
Date Report: 05/22/00

EMAP:
ID Number: 117043
Township: Not reported
Range: Not reported
Section: Not reported
Quarter 1: Not reported
Quarter 2: Not reported
Quarter 3: Not reported
Latitude: 33.2906244
Longitude: -111.9286198
Collection Method: CALCULATED BY PROGRAM TECHNICAL STAFF
Place Type: GOVERNMENT FACILITY
Place Type Code: GOV
Place C Code: PP
Facility Status: NOT ACTIVE
End Date: 04/14/2010
Verified: Y

B10 **GILA RIVER INDIAN COMMUNITY**
East **5025 W PECOS RD**
< 1/8 **CHANDLER, AZ 85226**
0.044 mi.
231 ft. **Site 2 of 3 in cluster B**

RCRA NonGen / NLR **1006804127**
FINDS **AZE000522800**
ECHO

Actual: **1160 ft.** **RCRA NonGen / NLR:**
Focus Map: **1** Date form received by agency: 11/08/2002
Facility name: GILA RIVER INDIAN COMMUNITY
Facility address: 5025 W PECOS RD
CHANDLER, AZ 85225
EPA ID: AZE000522800

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GILA RIVER INDIAN COMMUNITY (Continued)

1006804127

Contact: ERIC ABRAMS
Contact address: PO BOX 97
SACATON, AZ 85247
Contact country: US
Contact telephone: 520-562-2234
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110013352166

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

AZURITE (Arizona Unified Repository For Informational Tracking Of The Environment) is the Arizona Department of Environmental Quality (ADEQ) database that is used for environmental enforcement and compliance reporting to the Permit and Compliance (PCS) system and to the Air Facility System Universal Interface (AFS-UI).

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1006804127
Registry ID: 110013352166
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110013352166>

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

B11 **NORRIS TRIMBLE LEASE, AKA PACIFIC LIVESTOCK**
East **5025 W. PECOS ROAD**
< 1/8 **CHANDLER, AZ 85226**
0.044 mi.
231 ft. **Site 3 of 3 in cluster B**

INDIAN UST **1009392218**
 N/A

Actual:
1160 ft.

Focus Map:
1

Indian UST:
Region: 9
Alternate Facility ID: GILA036
Facility Name2: "NORRIS TRIMBLE LEASE, aka PACIFIC LIVESTOCK"
Tank ID: TANK 1
Tank Status: Permanently Out of Use
Status Date: 1-Jan-41
Substance Description: Gasoline
Tribe: GILA RIVER
Facility County: Not reported
Facility Telephone: (602) 839-2938
Overfill installed: False
Spill installed: False
Date installed: 1/1/1941
Federally Regulated Tank: True
Latitude: 0
Longitude: 0

Region: 9
Alternate Facility ID: GILA036
Facility Name2: "NORRIS TRIMBLE LEASE, aka PACIFIC LIVESTOCK"
Tank ID: TANK 5
Tank Status: Permanently Out of Use
Status Date: 1-Jan-41
Substance Description: Gasoline
Tribe: GILA RIVER
Facility County: Not reported
Facility Telephone: (602) 839-2938
Overfill installed: False
Spill installed: False
Date installed: 1/1/1941
Federally Regulated Tank: True
Latitude: 0
Longitude: 0

Region: 9
Alternate Facility ID: GILA036
Facility Name2: "NORRIS TRIMBLE LEASE, aka PACIFIC LIVESTOCK"
Tank ID: TANK 4
Tank Status: Permanently Out of Use
Status Date: 1-Jan-41
Substance Description: Diesel
Tribe: GILA RIVER
Facility County: Not reported
Facility Telephone: (602) 839-2938
Overfill installed: False
Spill installed: False
Date installed: 1/1/1941
Federally Regulated Tank: True
Latitude: 0
Longitude: 0

Region: 9

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

NORRIS TRIMBLE LEASE, AKA PACIFIC LIVESTOCK (Continued)

1009392218

Alternate Facility ID:	GILA036
Facility Name2:	"NORRIS TRIMBLE LEASE, aka PACIFIC LIVESTOCK"
Tank ID:	TANK 3
Tank Status:	Permanently Out of Use
Status Date:	1-Jan-41
Substance Description:	Gasoline
Tribe:	GILA RIVER
Facility County:	Not reported
Facility Telephone:	(602) 839-2938
Overfill installed:	False
Spill installed:	False
Date installed:	1/1/1941
Federally Regulated Tank:	True
Latitude:	0
Longitude:	0

Region:	9
Alternate Facility ID:	GILA036
Facility Name2:	"NORRIS TRIMBLE LEASE, aka PACIFIC LIVESTOCK"
Tank ID:	TANK 2
Tank Status:	Permanently Out of Use
Status Date:	1-Jan-41
Substance Description:	Gasoline
Tribe:	GILA RIVER
Facility County:	Not reported
Facility Telephone:	(602) 839-2938
Overfill installed:	False
Spill installed:	False
Date installed:	1/1/1941
Federally Regulated Tank:	True
Latitude:	0
Longitude:	0

C12
SW
 < 1/8
 0.077 mi.
 407 ft.

ADOT - SACATON REST AREA
SACATON, AZ
Site 1 of 2 in cluster C

EMAP S117584665
N/A

Actual:
1442 ft.
Focus Map:
13

EMAP:	
ID Number:	13434
Township:	Not reported
Range:	Not reported
Section:	Not reported
Quarter 1:	Not reported
Quarter 2:	Not reported
Quarter 3:	Not reported
Latitude:	33.0422687
Longitude:	-111.7850000
Collection Method:	DIGITAL IMAGERY
Place Type:	REST AREA
Place Type Code:	RSTA
Place C Code:	PP
Facility Status:	ACTIVE
End Date:	Not reported
Verified:	Y

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

C13 ADOT - SACATON REST AREA
SW NO ADDRESS ON RECORD
< 1/8 SACATON, AZ 85247
0.077 mi.
407 ft. Site 2 of 2 in cluster C

FINDS 1012147409
N/A

Actual:
1442 ft.

FINDS:

Focus Map:
13

Registry ID: 110039244314

Environmental Interest/Information System

AZURITE (Arizona Unified Repository For Informational Tracking Of The Environment) is the Arizona Department of Environmental Quality (ADEQ) database that is used for environmental enforcement and compliance reporting to the Permit and Compliance (PCS) system and to the Air Facility System Universal Interface (AFS-UI).

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

D14 SAN TAN OVER PASS
East WEST PECOS ROAD & SOUTH WEBER DRIVE
< 1/8 CHANDLER, AZ
0.100 mi.
527 ft. Site 1 of 2 in cluster D

AST A100381441
N/A

Actual:
1160 ft.

AST:

Focus Map:
1

Facility Status: Permitted
Permit #: 3078
Permit Year: 2001
Submitter: Phoenix Fuel Co. (Steve Lucero)
Submitter Phone: (602) 477-3314
Memo: Not reported
Approval Date: 09/21/2001

E15 WEBER DISPENSARY
East 17006 S WEBER DR
< 1/8 CHANDLERCHANDLER, AZ 85226
0.103 mi.
545 ft. Site 1 of 3 in cluster E

EMAP S122975638
N/A

Actual:
1164 ft.

EMAP:

Focus Map:
1

ID Number: 178738
Township: 1S
Range: 4E
Section: 32
Quarter 1: SE
Quarter 2: SW
Quarter 3: SW
Latitude: 33.2919500
Longitude: -111.9700130
Collection Method: PROVIDED BY OWNER/OPERATOR
Place Type: COMMERCIAL PROPERTY
Place Type Code: COMM
Place C Code: PP
Facility Status: ACTIVE
End Date: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

WEBER DISPENSARY (Continued)

S122975638

Verified: Y

E16
East
< 1/8
0.103 mi.
545 ft.

WEBER DISPENSARY
17006 S. WEBER DR
CHANDLER, AZ 85226

Dry Wells **S121273050**
N/A

Site 2 of 3 in cluster E

Actual:
1164 ft.

DRY WELLS:

Focus Map:
1

Drywell Number: 1
 Drywell Status: A
 Drywell Status Change: Not reported
 Other Drywell Status: Not reported
 Facility Phone: Not reported
 Registration Number: 56766
 County Code: 07
 Business Code: 02
 Reg Thru Number: 56766
 Fee: 100.00
 Owner Contact Name: Not reported
 Owner Id: 1
 Prop Owner Name: NATIONS CHOICE MORTGAGE ISAOA
 Prop Owner Address: 3303 E. BASELINE RD, BLDG. 7
 Prop Owner City/State/Zip: 85234
 Prop Owner Phone: Not reported
 Contact Person Name: Not reported
 Contact Person Title: STORMWATER PROS
 Contact Person Address: Not reported
 Contact Person City/State/Zip: Not reported
 Contact Person Phone: 602-268-0785
 Township: 1S
 Range: 4E
 Section1: 32
 Quarter Section: Not reported
 DW Penetrate Groundwater: Not reported
 Site Plan Sent: Not reported
 Entry Date: 10/26/2017
 Other Business: Not reported
 Section2: Not reported
 Section3: Not reported
 Proj Officer: 121
 In Compliance Letter: 10/26/2017
 Request Date: Not reported
 Incomplete Submittal: Not reported
 App Det App: Not reported
 App Required: Not reported
 Future App Required: Not reported
 Mgmt Practice Plan: Not reported
 Drillers Log: Not reported
 Additional Fee: Not reported
 Request 2 For Info: Not reported
 Refer To Compliance: Not reported
 App Date: Not reported
 Reg Received Date: 10/26/2017
 Permitting Notification: Not reported
 Registration Number 1: 56766
 Registration Key: 56766
 Driveway: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

WEBER DISPENSARY (Continued)

S121273050

Rooftop: Not reported
 Street: Yes

17
East
< 1/8
0.107 mi.
563 ft.

CITY OF PHOENIX - WATER SYSTEM POE #777
PHOENIX, AZ

EMAP S117591398
N/A

Actual:
1162 ft.
Focus Map:
1

EMAP:
 ID Number: 16163
 Township: Not reported
 Range: Not reported
 Section: Not reported
 Quarter 1: Not reported
 Quarter 2: Not reported
 Quarter 3: Not reported
 Latitude: 33.2916667
 Longitude: -111.9700000
 Collection Method: PROVIDED BY OWNER/OPERATOR
 Place Type: DRINKING WATER POINT OF ENTRY
 Place Type Code: DWPOE
 Place C Code: RO
 Facility Status: ACTIVE
 End Date: Not reported
 Verified: Y

18
West
< 1/8
0.110 mi.
582 ft.

WEBER DR LLC MEDICAL MARIJUANA CULTIVATION &
CHANDLER, AZ 85226

SPDES S121587166
N/A

Actual:
1166 ft.
Focus Map:
1

NPDES:
 AZNPDES Number: 92639
 Application Type: AZPDES STORMWATER - GENERAL CONSTRUCTION
 Receive Date: 04/19/2017
 Approved Date: 04/19/2017
 Term Void Date: Not reported
 Application Status: RECEIVE APPLICATION
 Site Phone: (602) 903-3665
 Contact Name: RAMI SWEISS
 Operator Business Name: WEBER DRIVE LLC
 Operator Address: 26427 S ARIZONA AVENUE, CHANDLER, AZ 85248
 Operator Phone: (602) 903-3665
 Operator Fax: Not reported
 Operator County: MARICOPA
 Type of Project: COMMERCIAL
 Part of Larger Plan: No
 Total Project Size: 2
 Size of Operation: 2
 Site Direction: 7006 S WEBER DRIVE
 Start Date: 06/01/2017
 End Date: 04/30/2018
 Non Stormwater Discharges: Not reported
 Closest Receiving Water: Un-Named Stream

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

WEBER DR LLC MEDICAL MARIJUANA CULTIVATION & (Continued)

S121587166

MS4 Potential:	No
MS4 Owner:	Not reported
SWPPP Location:	7006 S WEBER DRIVE, CHANDLER, AZ 85226
SWPPP Contact Name:	RAMI SWEISS
SWPPP Contact Phone:	(602) 903-3665
Within Quarter Mile:	No
Within Half Mile:	N
Signer Name:	RAMI SWEISS
Signer Business Name:	WEBER DRIVE LLC
Signer Address:	26427 S ARIZONA AVENUE, CHANDLER, AZ 85248
Signer Phone:	(602) 999-7904
Latitude:	331733
Longitude:	1115826

F19
East
< 1/8
0.115 mi.
606 ft.

BELL ATLANTIC METRO MOBILE
16802 SOUTH WEBER DR.
CHANDLER, AZ

AST **A100380849**
N/A

Site 1 of 6 in cluster F

Actual:
1169 ft.

AST:
 Facility Status: Other
 Permit #: 3101
 Permit Year: 1992
 Submitter: Owner
 Submitter Phone: Not reported
 Memo: Not reported
 Approval Date: Not reported

Focus Map:
1

D20
East
< 1/8
0.116 mi.
613 ft.

DREW BROTHERS CUSTOMS
17031 S WEBER DR
CHANDLER, AZ 85226

RCRA-SQG **1004674911**
FINDS **AZR000035956**
ECHO
EMAP
MANIFEST

Site 2 of 2 in cluster D

Actual:
1161 ft.

RCRA-SQG:
 Date form received by agency: 02/02/2017
 Facility name: DREW BROTHERS CUSTOMS
 Facility address: 17031 S WEBER DR
 CHANDLER, AZ 85226-4114
 EPA ID: AZR000035956
 Contact: JENNIFER DREW
 Contact address: 17031 S WEBER DR
 CHANDLER, AZ 85226-4114
 Contact country: Not reported
 Contact telephone: 701-261-5153
 Contact email: JENN@DREWBROTHERSCUSTOMS.COM
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Focus Map:
1

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DREW BROTHERS CUSTOMS (Continued)

1004674911

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 04/04/2016
Site name: DREW BROTHERS CUSTOMS
Classification: Small Quantity Generator

Date form received by agency: 02/13/2015
Site name: DREW BROTHERS CUSTOMS
Classification: Small Quantity Generator

Date form received by agency: 02/08/2013
Site name: DREW BROTHERS CUSTOMS
Classification: Small Quantity Generator

Date form received by agency: 03/05/2012
Site name: DREW BROTHERS CUSTOMS
Classification: Small Quantity Generator

Date form received by agency: 02/10/2011
Site name: DREW BROTHERS CUSTOMS
Classification: Small Quantity Generator

Date form received by agency: 02/16/2010
Site name: DREW BROTHERS CUSTOMS
Classification: Small Quantity Generator

Date form received by agency: 02/06/2009
Site name: DREW BROTHERS CUSTOMS
Classification: Small Quantity Generator

Date form received by agency: 02/08/2008
Site name: DREW BROTHERS CUSTOMS
Classification: Conditionally Exempt Small Quantity Generator

Date form received by agency: 01/10/2007
Site name: DREW BROTHERS CUSTOMS
Classification: Conditionally Exempt Small Quantity Generator

Date form received by agency: 09/15/1999
Site name: DREW BROTHERS CUSTOMS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DREW BROTHERS CUSTOMS (Continued)

1004674911

Classification: Conditionally Exempt Small Quantity Generator

Hazardous Waste Summary:

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

. Waste code: F005
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110002607821

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

AZURITE (Arizona Unified Repository For Informational Tracking Of The Environment) is the Arizona Department of Environmental Quality (ADEQ) database that is used for environmental enforcement and compliance reporting to the Permit and Compliance (PCS) system and to the Air Facility System Universal Interface (AFS-UI).

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1004674911
Registry ID: 110002607821
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002607821>

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DREW BROTHERS CUSTOMS (Continued)

1004674911

EMAP:

ID Number: 115934
Township: Not reported
Range: Not reported
Section: Not reported
Quarter 1: Not reported
Quarter 2: Not reported
Quarter 3: Not reported
Latitude: 33.2912974
Longitude: -111.9694984
Collection Method: LOCATED FROM COUNTY PARCEL INFORMATION
Place Type: COMMERCIAL PROPERTY
Place Type Code: COMM
Place C Code: PP
Facility Status: ACTIVE
End Date: Not reported
Verified: Y

AZ MANIFEST:

Report Year: Not reported
EPA Id: AZR000035956
Business Type: O
Mailing Address: 17031 S WEBER
Mailing State: AZ
Contact Name: KATHLEEN A DREW
Contact Phone: (480) 785-2345
Management Methods: Not reported
Date Generator Signed The Manifest: 09/14/2005
Transporter EPA Id Number: AZR000046045
Date Transporter Signed The Manifest: 09/14/2005
TSD EPA Id Number: Not reported
Volume: G
Date TSD Signed Manifest: 09/14/2005
DOT Id Number: UN1263
Quantity: 55.00
Waste Code 1: D001
Waste Code 2: D005
Waste Code 3: D007
Waste Code 4: D008
Waste Code 5: F002
Waste Code 6: F003
Waste Code 7: F005
Waste Code 8: Not reported
Waste Code 10: Not reported
Waste Code 9: Not reported
Waste Code 11: Not reported
Waste Code 12: Not reported
Waste Code 13: Not reported

Report Year: Not reported
EPA Id: AZR000035956
Business Type: O
Mailing Address: 17031 S WEBER
Mailing State: AZ
Contact Name: KATHLEEN A DREW
Contact Phone: (480) 785-2345

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DREW BROTHERS CUSTOMS (Continued)

1004674911

Management Methods:	Not reported
Date Generator Signed The Manifest:	09/14/2005
Transporter EPA Id Number:	AZR000046045
Date Transporter Signed The Manifest:	09/14/2005
TSD EPA Id Number:	Not reported
Volume:	G
Date TSD Signed Manifest:	09/14/2005
DOT Id Number:	UN1263
Quantity:	55.00
Waste Code 1:	D001
Waste Code 2:	D005
Waste Code 3:	D007
Waste Code 4:	D008
Waste Code 5:	F002
Waste Code 6:	F003
Waste Code 7:	F005
Waste Code 8:	Not reported
Waste Code 10:	Not reported
Waste Code 9:	Not reported
Waste Code 11:	Not reported
Waste Code 12:	Not reported
Waste Code 13:	Not reported
Report Year:	Not reported
EPA Id:	AZR000035956
Business Type:	O
Mailing Address:	17031 S WEBER
Mailing State:	AZ
Contact Name:	KATHLEEN A DREW
Contact Phone:	(480) 785-2345
Management Methods:	Not reported
Date Generator Signed The Manifest:	10/12/2005
Transporter EPA Id Number:	AZR000046045
Date Transporter Signed The Manifest:	10/12/2005
TSD EPA Id Number:	Not reported
Volume:	G
Date TSD Signed Manifest:	10/12/2005
DOT Id Number:	UN1263
Quantity:	50.00
Waste Code 1:	D001
Waste Code 2:	D005
Waste Code 3:	D007
Waste Code 4:	D008
Waste Code 5:	F002
Waste Code 6:	F003
Waste Code 7:	F005
Waste Code 8:	Not reported
Waste Code 10:	Not reported
Waste Code 9:	Not reported
Waste Code 11:	Not reported
Waste Code 12:	Not reported
Waste Code 13:	Not reported
Report Year:	Not reported
EPA Id:	AZR000035956
Business Type:	O
Mailing Address:	17031 S WEBER

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DREW BROTHERS CUSTOMS (Continued)

1004674911

Mailing State: AZ
Contact Name: KATHLEEN A DREW
Contact Phone: (480) 785-2345
Management Methods: Not reported
Date Generator Signed The Manifest: 12/08/2005
Transporter EPA Id Number: AZR000046045
Date Transporter Signed The Manifest: 12/08/2005
TSD EPA Id Number: Not reported
Volume: G
Date TSD Signed Manifest: 12/08/2005
DOT Id Number: UN1263
Quantity: 30.00
Waste Code 1: D001
Waste Code 2: D005
Waste Code 3: D007
Waste Code 4: D008
Waste Code 5: F002
Waste Code 6: F003
Waste Code 7: F005
Waste Code 8: Not reported
Waste Code 10: Not reported
Waste Code 9: Not reported
Waste Code 11: Not reported
Waste Code 12: Not reported
Waste Code 13: Not reported

Report Year: Not reported
EPA Id: AZR000035956
Business Type: O
Mailing Address: 17031 S WEBER
Mailing State: AZ
Contact Name: KATHLEEN A DREW
Contact Phone: (480) 785-2345
Management Methods: Not reported
Date Generator Signed The Manifest: 11/09/2005
Transporter EPA Id Number: AZR000046045
Date Transporter Signed The Manifest: 11/09/2005
TSD EPA Id Number: Not reported
Volume: G
Date TSD Signed Manifest: 11/09/2005
DOT Id Number: UN1263
Quantity: 40.00
Waste Code 1: D001
Waste Code 2: D005
Waste Code 3: D007
Waste Code 4: D008
Waste Code 5: F002
Waste Code 6: F003
Waste Code 7: F005
Waste Code 8: Not reported
Waste Code 10: Not reported
Waste Code 9: Not reported
Waste Code 11: Not reported
Waste Code 12: Not reported
Waste Code 13: Not reported

MAP FINDINGS

Map ID			EDR ID Number
Direction			EPA ID Number
Distance			
Elevation	Site	Database(s)	

G21 ENE < 1/8 0.118 mi. 621 ft.	FREIGHTLINER 1230 S AKIMEL DR CHANDLER, AZ 85226 Site 1 of 4 in cluster G	EMAP	S117596924 N/A
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Actual: 1153 ft.	Focus Map: 1	EMAP: ID Number: 140786 Township: Not reported Range: Not reported Section: Not reported Quarter 1: Not reported Quarter 2: Not reported Quarter 3: Not reported Latitude: 33.2875967 Longitude: -111.9695513 Collection Method: DIGITAL IMAGERY Place Type: TRUCKING COMPANY Place Type Code: TRK Place C Code: PP Facility Status: ACTIVE End Date: Not reported Verified: Y
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G22 ENE < 1/8 0.118 mi. 621 ft.	1230 S AKIMEL LANE CHANDLER, AZ Site 2 of 4 in cluster G	ERNS	2004740719 N/A
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Actual: 1153 ft.	Focus Map: 1	Click this hyperlink while viewing on your computer to access additional ERNS detail in the EDR Site Report.
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G23 ENE < 1/8 0.118 mi. 621 ft.	FREIGHTLINER 1230 S AKIMEL DR CHANDLER, AZ 85226 Site 3 of 4 in cluster G	FINDS	1014668486 N/A
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Actual: 1153 ft.	Focus Map: 1	FINDS: Registry ID: 110043337494 Environmental Interest/Information System AZURITE (Arizona Unified Repository For Informational Tracking Of The Environment is the Arizona Department of Environmental Quality (ADEQ) database that is used for environmental enforcement and compliance reporting to the Permit and Compliance (PCS) system and to the Air Facility System Universal Interface (AFS-UI).
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[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

24
SW
< 1/8
0.123 mi.
650 ft.

CRIMINAL JUSTICE FACILITY - DEPT OF REHABILITATION
669 W SEED FARM RD
SACATON, AZ 85147

RCRA-SQG 1014950316
AZR000511394

Actual:
1335 ft.

RCRA-SQG:

Focus Map:
12

Date form received by agency: 05/23/2012
Facility name: CRIMINAL JUSTICE FACILITY - DEPT OF REHABILITATION SVCS
Facility address: 669 W SEED FARM RD
SACATON, AZ 85147
EPA ID: AZR000511394
Mailing address: PO BOX 97
SACATON, AZ 85147-0001
Contact: ROLAND JUSTIN
Contact address: PO BOX 339
SACATON, AZ 85147-0006
Contact country: US
Contact telephone: 520-562-7052
Contact email: ROLAND.JUSTIN@GRIC.NSN.US
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: GILA RIVER INDIAN COMMUNITY
Owner/operator address: PO BOX 97
SACATON, AZ 85147
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Indian
Owner/Operator Type: Owner
Owner/Op start date: 08/29/1999
Owner/Op end date: Not reported

Owner/operator name: GILA RIVER INDIAN COMMUNITY
Owner/operator address: PO BOX 97
SACATON, AZ 85147
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Indian
Owner/Operator Type: Operator
Owner/Op start date: 08/29/1999
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CRIMINAL JUSTICE FACILITY - DEPT OF REHABILITATION SVCS (Continued)

1014950316

Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

Violation Status: No violations found

H25 TANK #1
East
< 1/8 , **AZ**
0.123 mi.
651 ft. **Site 1 of 4 in cluster H**

EMAP S118019090
N/A

Actual: EMAP:
1166 ft. ID Number: 52851
Focus Map: Township: Not reported
1 Range: Not reported
Section: Not reported
Quarter 1: Not reported
Quarter 2: Not reported
Quarter 3: Not reported
Latitude: 33.2931504
Longitude: -111.9699215
Collection Method: DIGITAL IMAGERY
Place Type: UNDERGROUND STORAGE TANK
Place Type Code: UST
Place C Code: RO
Facility Status: ACTIVE
End Date: Not reported
Verified: Y

MAP FINDINGS

Map ID			EDR ID Number
Direction			EPA ID Number
Distance			
Elevation	Site	Database(s)	

H26	COMPARTMENT A	EMAP	S118047552
East			N/A
< 1/8	, AZ		
0.123 mi.			
652 ft.	Site 2 of 4 in cluster H		

Actual:	EMAP:		
1166 ft.	ID Number:		77971
Focus Map:	Township:		Not reported
1	Range:		Not reported
	Section:		Not reported
	Quarter 1:		Not reported
	Quarter 2:		Not reported
	Quarter 3:		Not reported
	Latitude:		33.2931522
	Longitude:		-111.9699180
	Collection Method:		GPS WITH CORRECTION < 3 METER ERROR
	Place Type:		UNDERGROUND STORAGE TANK COMPARTMENT
	Place Type Code:		CMPT
	Place C Code:		RO
	Facility Status:		ACTIVE
	End Date:		Not reported
	Verified:		Y

H27	COMPARTMENT A	EMAP	S118047553
East			N/A
< 1/8	, AZ		
0.123 mi.			
652 ft.	Site 3 of 4 in cluster H		

Actual:	EMAP:		
1166 ft.	ID Number:		77972
Focus Map:	Township:		Not reported
1	Range:		Not reported
	Section:		Not reported
	Quarter 1:		Not reported
	Quarter 2:		Not reported
	Quarter 3:		Not reported
	Latitude:		33.2931522
	Longitude:		-111.9699180
	Collection Method:		GPS WITH CORRECTION < 3 METER ERROR
	Place Type:		UNDERGROUND STORAGE TANK COMPARTMENT
	Place Type Code:		CMPT
	Place C Code:		RO
	Facility Status:		ACTIVE
	End Date:		Not reported
	Verified:		Y

H28	TANK #2	EMAP	S118019091
East			N/A
< 1/8	, AZ		
0.123 mi.			
652 ft.	Site 4 of 4 in cluster H		

Actual:	EMAP:		
1166 ft.	ID Number:		52852
Focus Map:	Township:		Not reported
1	Range:		Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TANK #2 (Continued)

S118019091

Section: Not reported
Quarter 1: Not reported
Quarter 2: Not reported
Quarter 3: Not reported
Latitude: 33.2931522
Longitude: -111.9699180
Collection Method: GPS WITH CORRECTION < 3 METER ERROR
Place Type: UNDERGROUND STORAGE TANK
Place Type Code: UST
Place C Code: RO
Facility Status: ACTIVE
End Date: Not reported
Verified: Y

F29
East
< 1/8
0.124 mi.
656 ft.

PIPING
, AZ
Site 2 of 6 in cluster F

EMAP S118046216
N/A

Actual: 1167 ft. **EMAP:**
ID Number: 101634
Focus Map: 1 **Township:** Not reported
Range: Not reported
Section: Not reported
Quarter 1: Not reported
Quarter 2: Not reported
Quarter 3: Not reported
Latitude: 33.2936750
Longitude: -111.9699388
Collection Method: GPS WITH CORRECTION < 3 METER ERROR
Place Type: UNDERGROUND STORAGE TANK PIPING
Place Type Code: PIPG
Place C Code: RO
Facility Status: ACTIVE
End Date: Not reported
Verified: Y

F30
East
< 1/8
0.124 mi.
656 ft.

PIPING
, AZ
Site 3 of 6 in cluster F

EMAP S118046217
N/A

Actual: 1167 ft. **EMAP:**
ID Number: 101635
Focus Map: 1 **Township:** Not reported
Range: Not reported
Section: Not reported
Quarter 1: Not reported
Quarter 2: Not reported
Quarter 3: Not reported
Latitude: 33.2936750
Longitude: -111.9699388
Collection Method: GPS WITH CORRECTION < 3 METER ERROR
Place Type: UNDERGROUND STORAGE TANK PIPING

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PIPING (Continued)

S118046217

Place Type Code: PIPG
Place C Code: RO
Facility Status: ACTIVE
End Date: Not reported
Verified: Y

F31
East
< 1/8
0.124 mi.
656 ft.

COMPARTMENT A

EMAP S118044915
N/A

, AZ
Site 4 of 6 in cluster F

Actual:
1167 ft.

EMAP:

Focus Map:
1

ID Number: 85524
Township: Not reported
Range: Not reported
Section: Not reported
Quarter 1: Not reported
Quarter 2: Not reported
Quarter 3: Not reported
Latitude: 33.2936750
Longitude: -111.9699388
Collection Method: GPS WITH CORRECTION < 3 METER ERROR
Place Type: UNDERGROUND STORAGE TANK COMPARTMENT
Place Type Code: CMPT
Place C Code: RO
Facility Status: ACTIVE
End Date: Not reported
Verified: Y

F32
East
< 1/8
0.124 mi.
656 ft.

COMPARTMENT A

EMAP S118044916
N/A

, AZ
Site 5 of 6 in cluster F

Actual:
1167 ft.

EMAP:

Focus Map:
1

ID Number: 85525
Township: Not reported
Range: Not reported
Section: Not reported
Quarter 1: Not reported
Quarter 2: Not reported
Quarter 3: Not reported
Latitude: 33.2936750
Longitude: -111.9699388
Collection Method: GPS WITH CORRECTION < 3 METER ERROR
Place Type: UNDERGROUND STORAGE TANK COMPARTMENT
Place Type Code: CMPT
Place C Code: RO
Facility Status: ACTIVE
End Date: Not reported
Verified: Y

MAP FINDINGS

Map ID			EDR ID Number
Direction			EPA ID Number
Distance			
Elevation	Site	Database(s)	

G33 ENE < 1/8 0.124 mi. 657 ft.	CLASSY CLOSETS 1235 S AKIMEL DR CHANDLER, AZ 85226 Site 4 of 4 in cluster G	FINDS	1017791749 N/A
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Actual: 1153 ft. Focus Map: 1	FINDS: Registry ID: 110021303686 Environmental Interest/Information System AIR EMISSIONS CLASSIFICATION UNKNOWN
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[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

E34 East < 1/8 0.124 mi. 657 ft.	VERMEER SALES SOUTHWEST - DISCHARGE POINT WEBER RO , AZ Site 3 of 3 in cluster E	EMAP	S123479490 N/A
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Actual: 1164 ft. Focus Map: 1	EMAP: ID Number: 184912 Township: Not reported Range: Not reported Section: Not reported Quarter 1: Not reported Quarter 2: Not reported Quarter 3: Not reported Latitude: 33.2925200 Longitude: -111.9698120 Collection Method: PROVIDED BY OWNER/OPERATOR Place Type: STORMWATER DISCHARGE POINT Place Type Code: STWDP Place C Code: RO Facility Status: ACTIVE End Date: Not reported Verified: Y
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F35 East < 1/8 0.124 mi. 657 ft.	TANK #2 , AZ Site 6 of 6 in cluster F	EMAP	S118035770 N/A
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Actual: 1167 ft. Focus Map: 1	EMAP: ID Number: 53909 Township: Not reported Range: Not reported Section: Not reported Quarter 1: Not reported Quarter 2: Not reported Quarter 3: Not reported Latitude: 33.2936734 Longitude: -111.9699367 Collection Method: DIGITAL IMAGERY
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Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TANK #2 (Continued)

S118035770

Place Type:	UNDERGROUND STORAGE TANK
Place Type Code:	UST
Place C Code:	RO
Facility Status:	ACTIVE
End Date:	Not reported
Verified:	Y

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
CHANDLER	S103931932	SPRECKLES MONTERREY HOME	NW CORNER OF MC QUEEN & RIGGS ROADS		SHWS
CHANDLER	S103392003	I-10 AND RAY ROAD FLUFF SITE	NE CORNER I-10 AND RAY ROAD	85226	SHWS
CHANDLER	S103392004	PIMA CHANDLER INDUSTRIAL PARK	I-10/MARICOPA INTCHG #162 N OF	85226	SHWS
CHANDLER	2010108658	I-10 5 MILES WEST	I-10.5 MILES WEST		HMIRS
CHANDLER	S103774081	SAN CARLOS PROJECT	GRIC/CHANDLER INDUSTRIAL PARK		SPILLS
CHANDLER	S106196296	UNKNOWN	GRIC		SPILLS
CHANDLER	S106202323	GRIC/UNKNOWN	CASA BLANCA RD., W OF I-10		SPILLS
CHANDLER	S106202427	CONWAY WESTERN EXPRESS	I-10, MP 170		SPILLS
CHANDLER	1024169498	SANTAN LATERALS DP01: LATERAL 33.60R	AZ-587	85248	FINDS, ECHO
CHANDLER	S103814240	COOPER COMMONS	SEC RIGGS & COOPER RDS.	85248	Dry Wells
CHANDLER	S118872078	MESQUITE GROVE MINI-STORAGE	SEC RIGGS RD & GILBERT		Dry Wells
CHANDLER	S121272945	CLARENDALE OF CHANDLER	NWC OF GILBERT RD & E. RIGGS		Dry Wells
CHANDLER	S108250685	SPRINGFIELD LAKES - BLOCK 1	SEC GILBERT & RIGGS RD		Dry Wells
CHANDLER	S108519215	VICTORIA MANOR	SEC RIGGS RD & 124TH ST		Dry Wells
CHANDLER	S116225931	CIRCLE K STORE NO. 5301	SEC ARIZONA AVE & RIGGS RD		Dry Wells
CHANDLER	S121504802	LUCINDA	MCQUEEN RD & RIGGS		Dry Wells
CHANDLER	S108932106	FALCON ESTATES	LINDSAY RD., 1/4 MILE N. OF RIGGS		Dry Wells
CHANDLER	S108932110	FIELDSTONE ESTATES	MCQUEEN RD. & BTWN RIGGS & HUNT HWY.		Dry Wells
CHANDLER	S108932566	RIGGS RD IMPROVEMENT	RIGGS RD - AZ AVE. TO GILBERT RD		Dry Wells
CHANDLER	S108932699	SUN LAKES SATELLITE FACILITY	SEC OF ALMA SCHOOL & RIGGS ROADS		Dry Wells
CHANDLER	S104282375	SPRINGFIELD LAKES	RIGGS & GILBERT RDS		Dry Wells
CHANDLER	S109239259	WALGREEN'S #4077	SEC RIGGS RD & GILBERT		Dry Wells
CHANDLER	S105267055	CITRUS PRESERVE	RIGGS RD EAST OF LINDSAY		Dry Wells
CHANDLER	S105113746	PASEO CROSSING	NWC OF MCQUEEN & RIGGS RD		Dry Wells
CHANDLER	S105762519	FALCON ESTATES	LINDSAY RD NORTH OF RIGGS		Dry Wells
CHANDLER	S105762762	VISTA DEL LAGO	SWC RIGGS & MCQUEEN		Dry Wells
CHANDLER	S105762874	RIGGS COUNTRY ESTATES	NWC RIGGS RD & COOPER RD		Dry Wells
CHANDLER	S117576811	U-HAUL STORAGE #723043	NWC OF ARIZONA VE & RIGGS		Dry Wells
CHANDLER	S117346505	LONE TREE	SWC RIGGS RD & LINDSAY		Dry Wells
CHANDLER	S118167327	PESCARA	RIGGS RD & 140TH ST		Dry Wells
CHANDLER	S111787222	HAMILTON HEIGHTS	ARIZONA AVE & QUEEN CREEK RD	85248	Dry Wells
CHANDLER	S108250734	VILLAGE AT DOBSON CROSSING	SWC QUEEN CREEK RD & ARIZONA AVE	85248	Dry Wells
CHANDLER	S108931845	CARINO ESTATES PARCEL 5	NWC QUEEN CREEK & AZ AVENUE	85248	Dry Wells
CHANDLER	S108931931	CLEMENTE RANCH	NWC OF ALMA SCHOOL ROAD & QUEEN CREEK RO	85248	Dry Wells
CHANDLER	S108931932	CLEMENTE RANCH II	SEC DOBSON & QUEEN CREEK ROAD	85248	Dry Wells
CHANDLER	S108931966	CORONA DEL MAR	BETWEEN QUEEN CREEK & OCOTILLO	85248	Dry Wells
CHANDLER	S105113604	CARINO ESTATES, PARCEL 4	NWC ARIZONA AVE & QUEEN CREEK RD	85248	Dry Wells
CHANDLER	S117346563	THE CAYS @ OCOTILLO	WEST QUEEN CREEKRD	85248	Dry Wells
CHANDLER	S117984864	HOME 2 UNITS -CHANDLER	SEC ELLIS & QUEEN CREEK RD	85248	Dry Wells
CHANDLER	S121272929	AVIER EAST	SEC QUEEN CREEK & COOPER ROADS		Dry Wells
CHANDLER	S121272930	AVIER WEST	SEC QUEEN CREEK & COOPER RDS		Dry Wells
CHANDLER	S108250593	MARKWOOD NORTH	SEC COOPER & QUEEN CREEK		Dry Wells
CHANDLER	S112431572	HAMILTON HEIGHTS	QUEEN CREEK RD & ARIZONA AVE		Dry Wells

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
CHANDLER	S116225907	ARCHSTONE VILLAGE CROSSING AT CHANDLER(CAMDEN)	NEC OF ARIZONA AVE & QUEEN CREEK		Dry Wells
CHANDLER	S116225980	LAYTON LAKES - PARCEL 22	SWC QUEEN CREEK RD & LINDSAY		Dry Wells
CHANDLER	S116225981	LAYTON LAKES - PARCEL 24	SWC QUEEN CREEK RD & LINDSAY		Dry Wells
CHANDLER	S116225982	LAYTON LAKES - PARCEL 26	SWC QUEEN CREEK RD & LINDSAY		Dry Wells
CHANDLER	S116225983	LAYTON LAKES - PARCEL 27	SWC QUEEN CREEK & LINDSAY RD		Dry Wells
CHANDLER	S116225984	LAYTON LAKES - PARCEL 28	SWC QUEEN CREEK & LINDSAY RD		Dry Wells
CHANDLER	S108932470	PASEO TRAIL- PARCEL D	QUEEN CREEK RD. - EASTOF GILBERT RD		Dry Wells
CHANDLER	S108932771	THE FALLS AT OCOTILLO	SWC QUEEN CREEK & ALMA SCHOOL RD		Dry Wells
CHANDLER	S109132159	LAS TIENDAS VILLAGE SHOPPING CNETER	NEC ALMA SCHOOL & QUEEN CREEK RD		Dry Wells
CHANDLER	S1113727905	CHANDLER AIRPORT WRF EXPANSION GMP 1	MCQUEEN & QUEEN CREEK		Dry Wells
CHANDLER	S116624537	FEDEX GROUND DISTRIBUTION CENTER	NEC EMMETT DR & QUEEN CREEK RD		Dry Wells
CHANDLER	S117576730	CHANDLER CROSS ROADS	NWC GILBERT RD & QUEEN CREEK		Dry Wells
CHANDLER	S117346444	CITY OF CHANDLER-INTERSECTION IMPROVEMENT:	OLD PRICE RD & QUEEN CREEK		Dry Wells
CHANDLER	S117346477	FED-EX GROUND DISTRIBUTION CENTER	NWC EMMETT DR & QUEEN CREEK RD		Dry Wells
CHANDLER	S117984895	OLD PRICE RD & QUEEN CREEK IMPROVEMENTS	OLD PRICE RD & QUEEN CREEK		Dry Wells
CHANDLER	S117984902	PASEO PLACE	ARIZONA AVE & QUEEN CREEK RD		Dry Wells
CHANDLER	S112165746	POLAR ICE	SEC RAY RD & I-10	85226	Dry Wells
CHANDLER	S108931846	CARRINGTON PLACE	NW & NE-C FRYE ROAD & PECOS ROAD	85226	Dry Wells
CHANDLER	S108932534	RAMADA INN - CHANDLER	SE-C INTERSEC I-10 & CHANDLER BLVD	85226	Dry Wells
CHANDLER	S108932664	SOUTHGATE BUSINESS PARK	SOUTH WILLIAMS FIELD & EAST I-10	85226	Dry Wells
CHANDLER	S109132207	MONTEREY VISTA VILLAGE - PHASE 2	NWC PECOS RD & MCQUEEN RD	85248	Dry Wells
CHANDLER	S106718600	DENVER BASIN IMPROVEMENTS PUMP STA	SWC OF PECOS RD & HARTFORD ST		Dry Wells
CHANDLER	S106965354	HAMILTON PARK	SWC PECOS RD & HAMILTON ST		Dry Wells
CHANDLER	S107503904	SANTAN/DOBSON BUSINESS PARK	W OF SWC PECOS RD & DOBSON		Dry Wells
CHANDLER	S121272971	HAVEN	ALMA SCHOOL & PECOS RD		Dry Wells
CHANDLER	S108794585	SANTAN DOBSON BUS PARK-PHASE 2	SWC PECOS RD & DOBSON		Dry Wells
CHANDLER	S108932481	PECOS SPRINGS APARTMENTS	EAST OF ALMA SCHOOL RD. AND PECOS		Dry Wells
CHANDLER	S108932594	SAN TAN CROSSING OFFICE CONDOS	SEC COOPER & PECOS RD		Dry Wells
CHANDLER	S104166853	WILLIA RANCH UNIT 1	NEC PECOS & MCQUEEN		Dry Wells
CHANDLER	S109347653	CHANDLER ECHELON	SWC PECOS RD & PRICE		Dry Wells
CHANDLER	S109058575	AZ 202	SWC ARIZONA AVE & PECOS RD		Dry Wells
CHANDLER	S109058751	SANTAN PLAZA	SEC COOPER RD & PECOS		Dry Wells
CHANDLER	S104642829	CANYON OAKS ESTATES	SWC COOPER & PECOS		Dry Wells
CHANDLER	S105267114	MARACAY AT PECOS (GROSS CREEK)	SWC PECOS & SENATE STREET		Dry Wells
CHANDLER	S104531042	RIO DEL VERDE	SEC COOPER & PECOS		Dry Wells
CHANDLER	S104531103	WILLIS RANCH UNIT II	NEC PECOS & MC QUEEN		Dry Wells
CHANDLER	S109841261	SUBARU SUPERSTORE OF CHANDLER	W. GILBERT ; 1/4 MI SOUTH OF PECOS		Dry Wells
CHANDLER	S107599704	AC OIL INC	6145 W SUNDUST RD STE A INDIAN LAND PER R9		MANIFEST
COOLIDGE	S106197200	SANTA FE PACIFIC PIPELINE	GRIC/SR287 & CHRISTENSEN RD	85248	SPILLS
COUNTY	S113727975	MCDONALD'S	SWC OF ARIZONA AVE & RIGGS RD	85248	Dry Wells
COUNTY	S113727915	CLEMENTE RANCH PHASE II	NORTH OF QUEEN CREEK & EAST OF DOBSON		Dry Wells
MARICOPA	S106197981	DELTA AND PINE LAND CO.	.25 W MARICOPA HWY & RIGGS RD		SPILLS
MARICOPA	S104851137	STEERE TANK LINES	GRIC -1/2 M W I-10 ON MARICOPA		SPILLS
MARICOPA	S106201699	UNKNOWN	GRIC, 7.5 MI. W ON MARICOPA RD		SPILLS
MARICOPA	S112165752	RIGGS & RECKER SELF STORAGE	17635 EAST RIGGS RD		Dry Wells
MARICOPA	S113390440	FRY'S FUEL CENTER #668	12132 E. RIGGS RD		Dry Wells

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
MARICOPA	S118482215	TA TRAVEL CENTERS OF AMERICA	SWC 339TH AVE & I-10		Dry Wells
MARICOPA	S106618503	MARICOPA HUD WWTP	SOUTH WEST CORNER OF THE PINAL COUNTY HUD HOUSING MARICOPA SITE, APPROXIMATELY 1/4 MILE WEST OF THE HWY 347, KNOWN AS MARICOPA RD ON EDWARDS AVE		WWFAC
PHOENIX	2017169551		I-10 EAST AT AZ-202E		ERNS
PHOENIX	2017171958		OFF I-10 AND HWY 303		ERNS
PHOENIX	2014077943		I-10 MP 157.6		ERNS
PHOENIX	2014076951		I-10		ERNS
PHOENIX	9035703		I-10 AND TOLTEC RD.		ERNS
PHOENIX	98431150		EASTBOUND I-10 AT MM 106		ERNS
PHOENIX	2018213263		I-10 AT MILEPOST 153 EAST		ERNS
PHOENIX	2010952465		I-10 WESTBOUND EXIT 147		ERNS
PHOENIX	2010950542		I-10 W/B MM136		ERNS
PHOENIX	2011976432		I-10 EXIT 194		ERNS
PHOENIX	2012000716		I-10 EASTBOUND		ERNS
PHOENIX	2012000729		I-10 EAST, MM 85		ERNS
PHOENIX	2012026241		I-10 W		ERNS
PHOENIX	2011995041		I-10 MILE MARKER 159		ERNS
PHOENIX	2013053580		I-10 WESTBOUND		ERNS
PHOENIX	S103809883	RIO SALADO PROJECT - PHOENIX REACH	SALT RIVER I-10 OVERPASS/19TH AVE OVERPASS		SHWS
PHOENIX	1007443820	40TH ST. LANDFILL	1 MI N OF I-10 (MP 152) ON THE E SIDE OF 40TH ST		ODI
PHOENIX	95120268		I-10 EXIT 51ST AVE AND LATHAM		HMIRS
PHOENIX	S100885464	ADOT/RESNA	GRIC/HANDLER BLVD & PRICE RD.		SPILLS
PHOENIX	S100887618	E.A. WALKER TRUCKING	I-10 & BROADWAY TO SOUTHERN		SPILLS
PHOENIX	S104851540	APEX CHEMICAL COMPANY	I-10 @ 43 AVE RAMP		SPILLS
PHOENIX	S104559471	D & H EXPRESS	I-10 @ 35 AVE.		SPILLS
PHOENIX	S106201574	MCCANTS TRUCKING	I-10, MP 126		SPILLS
PHOENIX	S106196425	STEERE TANK LINES	I-10 & 48TH ST.		SPILLS
PHOENIX	S106201757	DISPOSAL CONTROL SERVICE	I-10, MP 123.5		SPILLS
PHOENIX	S106201790	DOUGLAS TRUCKING	I-10, MP 134		SPILLS
PHOENIX	S106197002	UNKNOWN	I-10 & CAMELBACK @ 99 AVE		SPILLS
PHOENIX	S106197459	UNKNOWN	I-10 @ 31 AVE. WESTBOUND		SPILLS
PHOENIX	S106202055	SCHNIEDER NATIONAL	I-10 AT 7 AVE, SO. SIDE OF FWY		SPILLS
PHOENIX	S106202079	SANTA FE RAILROAD	I-10, EAST OF 21 AVE.		SPILLS
PHOENIX	S106197707	DESERT REFINED PRODUCTS	I-17 ON RAMP @ I-10		SPILLS
PHOENIX	S106202111	BROWNING-FERRIS IND.	I-10 EB, SALT RIVER BRIDGE		SPILLS
PHOENIX	S106202167	PHOENIX FUEL CO.	I-10, 40 ST WB ON RAMP		SPILLS
PHOENIX	S106202189	DONCO CARRIER	I-17/I-10 FROM THOMAS, 1/2 MI		SPILLS
PHOENIX	S106202261	ROLLINS TRUCKING	I-10 EB, 27 AVE. OFFRAMP		SPILLS
PHOENIX	S106202393	SYSTEM REEFER SERVICE	I-10, MP 127.1		SPILLS
PHOENIX	S106202415	UNKNOWN TRUCKING CO.	I-10, MP 156		SPILLS
PHOENIX	S106202628	SINGLE SOURCE TRANSPORTATION	I-10, EXIT 153		SPILLS
PHOENIX	S106202685	SPECIALTY TRANSPORTATION SERV.	I-10, MP 154 (BASELINE EXIT)		SPILLS
PHOENIX	S106202725	SAFETY KLEEN, INC.	I-10 WESTBOUND EXIT 154		SPILLS
PHOENIX	S106202736	KLEVEN COMMUNICATIONS, INC.	I-10, EB 24 ST/SALT RIVER BRDG		SPILLS
PHOENIX	S106202812	MIDWEST COASTTRANSPORTATION	I-10, EXIT 151 (WB)		SPILLS
PHOENIX	S116624528	DESERT VISTAS II	17TH AVENUE & PECOS	85048	Dry Wells

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
PHOENIX	S105113723	NANTUCKET	SEC MCQUEEN & PECOS		Dry Wells
PINAL COUNTY	2018207819		QUEEN CREEK WASH		ERNS
PINAL COUNTY	87464003		I-10 X SUNLANDGEN RD		ERNS
PINAL COUNTY	S106196785	SPUR INDUSTRIES	GRIC		SPILLS
PINAL COUNTY	S106196794	UNKNOWN	I-10 & GILA RIVER		SPILLS
PINAL COUNTY	S106201802	COUNTRY WIDE TRUCKING	I-10, MP 203		SPILLS
PINAL COUNTY	S106202346	ALLWASTE TRANSPORTATION	I-10, MP 182		SPILLS
PINAL COUNTY	S112365923	SPUR INDUSTRIES	GRIC		SPILLS 90
PINAL COUNTY	S112365924	UNKNOWN	I-10 & GILA RIVER		SPILLS 90
PINAL COUNTY	S112365939	COUNTRY WIDE TRUCKING	I-10, MP 203		SPILLS 90
PINAL COUNTY	S112365991	ALLWASTE TRANSPORTATION	I-10, MP 182		SPILLS 90
PINAL COUNTY	M300002992	B & S ENTERPRISES	QUEEN CREEK		US MINES
PINAL COUNTY	M300002997	RINKER MATERIALS CORP.	QUEEN CREEK PLANT (#142)		US MINES
SUN LAKES	S106197158	UNKNOWN	GRIC/US 89 SO. OF RIGGS RD.		SPILLS
SUN LAKES	S112365971	UNKNOWN	GRIC/US 89 SO. OF RIGGS RD.	85248	SPILLS 90
SUN LAKES	S118710450	RENAISSANCE III	W OF NWC RIGGS RD & DOBSON	85248	Dry Wells
SUN LAKES	S108932695	SUN LAKES - LAKE 42	NE CORNER OF RIGGS ROAD & PRICE ROAD	85248	Dry Wells
SUN LAKES	S108932696	SUN LAKES - LAKE 43	SEC OF RIGGS ROAD & PRICE ROAD	85248	Dry Wells
SUN LAKES	S105266968	SUN LAKES-BASHAS COMMERCIAL CENTER	SW CORNER OF RIGGS RD & ALMA SCHOOL RD.	85248	Dry Wells
SUN LAKES	S117576794	RENAISSANCE III	W. OF NWC OF RIGGS RD & DOBSON	85248	Dry Wells
SUN LAKES	S118710449	RENAISSANCE III	NWC OF RIGGS RD & DOBSON		Dry Wells
SUN LAKES	S123482531	U-HAUL AT RIGGS ROAD	EAST OF THE CORNER OF RIGGS ROAD AND ARIZONA AVENUE	85248	SPDES
SUN LAKES	S123482530	U-HAUL AT RIGGS ROAD	EAST OF THE CORNER OF RIGGS ROAD AND ARIZONA AVENUE	85248	SPDES

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 04/11/2019	Source: EPA
Date Data Arrived at EDR: 04/18/2019	Telephone: N/A
Date Made Active in Reports: 05/14/2019	Last EDR Contact: 07/02/2019
Number of Days to Update: 26	Next Scheduled EDR Contact: 10/14/2019
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 04/11/2019	Source: EPA
Date Data Arrived at EDR: 04/18/2019	Telephone: N/A
Date Made Active in Reports: 05/14/2019	Last EDR Contact: 07/02/2019
Number of Days to Update: 26	Next Scheduled EDR Contact: 10/14/2019
	Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/11/2019	Source: EPA
Date Data Arrived at EDR: 04/18/2019	Telephone: N/A
Date Made Active in Reports: 05/14/2019	Last EDR Contact: 07/02/2019
Number of Days to Update: 26	Next Scheduled EDR Contact: 10/14/2019
	Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 04/03/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/05/2019	Telephone: 703-603-8704
Date Made Active in Reports: 05/14/2019	Last EDR Contact: 07/03/2019
Number of Days to Update: 39	Next Scheduled EDR Contact: 10/14/2019
	Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly known as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/11/2019	Source: EPA
Date Data Arrived at EDR: 04/18/2019	Telephone: 800-424-9346
Date Made Active in Reports: 05/23/2019	Last EDR Contact: 07/02/2019
Number of Days to Update: 35	Next Scheduled EDR Contact: 10/28/2019
	Data Release Frequency: Quarterly

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 04/11/2019	Source: EPA
Date Data Arrived at EDR: 04/18/2019	Telephone: 800-424-9346
Date Made Active in Reports: 05/23/2019	Last EDR Contact: 07/02/2019
Number of Days to Update: 35	Next Scheduled EDR Contact: 10/28/2019
	Data Release Frequency: Quarterly

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/25/2019	Source: EPA
Date Data Arrived at EDR: 03/27/2019	Telephone: 800-424-9346
Date Made Active in Reports: 04/17/2019	Last EDR Contact: 06/26/2019
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/07/2019
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/25/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/27/2019	Telephone: (415) 495-8895
Date Made Active in Reports: 04/17/2019	Last EDR Contact: 06/26/2019
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/07/2019
	Data Release Frequency: Quarterly

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/25/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/27/2019	Telephone: (415) 495-8895
Date Made Active in Reports: 04/17/2019	Last EDR Contact: 06/26/2019
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/07/2019
	Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/25/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/27/2019	Telephone: (415) 495-8895
Date Made Active in Reports: 04/17/2019	Last EDR Contact: 06/26/2019
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/07/2019
	Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/25/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/27/2019	Telephone: (415) 495-8895
Date Made Active in Reports: 04/17/2019	Last EDR Contact: 06/26/2019
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/07/2019
	Data Release Frequency: Quarterly

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/22/2019	Source: Department of the Navy
Date Data Arrived at EDR: 03/07/2019	Telephone: 843-820-7326
Date Made Active in Reports: 04/17/2019	Last EDR Contact: 05/10/2019
Number of Days to Update: 41	Next Scheduled EDR Contact: 08/26/2019
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 01/31/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/04/2019	Telephone: 703-603-0695
Date Made Active in Reports: 03/08/2019	Last EDR Contact: 05/29/2019
Number of Days to Update: 32	Next Scheduled EDR Contact: 09/09/2019
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/31/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/04/2019	Telephone: 703-603-0695
Date Made Active in Reports: 03/08/2019	Last EDR Contact: 05/29/2019
Number of Days to Update: 32	Next Scheduled EDR Contact: 09/09/2019
	Data Release Frequency: Varies

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/25/2019	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 03/26/2019	Telephone: 202-267-2180
Date Made Active in Reports: 05/01/2019	Last EDR Contact: 06/26/2019
Number of Days to Update: 36	Next Scheduled EDR Contact: 10/07/2019
	Data Release Frequency: Quarterly

STANDARD ENVIRONMENTAL RECORDS

State- and tribal - equivalent NPL

AZ NPL: NPL Detail Listing

Detailed site information for NPL sites from the Arizona Department of Environmental Quality.

Date of Government Version: 03/31/2019	Source: Department of Environmental Quality
Date Data Arrived at EDR: 05/17/2019	Telephone: 602-771-4609
Date Made Active in Reports: 06/04/2019	Last EDR Contact: 05/17/2019
Number of Days to Update: 18	Next Scheduled EDR Contact: 09/02/2019
	Data Release Frequency: Varies

AZ WQARF: Water Quality Assurance Revolving Fund Sites

Sites which may have an actual or potential impact upon the waters of the state, cause by hazardous substances. The WQARF program provides matching funds to political subdivisions and other state agencies for clean-up activities.

Date of Government Version: 03/31/2019	Source: Department of Environmental Quality
Date Data Arrived at EDR: 05/17/2019	Telephone: 602-771-4360
Date Made Active in Reports: 06/04/2019	Last EDR Contact: 05/17/2019
Number of Days to Update: 18	Next Scheduled EDR Contact: 09/02/2019
	Data Release Frequency: Annually

State- and tribal - equivalent CERCLIS

AZ SPL: Superfund Program List

The list is representative of the sites and potential sites within the jurisdiction of the Superfund Program Section. It is comprised of the following elements: 1) Water Quality Assurance Revolving Fund Registry Sites; 2) Potential WQARF Registry sites; 3) NPL sites; and 4) Department of Defense sites requiring SPS oversight.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/25/2004
Date Data Arrived at EDR: 04/04/2018
Date Made Active in Reports: 05/17/2018
Number of Days to Update: 43

Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 04/25/2019
Next Scheduled EDR Contact: 08/12/2019
Data Release Frequency: No Update Planned

AZ SHWS: ZipAcids List

The ACIDS list consists of more than 750 locations subject to investigation under the State Water Quality Assurance Revolving Fund (WQARF) and Federal CERCLA programs. The list is no longer updated by the state.

Date of Government Version: 01/03/2000
Date Data Arrived at EDR: 04/11/2000
Date Made Active in Reports: 05/16/2000
Number of Days to Update: 35

Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 06/17/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: No Update Planned

State and tribal landfill and/or solid waste disposal site lists

AZ SWF/LF: Directory of Solid Waste Facilities

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 12/28/2018
Date Data Arrived at EDR: 01/03/2019
Date Made Active in Reports: 01/07/2019
Number of Days to Update: 4

Source: Department of Environmental Quality
Telephone: 602-771-2300
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

State and tribal leaking storage tank lists

AZ LUST: Leaking Underground Storage Tank Listing

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 05/03/2019
Date Data Arrived at EDR: 05/09/2019
Date Made Active in Reports: 06/04/2019
Number of Days to Update: 26

Source: Department of Environmental Quality
Telephone: 602-771-4345
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Semi-Annually

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/13/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/24/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/13/2018
Date Data Arrived at EDR: 03/07/2019
Date Made Active in Reports: 05/01/2019
Number of Days to Update: 55

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 07/24/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/13/2018	Source: EPA Region 1
Date Data Arrived at EDR: 03/07/2019	Telephone: 617-918-1313
Date Made Active in Reports: 05/01/2019	Last EDR Contact: 07/24/2019
Number of Days to Update: 55	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/13/2018	Source: EPA Region 1
Date Data Arrived at EDR: 03/07/2019	Telephone: 617-918-1313
Date Made Active in Reports: 05/01/2019	Last EDR Contact: 07/24/2019
Number of Days to Update: 55	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/13/2018	Source: EPA Region 1
Date Data Arrived at EDR: 03/07/2019	Telephone: 617-918-1313
Date Made Active in Reports: 05/01/2019	Last EDR Contact: 07/24/2019
Number of Days to Update: 55	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/13/2018	Source: EPA Region 1
Date Data Arrived at EDR: 03/07/2019	Telephone: 617-918-1313
Date Made Active in Reports: 05/01/2019	Last EDR Contact: 07/24/2019
Number of Days to Update: 55	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/13/2018	Source: EPA Region 1
Date Data Arrived at EDR: 03/07/2019	Telephone: 617-918-1313
Date Made Active in Reports: 05/01/2019	Last EDR Contact: 07/24/2019
Number of Days to Update: 55	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/13/2018	Source: EPA Region 1
Date Data Arrived at EDR: 03/07/2019	Telephone: 617-918-1313
Date Made Active in Reports: 05/01/2019	Last EDR Contact: 07/24/2019
Number of Days to Update: 55	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017	Source: FEMA
Date Data Arrived at EDR: 05/30/2017	Telephone: 202-646-5797
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 07/10/2019
Number of Days to Update: 136	Next Scheduled EDR Contact: 10/21/2019
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

State and tribal registered storage tank lists

AZ UST: Underground Storage Tank Listing

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 05/03/2019	Source: Department of Environmental Quality
Date Data Arrived at EDR: 05/09/2019	Telephone: 602-771-4345
Date Made Active in Reports: 06/04/2019	Last EDR Contact: 07/12/2019
Number of Days to Update: 26	Next Scheduled EDR Contact: 10/21/2019
	Data Release Frequency: Annually

AZ AST: List of Aboveground Storage Tanks

Aboveground storage tanks that the Dept. of Building & Fire Safety have permitted.

Date of Government Version: 03/12/2019	Source: Department of Building & Fire Safety
Date Data Arrived at EDR: 03/14/2019	Telephone: 602-364-1003
Date Made Active in Reports: 04/25/2019	Last EDR Contact: 06/10/2019
Number of Days to Update: 42	Next Scheduled EDR Contact: 09/23/2019
	Data Release Frequency: No Update Planned

AZ AST 2: Aboveground Storage Tank Listing

A listing of aboveground storage tank site locations.

Date of Government Version: 04/01/2019	Source: Department of Environmental Quality
Date Data Arrived at EDR: 04/03/2019	Telephone: 602-771-4380
Date Made Active in Reports: 04/25/2019	Last EDR Contact: 06/10/2019
Number of Days to Update: 22	Next Scheduled EDR Contact: 09/23/2019
	Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

Date of Government Version: 04/06/2016	Source: N/A
Date Data Arrived at EDR: 03/02/2017	Telephone: N/A
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 07/22/2019
Number of Days to Update: 36	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

Date of Government Version: 04/06/2016	Source: N/A
Date Data Arrived at EDR: 03/02/2017	Telephone: N/A
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 07/22/2019
Number of Days to Update: 36	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

Date of Government Version: 04/06/2016	Source: N/A
Date Data Arrived at EDR: 03/02/2017	Telephone: N/A
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 07/22/2019
Number of Days to Update: 36	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

Date of Government Version: 04/06/2016	Source: N/A
Date Data Arrived at EDR: 03/02/2017	Telephone: N/A
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 07/22/2019
Number of Days to Update: 36	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R10: Underground Storage Tanks on Indian Land

Date of Government Version: 04/06/2016	Source: N/A
Date Data Arrived at EDR: 03/02/2017	Telephone: N/A
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 07/22/2019
Number of Days to Update: 36	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

Date of Government Version: 04/06/2016	Source: N/A
Date Data Arrived at EDR: 03/02/2017	Telephone: N/A
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 07/22/2019
Number of Days to Update: 36	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

Date of Government Version: 04/06/2016	Source: N/A
Date Data Arrived at EDR: 03/02/2017	Telephone: N/A
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 07/22/2019
Number of Days to Update: 36	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

Date of Government Version: 04/06/2016	Source: N/A
Date Data Arrived at EDR: 03/02/2017	Telephone: N/A
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 07/22/2019
Number of Days to Update: 36	Next Scheduled EDR Contact: 11/04/2019
	Data Release Frequency: Varies

State and tribal institutional control / engineering control registries

AZURITE: Remediation and DEUR/VEMUR Tracking System

ADEQ maintains a repository listing sites remediated under programs administered by the department.

Date of Government Version: 11/19/2018	Source: Department of Environmental Quality
Date Data Arrived at EDR: 11/19/2018	Telephone: 602-771-4397
Date Made Active in Reports: 11/30/2018	Last EDR Contact: 06/17/2019
Number of Days to Update: 11	Next Scheduled EDR Contact: 09/30/2019
	Data Release Frequency: Varies

AZ AUL: DEUR Database

Activity and use limitations include both engineering controls and institutional controls. DEUR and VEMUR sites. DEUR: Declaration of Environmental Use Restriction. A restrictive land use covenant that is required when a property owner elects to use an institutional (i.e., administrative) control or engineering (i.e., physical) control as a means to meet remediation goals. The DEUR runs with and burdens the land, and requires maintenance of any institutional or engineering controls. VEMUR: Voluntary Environmental Mitigation Use Restriction. A restrictive land use covenant that, prior to July 18, 2000, was required when a property owner elected to remediate the property to non-residential uses. Effective July 18, 2000, the DEUR replaced the VEMUR as a restrictive use covenant.

Date of Government Version: 12/13/2018	Source: Department of Environmental Quality
Date Data Arrived at EDR: 12/18/2018	Telephone: 602-771-4397
Date Made Active in Reports: 01/08/2019	Last EDR Contact: 06/17/2019
Number of Days to Update: 21	Next Scheduled EDR Contact: 09/30/2019
	Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

AZ VCP: Voluntary Remediation Program Sites

Sites involved in the Voluntary Remediation Program.

Date of Government Version: 02/08/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/03/2019
Number of Days to Update: 41

Source: Department of Environmental Quality
Telephone: 602-771-4411
Last EDR Contact: 06/27/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Varies

State and tribal Brownfields sites

AZ BROWNFIELDS: Brownfields Tracking System

Information relating to Brownfields sites in Arizona.

Date of Government Version: 02/08/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/03/2019
Number of Days to Update: 41

Source: Department of Environmental Quality
Telephone: 602-771-4401
Last EDR Contact: 06/27/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Varies

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 12/17/2018
Date Data Arrived at EDR: 12/18/2018
Date Made Active in Reports: 01/11/2019
Number of Days to Update: 24

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/04/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Semi-Annually

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

AZ SWTIRE: Solid Waste Tire Facilities

A waste tire "facility" means a solid waste facility at which waste tires are stored outdoors on any day.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/12/2018
Date Data Arrived at EDR: 11/01/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 29

Source: Department of Environmental Quality
Telephone: 602-771-4132
Last EDR Contact: 05/23/2019
Next Scheduled EDR Contact: 09/09/2019
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 04/26/2019
Next Scheduled EDR Contact: 08/12/2019
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Services, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 04/23/2019
Next Scheduled EDR Contact: 08/12/2019
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/24/2019
Date Data Arrived at EDR: 02/26/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 50

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/24/2019
Next Scheduled EDR Contact: 09/09/2019
Data Release Frequency: No Update Planned

Local Lists of Hazardous waste / Contaminated Sites

AZ CDL: Clandestine Drug Labs

A listing of drug lab seizures in Arizona.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/08/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 06/04/2019
Number of Days to Update: 40

Source: Board of Technical Registration
Telephone: 602-364-4931
Last EDR Contact: 06/24/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/24/2019
Date Data Arrived at EDR: 02/26/2019
Date Made Active in Reports: 04/17/2019
Number of Days to Update: 50

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/24/2019
Next Scheduled EDR Contact: 09/09/2019
Data Release Frequency: Quarterly

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 04/18/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/02/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Semi-Annually

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/26/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 49

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

Records of Emergency Release Reports

AZ SPILLS: Hazardous Material Logbook

Chemical spills and incidents referred to the Emergency Response Unit.

Date of Government Version: 11/15/2001
Date Data Arrived at EDR: 06/28/2007
Date Made Active in Reports: 07/24/2007
Number of Days to Update: 26

Source: Department of Environmental Quality
Telephone: 602-771-4153
Last EDR Contact: 05/23/2019
Next Scheduled EDR Contact: 09/09/2019
Data Release Frequency: Varies

AZ SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 12/11/2001
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/11/2013
Number of Days to Update: 39

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/25/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/27/2019	Telephone: (415) 495-8895
Date Made Active in Reports: 04/17/2019	Last EDR Contact: 06/26/2019
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/07/2019
	Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 03/07/2019	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 04/03/2019	Telephone: 202-528-4285
Date Made Active in Reports: 05/23/2019	Last EDR Contact: 05/21/2019
Number of Days to Update: 50	Next Scheduled EDR Contact: 09/02/2019
	Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 11/10/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 07/09/2019
Number of Days to Update: 62	Next Scheduled EDR Contact: 10/21/2019
	Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005	Source: U.S. Geological Survey
Date Data Arrived at EDR: 02/06/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 07/10/2019
Number of Days to Update: 339	Next Scheduled EDR Contact: 10/21/2019
	Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/03/2017	Telephone: 615-532-8599
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 05/13/2019
Number of Days to Update: 63	Next Scheduled EDR Contact: 08/26/2019
	Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/25/2019
Date Data Arrived at EDR: 03/26/2019
Date Made Active in Reports: 05/07/2019
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/06/2019
Next Scheduled EDR Contact: 08/19/2019
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/10/2019
Next Scheduled EDR Contact: 08/19/2019
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/18/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/24/2019
Next Scheduled EDR Contact: 09/02/2019
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/24/2019
Next Scheduled EDR Contact: 08/05/2019
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 04/18/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 35

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 07/01/2019
Next Scheduled EDR Contact: 09/16/2019
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/25/2019
Date Data Arrived at EDR: 05/02/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/22/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 04/18/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 07/01/2019
Next Scheduled EDR Contact: 08/19/2019
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/20/2019
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 34

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/12/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 07/03/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 07/22/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 06/07/2019
Next Scheduled EDR Contact: 09/16/2019
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/10/2014	Telephone: N/A
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 06/07/2019
Number of Days to Update: 40	Next Scheduled EDR Contact: 09/16/2019
	Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/30/2017	Telephone: 202-566-0517
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 04/26/2019
Number of Days to Update: 15	Next Scheduled EDR Contact: 08/05/2019
	Data Release Frequency: Varies

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/02/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/02/2019	Telephone: 202-343-9775
Date Made Active in Reports: 05/14/2019	Last EDR Contact: 07/01/2019
Number of Days to Update: 42	Next Scheduled EDR Contact: 10/14/2019
	Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/03/2018
Date Data Arrived at EDR: 01/29/2019
Date Made Active in Reports: 03/21/2019
Number of Days to Update: 51

Source: Department of Transportation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 04/30/2019
Next Scheduled EDR Contact: 08/12/2019
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 30

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/10/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 05/02/2019
Next Scheduled EDR Contact: 08/19/2019
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/24/2019
Next Scheduled EDR Contact: 09/02/2019
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 04/11/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/18/2019	Telephone: 703-603-8787
Date Made Active in Reports: 05/14/2019	Last EDR Contact: 07/01/2019
Number of Days to Update: 26	Next Scheduled EDR Contact: 10/14/2019
	Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 04/11/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/18/2019	Telephone: 703-603-8787
Date Made Active in Reports: 05/14/2019	Last EDR Contact: 07/01/2019
Number of Days to Update: 26	Next Scheduled EDR Contact: 10/14/2019
	Data Release Frequency: Varies

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem

Date of Government Version: 10/27/2009	Source: N/A
Date Data Arrived at EDR: 11/10/2009	Telephone: N/A
Date Made Active in Reports: 12/08/2009	Last EDR Contact: 11/12/1996
Number of Days to Update: 28	Next Scheduled EDR Contact: N/A
	Data Release Frequency: Annually

US AIRS MINOR: Aerometric Information Retrieval System Facility Subsystem

Date of Government Version: 10/27/2009	Source: N/A
Date Data Arrived at EDR: 11/10/2009	Telephone: N/A
Date Made Active in Reports: 12/08/2009	Last EDR Contact: 11/12/1996
Number of Days to Update: 28	Next Scheduled EDR Contact: N/A
	Data Release Frequency: Annually

US MINES: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011	Source: USGS
Date Data Arrived at EDR: 06/08/2011	Telephone: 703-648-7709
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 05/31/2019
Number of Days to Update: 97	Next Scheduled EDR Contact: 09/09/2019
	Data Release Frequency: Varies

US MINES 2: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011	Source: USGS
Date Data Arrived at EDR: 06/08/2011	Telephone: 703-648-7709
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 05/31/2019
Number of Days to Update: 97	Next Scheduled EDR Contact: 09/09/2019
	Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011	Source: USGS
Date Data Arrived at EDR: 06/08/2011	Telephone: 703-648-7709
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 05/31/2019
Number of Days to Update: 97	Next Scheduled EDR Contact: 09/09/2019
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/27/2019	Source: Department of Interior
Date Data Arrived at EDR: 03/28/2019	Telephone: 202-208-2609
Date Made Active in Reports: 05/01/2019	Last EDR Contact: 06/19/2019
Number of Days to Update: 34	Next Scheduled EDR Contact: 09/23/2019
	Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/15/2019	Source: EPA
Date Data Arrived at EDR: 03/05/2019	Telephone: (415) 947-8000
Date Made Active in Reports: 03/15/2019	Last EDR Contact: 06/05/2019
Number of Days to Update: 10	Next Scheduled EDR Contact: 09/16/2019
	Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 04/07/2019	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/09/2019	Telephone: 202-564-2280
Date Made Active in Reports: 05/23/2019	Last EDR Contact: 07/09/2019
Number of Days to Update: 44	Next Scheduled EDR Contact: 10/21/2019
	Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2017	Source: Department of Defense
Date Data Arrived at EDR: 01/17/2019	Telephone: 703-704-1564
Date Made Active in Reports: 04/01/2019	Last EDR Contact: 07/15/2019
Number of Days to Update: 74	Next Scheduled EDR Contact: 10/28/2019
	Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/26/2018	Telephone: 202-564-0527
Date Made Active in Reports: 10/05/2018	Last EDR Contact: 05/24/2019
Number of Days to Update: 71	Next Scheduled EDR Contact: 09/09/2019
	Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/19/2019
Date Data Arrived at EDR: 02/21/2019
Date Made Active in Reports: 04/01/2019
Number of Days to Update: 39

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/21/2019
Next Scheduled EDR Contact: 09/02/2019
Data Release Frequency: Quarterly

Other Ascertainable Records

AZ AIRS: Arizona Airs Database

Arizona major (has the potential to emit over 100 tons of criteria pollutant) and minor (below 100 tons) sources.

Date of Government Version: 04/23/2019
Date Data Arrived at EDR: 04/25/2019
Date Made Active in Reports: 06/04/2019
Number of Days to Update: 39

Source: Department of Environmental Quality
Telephone: 602-771-2344
Last EDR Contact: 06/27/2019
Next Scheduled EDR Contact: 10/14/2019
Data Release Frequency: Semi-Annually

AZ AQUIFER: Waste Water Treatment Facilities

Waste Water Treatment Facilities with APP (Aquifer Protection Permits.)

Date of Government Version: 05/02/2019
Date Data Arrived at EDR: 05/10/2019
Date Made Active in Reports: 06/04/2019
Number of Days to Update: 25

Source: Department of Environmental Quality
Telephone: 602-771-4623
Last EDR Contact: 05/10/2019
Next Scheduled EDR Contact: 08/26/2019
Data Release Frequency: Semi-Annually

AZ DOD: Department of Defense Sites

These sites are federal facilities that are either being assessed for potential contamination, or have active remediation taking place on them.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 05/17/2019
Date Made Active in Reports: 06/04/2019
Number of Days to Update: 18

Source: Department of Environmental Quality
Telephone: 602-771-4360
Last EDR Contact: 05/17/2019
Next Scheduled EDR Contact: 09/02/2019
Data Release Frequency: Annually

AZ DRY WELLS: Drywell Registration

A drywell is a bored, drilled, or driven shaft or hole whose depth is greater than its width and is designed and constructed specifically for the disposal of storm water.

Date of Government Version: 03/12/2019
Date Data Arrived at EDR: 03/14/2019
Date Made Active in Reports: 04/25/2019
Number of Days to Update: 42

Source: Department of Environmental Quality
Telephone: 602-771-4686
Last EDR Contact: 05/20/2019
Next Scheduled EDR Contact: 09/02/2019
Data Release Frequency: Semi-Annually

AZ DRYCLEANERS: Drycleaner Facility Listing

A listing of drycleaner facilities in Arizona.

Date of Government Version: 04/11/2014
Date Data Arrived at EDR: 04/15/2014
Date Made Active in Reports: 05/12/2014
Number of Days to Update: 27

Source: Department of Environmental Quality
Telephone: 602-771-4335
Last EDR Contact: 06/17/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Varies

AZ EMAP: All Places of Interest Listing

A listing of all places of interest to the Department of Environmental Quality, including air, waste and water sites.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/03/2019
Date Data Arrived at EDR: 04/05/2019
Date Made Active in Reports: 04/26/2019
Number of Days to Update: 21

Source: Department of Environmental Quality
Telephone: 602-771-4380
Last EDR Contact: 06/03/2019
Next Scheduled EDR Contact: 09/16/2019
Data Release Frequency: Varies

AZ ENF: Enforcement and Violation Listing

A listing of enforcement and violation cases in the state of Arizona.

Date of Government Version: 05/30/2019
Date Data Arrived at EDR: 05/31/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 52

Source: Department of Environmental Quality
Telephone: 602-771-4424
Last EDR Contact: 04/29/2019
Next Scheduled EDR Contact: 08/12/2019
Data Release Frequency: Varies

AZ Financial Assurance 1: Financial Assurance Information Listing

Financial assurance information for ust sites.

Date of Government Version: 04/29/2019
Date Data Arrived at EDR: 04/30/2019
Date Made Active in Reports: 06/11/2019
Number of Days to Update: 42

Source: Department of Environmental Quality
Telephone: 602-771-4258
Last EDR Contact: 06/24/2019
Next Scheduled EDR Contact: 10/07/2019
Data Release Frequency: Varies

AZ MANIFEST: Manifest Information

Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 07/17/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 50

Source: Department of Environmental Quality
Telephone: N/A
Last EDR Contact: 06/17/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Annually

AZ NPDES: Notice of Intent Construction Stormwater General Permits Database

NPDES permit sites

Date of Government Version: 03/22/2019
Date Data Arrived at EDR: 03/22/2019
Date Made Active in Reports: 04/29/2019
Number of Days to Update: 38

Source: Department of Environmental Quality
Telephone: 602-771-4424
Last EDR Contact: 07/08/2019
Next Scheduled EDR Contact: 10/21/2019
Data Release Frequency: Varies

AZ VAPOR: Vapor Intrusion

A listing of vapor intrusion site locations

Date of Government Version: 12/12/2018
Date Data Arrived at EDR: 12/27/2018
Date Made Active in Reports: 01/25/2019
Number of Days to Update: 29

Source: Department of Environmental Quality
Telephone: 602-771-4197
Last EDR Contact: 06/26/2019
Next Scheduled EDR Contact: 09/30/2019
Data Release Frequency: Varies

AZ UIC: Underground Injection Control Wells

Underground injection control wells.

Date of Government Version: 09/30/2015
Date Data Arrived at EDR: 02/05/2016
Date Made Active in Reports: 04/05/2016
Number of Days to Update: 60

Source: Arizona Geological Survey
Telephone: 520-770-3500
Last EDR Contact: 04/25/2019
Next Scheduled EDR Contact: 08/12/2019
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AZ WWFAC: Waste Water Treatment Facilities

Statewide list of waste water treatment facilities.

Date of Government Version: 07/09/2012
Date Data Arrived at EDR: 07/23/2012
Date Made Active in Reports: 09/06/2012
Number of Days to Update: 45

Source: Department of Environmental Quality
Telephone: 602-771-4623
Last EDR Contact: 07/19/2019
Next Scheduled EDR Contact: 11/04/2019
Data Release Frequency: Varies

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AZ RGA HWS: Recovered Government Archive State Hazardous Waste Facilities List

The EDR Recovered Government Archive State Hazardous Waste database provides a list of SHWS incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Quality in Arizona.

Date of Government Version: N/A	Source: Department of Environmental Quality
Date Data Arrived at EDR: 07/01/2013	Telephone: N/A
Date Made Active in Reports: 01/02/2014	Last EDR Contact: 06/01/2012
Number of Days to Update: 185	Next Scheduled EDR Contact: N/A
	Data Release Frequency: Varies

AZ RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Quality in Arizona.

Date of Government Version: N/A	Source: Department of Environmental Quality
Date Data Arrived at EDR: 07/01/2013	Telephone: N/A
Date Made Active in Reports: 01/15/2014	Last EDR Contact: 06/01/2012
Number of Days to Update: 198	Next Scheduled EDR Contact: N/A
	Data Release Frequency: Varies

AZ RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Environmental Quality in Arizona.

Date of Government Version: N/A	Source: Department of Environmental Quality
Date Data Arrived at EDR: 07/01/2013	Telephone: N/A
Date Made Active in Reports: 01/02/2014	Last EDR Contact: 06/01/2012
Number of Days to Update: 185	Next Scheduled EDR Contact: N/A
	Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines

Source: PennWell Corporation

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data

Source: PennWell Corporation

This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Facilities & Group Homes

Source: Department of Health Services

Telephone: 602-674-4220

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Riparian Vegetation Associated with Perennial Waters

Source: State Land Department

Telephone: 602-542-4094

STREET AND ADDRESS INFORMATION

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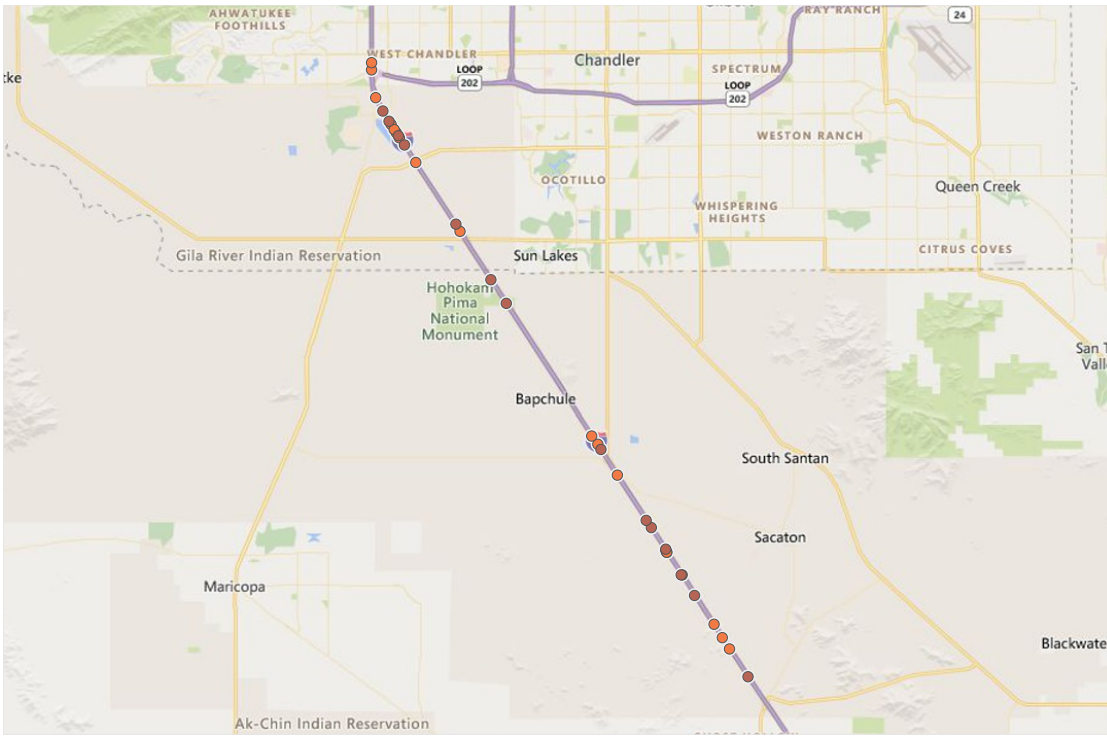
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Appendix C. ADOT-Provided DPS Crash Data 2014–2018

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Standard Detail

January 1, 2014 - December 31, 2018



Report Filter(s) Selected:

Incidents: 856
Units: 1,581
Persons: 2,355
County:
City:
Engineering District:
Route: Interstate 10 (EB)
Crossing Feature: M185 M161
Spatial Region:
Flags:

- Fatal
- Suspected Serious Injury

Layers
None

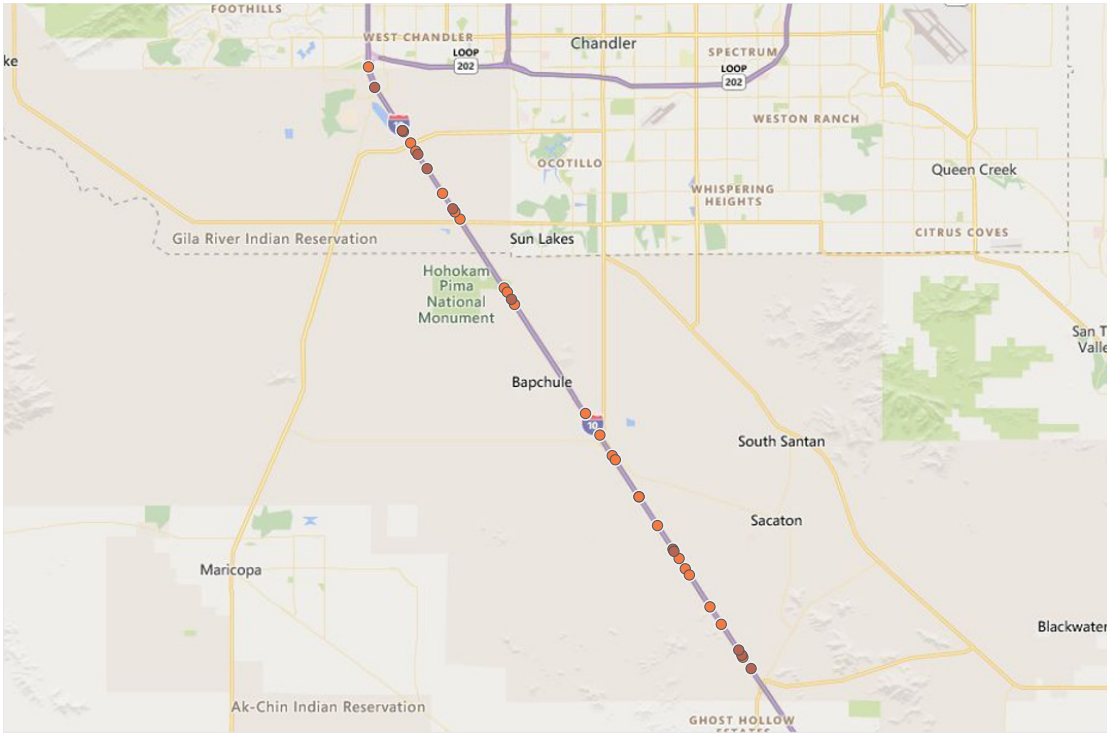
Report Generated On: 8/16/2019 2:50:47 PM

Standard Detail

January 1, 2014 - December 31, 2018

Report Filter(s) Selected:

Incidents: 1,001
Units: 1,956
Persons: 3,063
County:
City:
Engineering District:
Route: Interstate 10 (WB)
Crossing Feature: M185 M161
Spatial Region:
Flags:



- Fatal
- Suspected Serious Injury

Layers
None

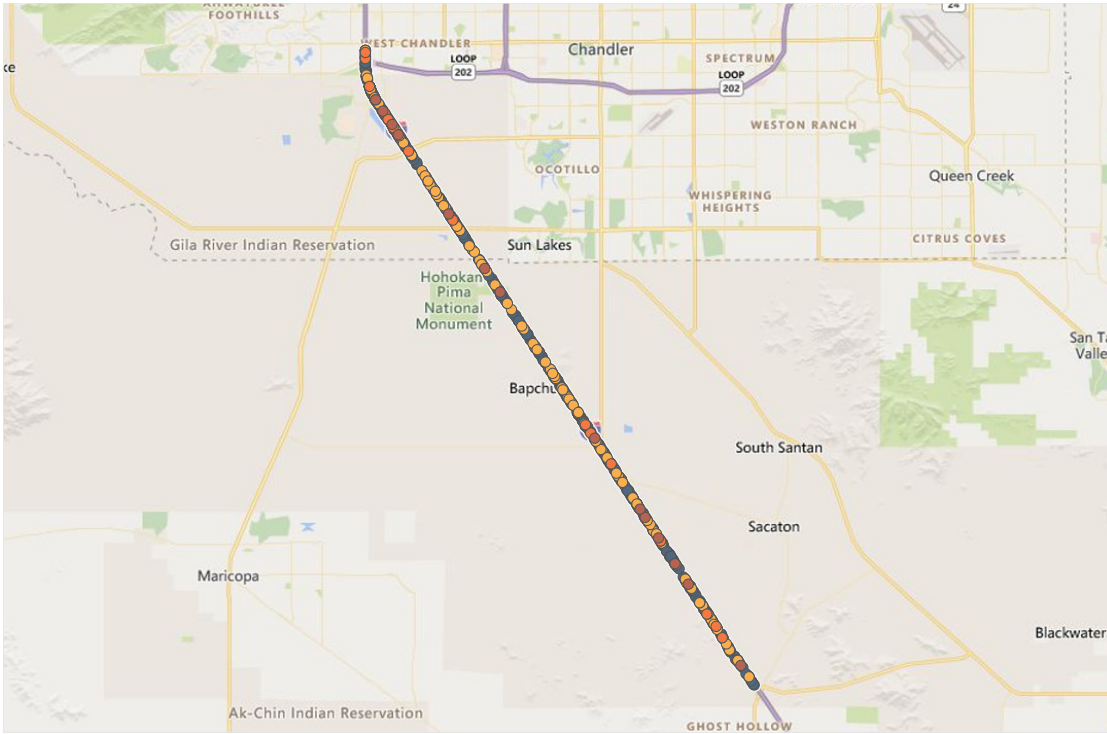
Report Generated On: 8/16/2019 2:55:44 PM

Standard Detail

January 1, 2014 - December 31, 2018

Report Filter(s) Selected:

Incidents: 856
Units: 1,581
Persons: 2,355
County:
City:
Engineering District:
Route: Interstate 10 (EB)
Crossing Feature: M185 M161
Spatial Region:
Flags:



- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- No Injury

Layers

None

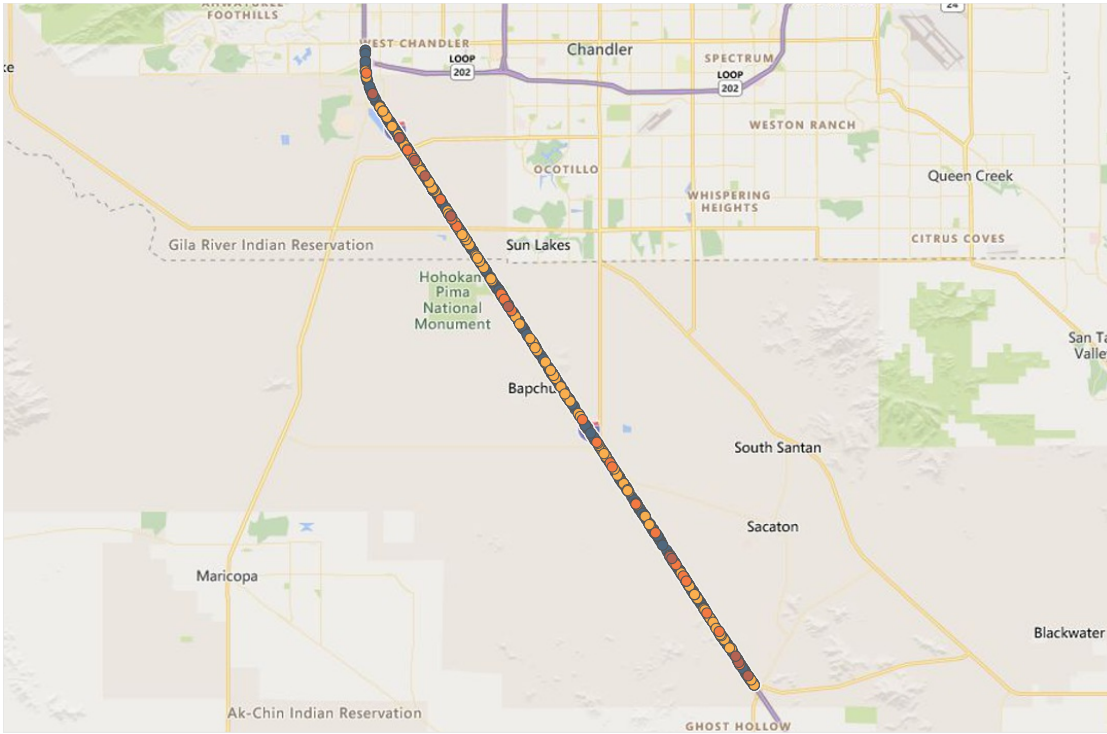
Report Generated On: 8/16/2019 2:50:47 PM

Standard Detail

January 1, 2014 - December 31, 2018

Report Filter(s) Selected:

Incidents: 1,001
Units: 1,956
Persons: 3,063
County:
City:
Engineering District:
Route: Interstate 10 (WB)
Crossing Feature: M185 M161
Spatial Region:
Flags:



- Fatal
- Suspected Serious Injury
- Suspected Minor Injury
- No Injury

Layers
None

Report Generated On: 8/16/2019 2:55:44 PM

Appendix L. Agency and Public Involvement

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Stakeholder Meetings

Table L-1 lists stakeholder meetings held during the I-10 study. Note that the listing of additional meetings is pending.

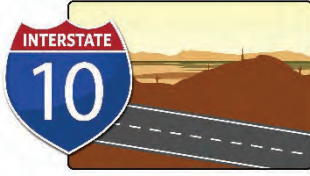
Table L-1. Stakeholder meetings

Date	Type	Attendees
8/13/2019	Cultural resources meeting	Community CRMP, Community THPO, ADOT HPT, HDR, SWHR
8/16/2019	Cultural Resources Working Group meeting	Four Southern Tribes (Ak-Chin Indian Community, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, and Tohono O'odham Nation), SWHR
9/6/2019	Discussion regarding scheduling of TCP research	Community CRMP, Community THPO, SWHR
9/9/2019	Discussion regarding scheduling of TCP research	Community CRMP, Community THPO, SWHR
9/10/2019	Discussion regarding scheduling of TCP research	Community CRMP, Community THPO, SWHR
9/24/2019	Song culture visit	Community THPO, SWHR
9/24/2019	Initial field reconnaissance near Gila Butte	Community THPO, SWHR
10/1/2019	Discussion of 'O'obab Ha Ko'idag and sacred gathering places with Robert Johnson	Huhugam Heritage Center, SWHR
10/4/2019	Second field reconnaissance near Gila Butte	Community THPO, SWHR
10/4/2019	Song culture interview with Barnaby V. Lewis	Community THPO, SWHR
10/10/2019	Elder interview with Lucius Kyytan	Community CRMP, Community THPO, SWHR
10/10/2019	Discussion of 'O'obab Ha Ko'idag and sacred gathering places with Robert Johnson (follow-up by phone)	Huhugam Heritage Center, SWHR
10/18/2019	Archival research	Community CRMP, SWHR
10/19/2019	Elder interview with Augustine Vavages	Community THPO, SWHR
10/21/2019	Elder interview with Barnaby V. Lewis	Community THPO, SWHR
10/30/2019	Elder interview (follow-up) with Lucius Kyytan	Community CRMP, Community THPO, SWHR
10/30/2019	Elder interview (follow-up) with Augustine Vavages	Community THPO, SWHR
10/30/2019	Field reconnaissance	Community THPO, SWHR
11/1/2019	Field reconnaissance	Community THPO, SWHR
11/4/2019	Field reconnaissance	Community THPO, SWHR
11/8/2019	Field reconnaissance	Community THPO, SWHR
12/17/2019	Field reconnaissance in north <i>Aji</i> area	Community THPO, SWHR

Table L-1. Stakeholder meetings

Date	Type	Attendees
1/2/2020	Communication regarding TCP numbers with Kyle Woodson	Community CRMP, SWHR
1/3/2020	Communication (follow-up) regarding TCP numbers with Kyle Woodson	Community CRMP, SWHR
1/9/2020	Discussion regarding <i>Bibjulik</i> name identification and <i>U'us</i> village and cemetery with Barnaby V. Lewis	Community THPO, SWHR
1/14/2020	Meeting with Community CRMP cartographer to request TCP map	Community CRMP, SWHR
1/15/2020	Discussion regarding hilltop shrines (<i>Dahidakud</i> -Sitting Place Shrines-Lookouts) with Barnaby V. Lewis	Community THPO, SWHR
1/21/2020	Discussion (follow-up) regarding hilltop shrines (<i>Dahidakud</i> -Sitting Place Shrines-Lookouts) with Barnaby V. Lewis	Community THPO, SWHR
1/23/2020	Receipt of first version of TCP map from Community CRMP and submittal of revisions	Community CRMP, SWHR
1/24/2020	Receipt of second version of TCP map from Community CRMP	Community CRMP, SWHR
1/29/2020	Submittal of revisions to TCP map to Community CRMP	Community CRMP, SWHR
2/12/2020	Receipt of final version of TCP map from Community CRMP	Community CRMP, SWHR
7/7/2020	Discussion of TCP 35, ' <i>Oob Chetto</i> , regarding TCP limits and composition, including quartz outcrop, presence in I-10 easement, and cultural features	Community THPO, SWHR
7/8/2020	Discussion of TCP 35, ' <i>Oob Chetto</i> , regarding measures to avoid impacts to the TCP	Community THPO, SWHR
2/18/2021	Meeting to review recommended TCP project-specific administrative boundaries	Community CRMP, Community THPO, HDR, SWHR

Notes: ADOT = Arizona Department of Transportation, Community = Gila River Indian Community, CRMP = Cultural Resource Management Program, HPT = Historic Preservation Team, I-10 = Interstate 10, SWHR = Southwest Heritage Research, TCP = traditional cultural property, THPO = Tribal Historic Preservation Office



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

Draft Environmental Assessment and Design Concept Report

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

February 2020

Prepared by:

HDR

20 E. Thomas Road

Phoenix, AZ 85012

In cooperation with:

Arizona Department of Transportation

Gila River Indian Community

Maricopa Association of Governments

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Appendices

- Appendix A: Agency and Public Scoping Meeting Notifications
- Appendix B: Agency and Public Scoping Meeting Materials
- Appendix C: Agency Comments
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1. Introduction

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

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

2. Agency Scoping Meeting

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

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

2.1 Agency Scoping Notification

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

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

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

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

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

2.2 Agency Scoping Meeting Materials

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

- presentation
- display boards

3. Public Scoping Meeting

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

3.1 Public Scoping Notification

3.1.1 Newspaper Advertisements

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

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

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

3.1.2 Study Website

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

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

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

3.1.3 News Release

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

3.1.4 Social Media

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

4. Gila River Indian Community Scoping Meetings

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

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

4.1.1 Direct Mailer

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

4.1.2 Social Media

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

5. Public and Community Scoping Meeting Format

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

5.1 Public Meeting Materials

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

- comment form (English and Spanish)
- display boards

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

5.1.1 Display Boards

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

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

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

6. Comment Summary

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

6.1 Agency Scoping Comment Summary

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

Arizona Department of Public Safety

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

Arizona Game and Fish Department

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

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

Gila River Indian Community

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

Maricopa County Department of Transportation

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

All agency scoping comments can be found in Appendix C.

6.2 Public Scoping Comment Summary

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

Comment Samples:

Support:

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

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

Undetermined Sentiment

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

Community Concerns

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

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

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

Driver Behavior Concerns

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

All public scoping comments can be found in Appendix D.

7. Next Steps

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

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

Appendix A: Notifications

Agency Scoping Notification

Newspaper Advertisements

News Release

Social Media Posts

Direct Mailer

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

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

To: Agency Representative

Subject: Agency scoping meeting invitation

RE: 010-C(222)S

F0252 01L and F0252 02L

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

Dear Agency Representative:

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

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

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

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

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

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

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

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

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

Sincerely,

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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

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

Teachers

Continued from Page 1A

teachers and 4 percent of district school teachers.

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

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

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

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

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

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

Registry for uncertified teachers

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

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

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

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

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

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

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

The Legislature would have to approve such a registry.

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

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

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

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

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

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

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

Mandating training

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

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

Many other states already have such a law in place.

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

How to report concerns

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The investigative unit is funded by a percentage of the money the Arizona Department of Education collects from certification fees charged to teachers. The fund's annual revenue has declined over the past few years, Taylor wrote. Taylor said the department has also considered allocating a higher percentage of the certification fund to the investigative unit but is weighing the ramifications of taking away that money from the department's certification unit, which assists educators in obtaining certification.

What's next

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

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

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


■ Arizona House Speaker Rusty Bowens: rbowens@azleg.gov; 602-926-3128.

■ Senate President Karen Fann: kfann@azleg.gov; 602-926-5874.

■ House Education Committee chair Michelle Udall: mudall@azleg.gov; 602-926-4856.

■ Senate Education Committee chair Sylvia Allen: sallan@azleg.gov; 602-926-5409.

Have suggestions on how the system could be improved? Reach the reporter at Lily Altavona@ArizonaRepublic.com or follow her on Twitter: @LilyAlta.



Your input is needed!

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

PUBLIC SCOPING MEETING

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

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

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

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

YOU ARE INVITED TO PARTICIPATE

Public Scoping Meeting

Thursday, September 19, 2019

6pm-8pm

Sacaton Boys and Girls Club
116 S. Holly Street
Sacaton, AZ

CAN'T MAKE IT TO A MEETING?

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


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

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FOR MORE INFORMATION:

602-522-7777 | i10wildhorsepasscorridor@hdtrnc.com

ADOT TRACS No. F0252 01L and 02L

Federal Aid No. 010-C2225





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We met on 

Emotiva ceremonia de Fundación Victoria

Realizan Décima Ceremonia Arizona Higher Education Awards

Oscar Ramos

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

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

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

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

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



Loui Olivias, director de la Fundación Victoria.

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

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

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

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



Lleno total en el Arizona Biltmore.



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



Reynaldo Rivera con su reconocimiento.

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

El evento fue cerrado con palabras de Dr.

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



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



María A. Franco, de la Universidad de Arizona.



El doctor Mark T. Montoya recibió su preseña.

¡Necesitamos su opinión!

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

REUNIONES DE ALCANCE PÚBLICO

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

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

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

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

¿NO PUEDE ASISTIR A UNA REUNIÓN?

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

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

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

ESTA INVITADO A PARTICIPAR

Reunión de alcance público

19 de septiembre de 2019
6 p. m. a 8 p. m.
Sacaton Boys and Girls Club
116 S. Holly Street
Sacaton, AZ

Leche en polvo Trigo y Maíz palomero Avena y Maíz rolado



Los mejores alimentos para ellos...

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llame al Tel. (602) 920 2966



PARA MÁS INFORMACIÓN:
602-522-7777 | i10wildhorsepasscorridor@hdinc.com
i10wildhorsepasscorridor.com
ADOT TRACS nro. P0252 01L and 02L
Ayuda federal nro. 010-C2225



Your input is needed!

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

PUBLIC SCOPING MEETINGS

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

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

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

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

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YOU ARE INVITED TO PARTICIPATE: PUBLIC MEETINGS

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

CAN'T MAKE IT TO A MEETING?

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

- Visit the website and leave a comment:
i10wildhorsepasscorridor.com
- Call the toll-free 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
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FOR IMMEDIATE RELEASE

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

Public Input Sought for I-10 Wild Horse Pass Corridor

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

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

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

Public Scoping Meeting

Thursday, September 19, 2019 6pm–8pm

Sacaton Boys and Girls Club

116 S. Holly Street
Sacaton, AZ

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

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

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

Visit the website: i10wildhorsepasscorridor.com

Call the toll-free 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

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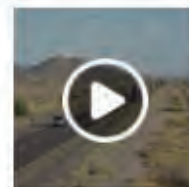
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Gila River Indian Community

September 24 at 4:23 PM

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



5

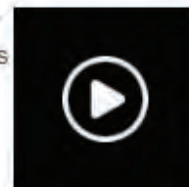
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Gila River Indian Community

October 3 at 4:32 PM

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



12

1 Comment 1 Share



Gila River Indian Community

September 19 at 12:10 PM

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



Gila River Indian Community's Post

A Public Scoping Meeting regarding the I-10, State Route Loop...

3

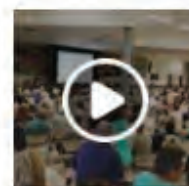
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Gila River Indian Community

September 9 at 4:17 PM

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



16

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Gila River Indian Community

September 6 at 7:22 PM · 🌐

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



👍 🗨️ 🙏 15

10 Comments 15 Shares



Gila River Indian Community

September 27 at 10:34 AM · 🌐

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



🙏 2

2 Comments



Gila River Indian Community

September 16 at 10:59 AM · 🌐

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

I-10 Video_FINAL.mp4

drive.google.com



👍 🗨️ 🙏 20

9 Shares



Gila River Indian Community

September 24 at 10:01 AM · 🌐


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



👍 6

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@MAGRegional

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MAG - Maricopa Association of Governments 

September 16 at 10:54 AM 

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



 2

YOU'RE INVITED!

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



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

Please attend the
PUBLIC SCOPING MEETINGS

i10wildhorsepasscorridor.com

Save the Dates!

PUBLIC SCOPING MEETING

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

DISTRICT 6 SCOPING MEETING

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

DISTRICT 1 SCOPING MEETING

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

DISTRICT 5 SCOPING MEETING

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

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Laura Douglas at 602.712.7683 or LDouglas@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.





De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con la Laura Douglas a 602.712.7683 o LDouglas@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

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

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

WE WANT TO HEAR FROM YOU!

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

-  Visit the website and leave a comment:
i10wildhorsepasscorridor.com
-  Call the toll-free 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



Appendix B: Meeting Materials

Comment Forms

Display Boards

Roll Plots

Related Studies Map

Public Scoping Meeting Presentation

Agency Scoping Meeting Presentation

Agency Scoping Meeting Map Exhibit

Agency Scoping Meeting Agenda



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

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

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

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

Contact Information (optional)

Name: _____

Address: _____

Phone: _____

Email Address: _____

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

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

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





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

Informe preliminar de evaluación ambiental y concepto de diseño
Formulario de comentario del público | Septiembre de 2019

Los comentarios públicos son una parte importante de este estudio y serán revisados por el equipo del estudio. **Los comentarios devueltos antes del 3 de octubre de 2019 se incluirán en el registro del estudio y en el resumen de participación pública.** Por favor comente en el espacio provisto a continuación. Imprima claramente.

Si sus comentarios están relacionados con una ubicación específica a lo largo de la autopista, indique la milla mas cercana o el area sobre la que está comentando: (Consulte el archivo de mapas en la sección de reuniones públicas del sitio web del estudio para obtener información sobre el millaje.) Mojon: _____

Información de contacto (opcional)

Nombre: _____

Dirección: _____

Teléfono: _____

Dirección de correo electrónico: _____

Gracias por su participación. Envíe sus comentarios o complete el formulario por correo antes del 3 de octubre de 2019 a:

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

Envíe sus comentarios al: 602.522.7777 | i10wildhorsepasscorridor@hdrinc.com | i10wildhorsepasscorridor.com

Completar este formulario es totalmente voluntario y ayuda al equipo a cargo del proyecto a mantener un registro preciso de todos los comentarios. Según la ley estatal, cualquier tipo de información identificatoria provista pasará a ser de dominio público y, como tal, se podrá divulgar a cualquier persona que la solicite.



WELCOME

to the

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

Environmental Assessment
and Design Concept Report

PUBLIC SCOPING MEETING



Please Sign In



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



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



NATIONAL ENVIRONMENTAL POLICY ACT

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



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



STUDY AREA

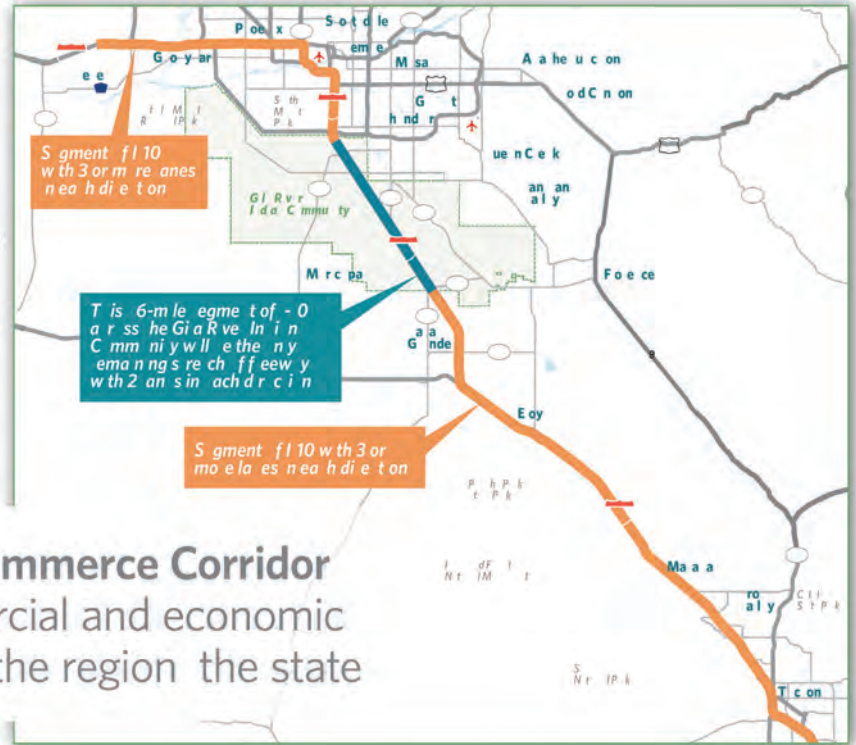


I-10 | LOOP 202 TO SR-387
WILD HORSE PASS CORRIDOR



STUDY PURPOSE & NEED

- By late 2019 I 10 will be three lanes in each direction between SR 387 near Casa Grande and Tucson leaving **this 26 mile segment of I 10 across the Gila River Indian Community as the only remaining stretch with two lanes in each direction**
- I 10 is classified as a **Key Commerce Corridor** because it supports commercial and economic growth for the Community the region the state and the country



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

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

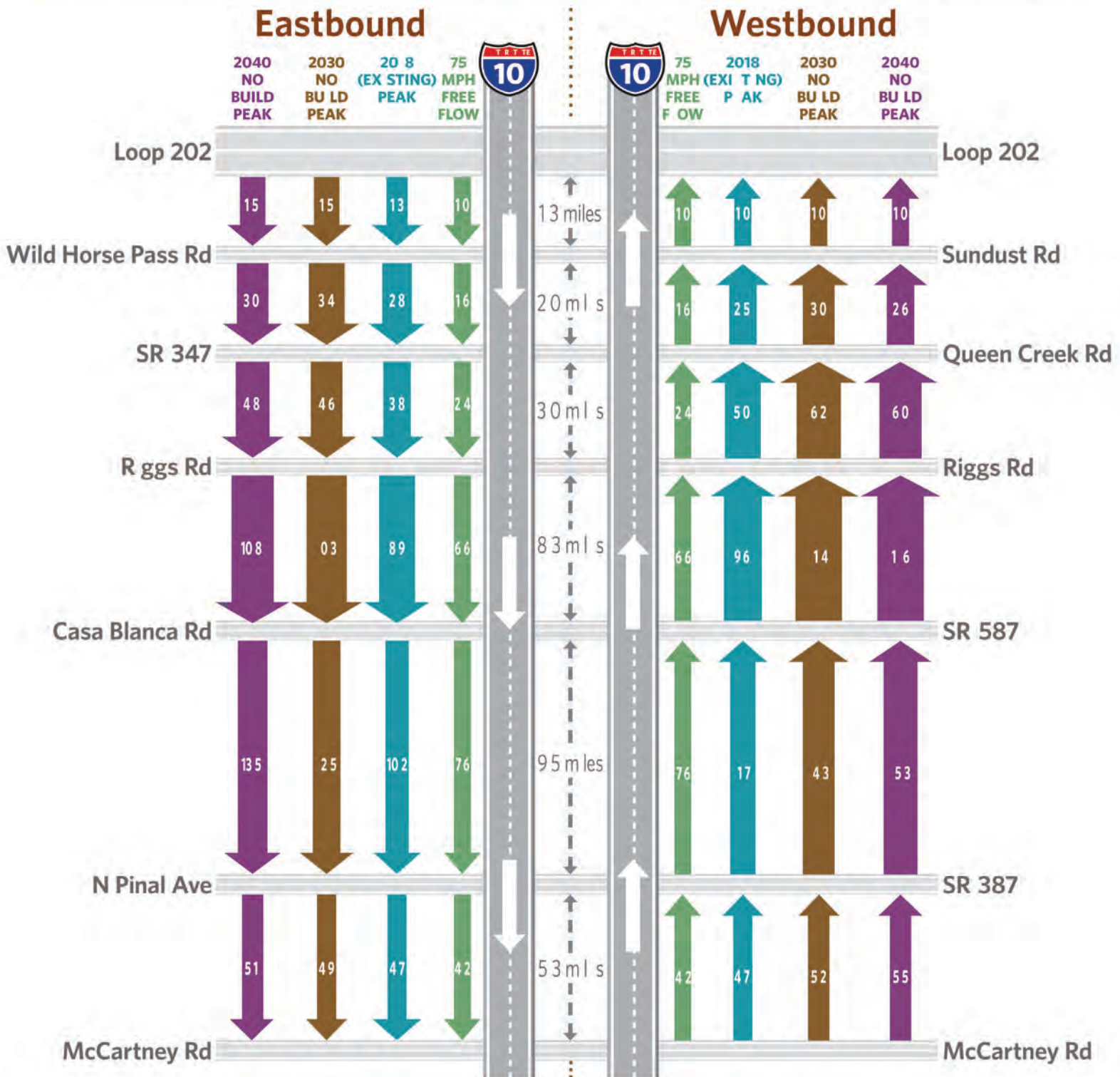
- The objective of this study is to evaluate alternatives that will increase the capacity of I 10 to:
 - Reduce congestion and travel times
 - Meet current and future travel demand
 - Improve reliability of freight movements



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



TRAVEL TIME COMPARISONS



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



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



POTENTIAL STUDY OUTCOMES

No Build Alternative

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

Build Alternative

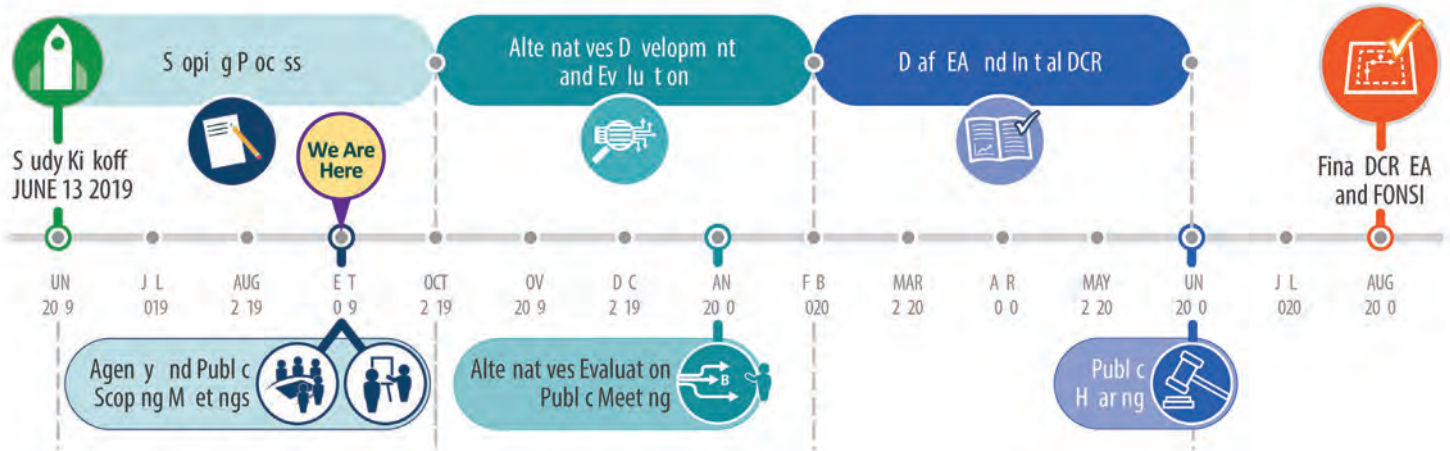
- Defined as a project that would enhance the capacity of the I-10 corridor
- An alternative which meets the purpose and need of the project



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



SCHEDULE

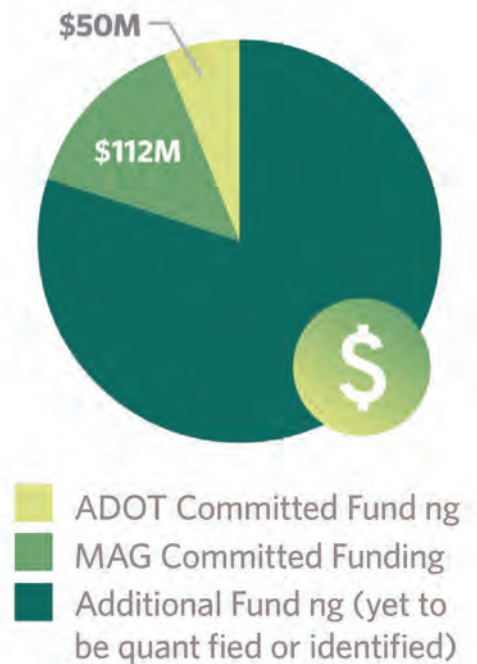


FUNDING

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

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

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



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



HOW TO PROVIDE INPUT

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



Visit the website and leave a comment:

i10wildhorsepasscorridor.com



Call the toll-free, 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

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



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





Legend

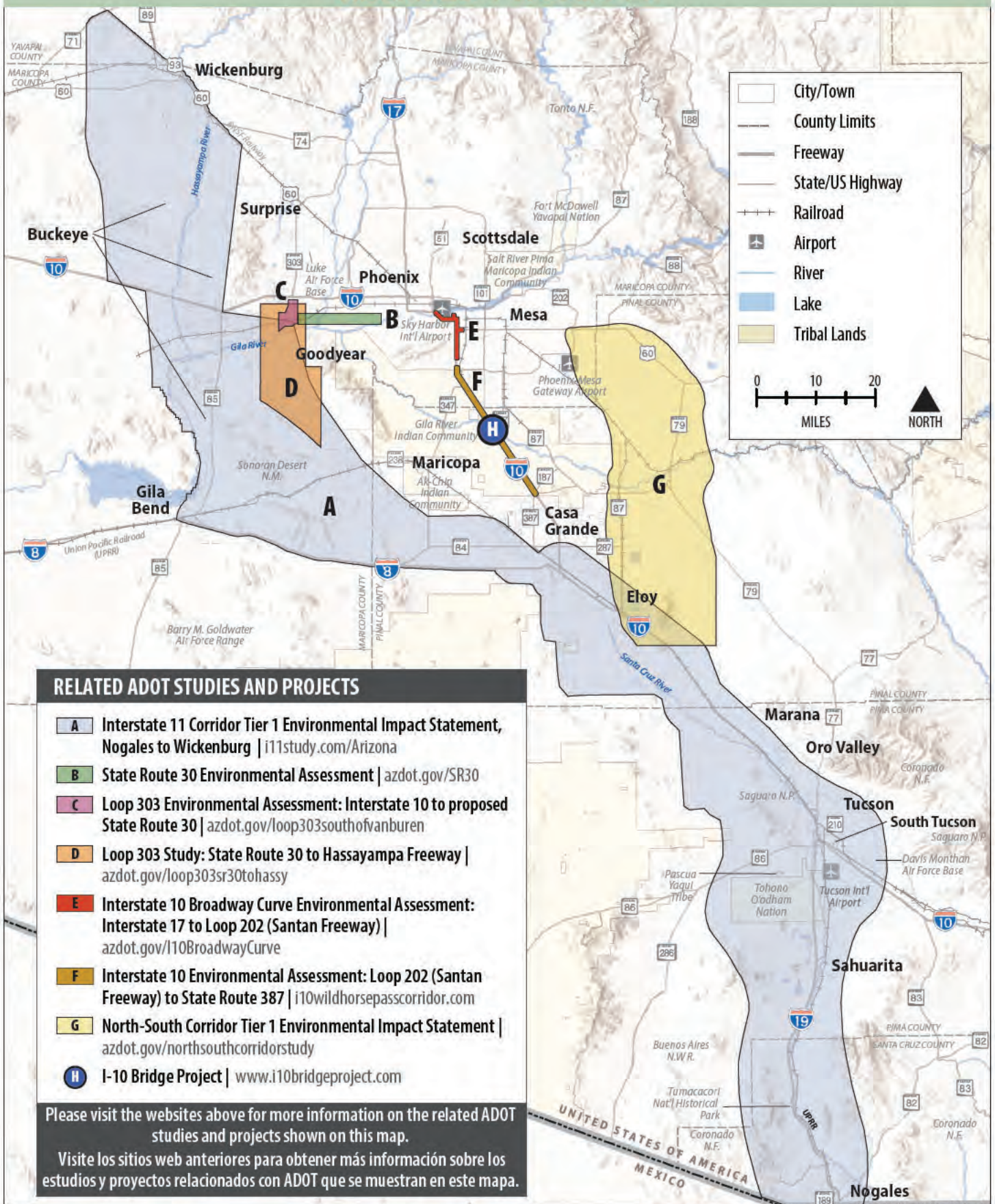
- Mapsheet
- Study Area
- Exclusion Zone
- ADOPT TRACK No. F227010

DESIGN CONCEPT REPORT & ENVIRONMENTAL ASSESSMENT

Legend

- Mapsheet
- Study Area
- Exclusion Zone
- ADOPT TRACK No. F227010

RELATED PROJECTS



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



ADOT



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

Environmental Assessment and
Design Concept Report

Gila River Indian Community
Scoping Meeting

Agenda

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

ADOT



ARIZONA DEPARTMENT OF TRANSPORTATION



What is a Public Scoping Meeting

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

ADOT



Project Overview: Study Area

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



Project Overview: I-10 Corridor Study

ADOT

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



www.i10wildhorsepasscorridor.com

Project Overview: I-10 Corridor Study Schedule



ADOT



Project Overview: I-10 Corridor Project Map



ADOT

Project Overview: I-10/Gila River Bridge Project

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



www.i10bridgeproject.com

i10bridgeproject@hdrinc.com; 602-522-7797

ARIZONA DEPARTMENT OF TRANSPORTATION



ADOT

How to Provide Input

- Website Comments: **i10wildhorsepasscorridor.com**
- Call the toll-free, 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

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

ARIZONA DEPARTMENT OF TRANSPORTATION



Next Steps

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



ADOT

**THANK YOU
FOR YOUR TIME AND INPUT**



ADOT



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

Environmental Assessment and
Design Concept Report

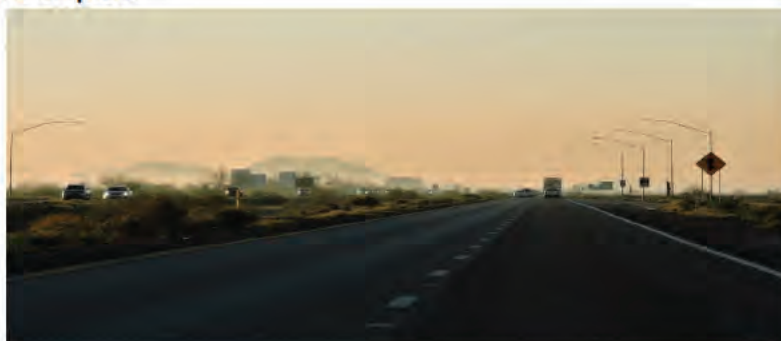
Agency Scoping Meeting
October 2, 2019

ARIZONA DEPARTMENT OF TRANSPORTATION

ADOT

Agenda

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



ARIZONA DEPARTMENT OF TRANSPORTATION



ADOT

What is an Agency Scoping Meeting

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



ARIZONA DEPARTMENT OF TRANSPORTATION

ADOT

Project Overview: Study Area

- Interstate 10, State Route 202L to State Route 387 (26-mile corridor)
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ARIZONA DEPARTMENT OF TRANSPORTATION





Project Overview: I-10 Corridor Study

- Preliminary Purpose and Need
 - Capacity, Transportation Demand, Freight Improvements


- Deliverables
 - Environmental Assessment (EA) in accordance with National Environmental Policy Act
 - Design Concept Report (DCR)
 - Amended Easement Agreement







www.i10wildhorsepasscorridor.com

ARIZONA DEPARTMENT OF TRANSPORTATION




Project Overview: I-10 Corridor Study Schedule







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

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





Project Overview: I-10 Corridor Project Map



ARIZONA DEPARTMENT OF TRANSPORTATION



Project Overview: I-10/Gila River Bridge Project

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



www.i10bridgeproject.com

i10bridgeproject@hdrinc.com; 602-522-7797



ARIZONA DEPARTMENT OF TRANSPORTATION



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- 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

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

ARIZONA DEPARTMENT OF TRANSPORTATION




Next Steps

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



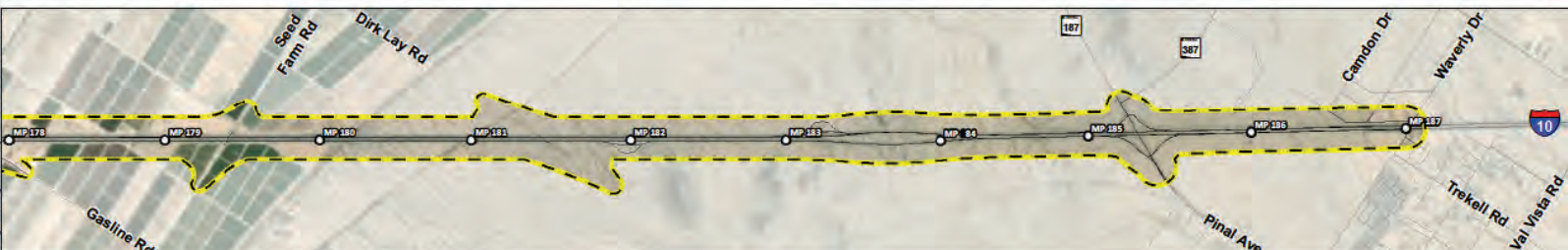
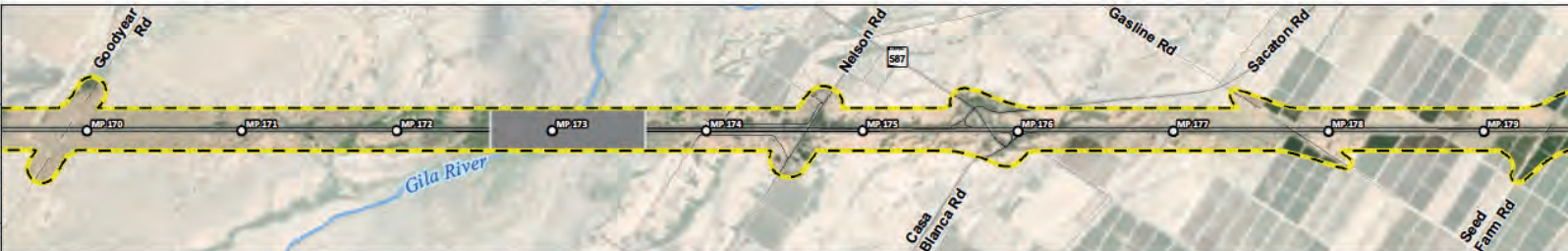
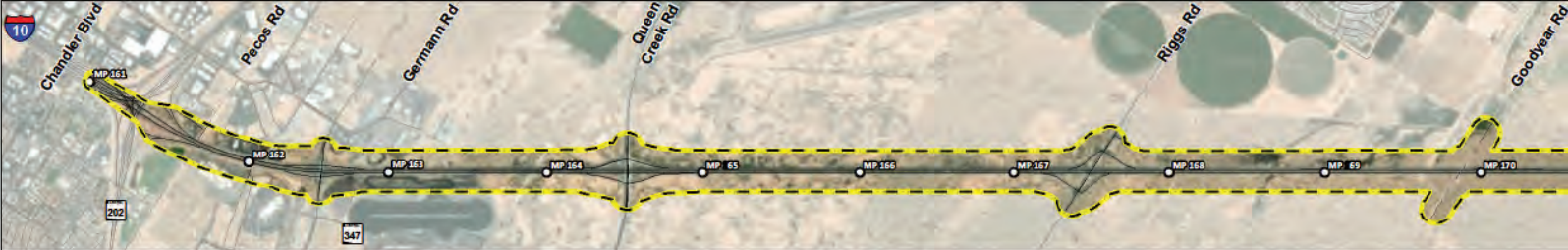
ARIZONA DEPARTMENT OF TRANSPORTATION

ADOT

THANK YOU FOR YOUR TIME AND INPUT



ARIZONA DEPARTMENT OF TRANSPORTATION



NORTH

0 0.5 1 2
Miles

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



Study Area **Exclusion Zone**

○ Mileposts ■ ADOT TRACS No. F027001D

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

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

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

I. Introductions / Sign-in Sheet

II. Opening Remarks

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

III. Project Overview – Carlos Lopez

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



IV. Project Approach – Carlos Lopez

A. Baseline Schedule



B. Engineering

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

C. Environmental

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

D. Public / Agency Involvement

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

Appendix C: Agency Scoping Comments

Agency Comment Log

Interstate 10 Corridor Study: State Route 202L to State Route 387
Agency Scoping Comments

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

**Interstate 10 Corridor Study: State Route 202L to State Route 387
Agency Scoping Comments**

Comment No.	Agency	Comment	Response
5	Arizona Game and Fish Department	* If underground utilities are relocated and/or trenching occurs, trenching and backfilling crews should be close together to minimize the amount of open trenches at any given time. Avoid leaving trenches open overnight. Where trenches cannot be back-filled immediately, escape ramps should be constructed at least every 90 meters. Escape ramps can be short lateral trenches or wooden planks sloping to the surface. The slope should be less than 45 degrees (1:1). Trenches that have been left open overnight should be inspected and animals removed prior to backfilling.	Thank you for the comment. It is not clear at this time if this will be needed, but as the project scope becomes better defined, this could be added as a mitigation if applicable.
6	Arizona Game and Fish Department	The Department understands that ADOT will comply with the Arizona Native Plant Law for any ground disturbing activities, efforts will be made to minimize ground disturbance, and all temporarily disturbed land will be re-seeded to minimize erosion. In addition, the Department understands that, in accordance with ADOT Environmental Planning Group's (EPG's) guidelines, invasive species and the Migratory Bird Treaty Act (MBTA) will be addressed within the proposed project's biological report, if applicable. The Department appreciates the opportunity to provide an evaluation of impacts to wildlife or wildlife habitats associated with the F0252 01L and F0252 02L 1-10 Road Widening project. If you have any questions regarding this letter, please contact me at (623) 236-7222, and visit our website for additional guidelines at https://www.azgfd.com/wildlife/planning/wildlifeguidelines/ .	Correct.
7	Arizona Department of Public Safety	Thank you for the opportunity to review the proposed project. I currently oversee our Metro South Highway Patrol District, which overlaps this project on Interstate 10 from SR202 to Riggs Road. My only question deals with the overpasses at Wild Horse Pass, SR347 and Riggs. Will the upgrade of ramps at Riggs be limited to only the on and off ramps? Or will it include a redesign of the overpass to help accommodate rush hour traffic? Will the Wild Horse Pass and SR347 overpass be included? During large events (New Year's Eve, concerts, etc.), traffic has backed up southbound to SR202. SR347 continues to be heavily congested with traffic during rush hour. Is there anything within this project that will help alleviate the congestion?	Additional capacity on I-10 will help reduce congestion on I-10 from Riggs Road to SR 202L. However, at this time, this project is not anticipating improvements to the Wild Horse Pass or SR 347 interchanges. The Maricopa Association of Governments is separately studying those two interchanges to help identify interchange improvements or new configurations that will improve the congestion on those crossroads. The results of that study will likely result in a separate construction project for those interchanges, separate from this I-10 project.
8	Gila River Indian Community	The Gila River Indian Community (the Community) has received your August 9, 2019 letter inviting the Community to provide scoping comments (Scoping Letter) and your September 5, 2019 letter inviting the Community to serve as a Cooperating Agency (Cooperating Agency Letter) regarding the National Environmental Policy Act (NEPA) review of the Arizona Department of Transportation's (ADOT) proposed project to widen Interstate 10 from milepost 161.0 to milepost 187.1 (the 1-10 Expansion Project). As noted in your Scoping Letter, ADOT is proposing the I-10 Expansion Project "to increase the vehicular capacity of I-10 ... to meet the need of increased travel demand and traffic congestion on the existing four-lane section of I-10 in the study area," which is "predominantly located within the Gila River Indian Community." The Scoping Letter further recognizes that the project could require ADOT to "acquire new Right-of-Way (ROW) and easement" for the widened roadway and traffic interchange ramps, to "modify drainage features," and to "relocate utilities."	The Arizona Department of Transportation (ADOT) has received and thanks you for your correspondence dated September 3, 2019, September 9, 2019, September 18, 2019, and October 7, 2019 providing scoping comments to the project team for the Interstate 10 (I-10), State Route (SR) 202 Loop (L) to SR 387 Freeway Study that seeks to improve I-10's capacity from milepost 161.0 to 187.1. ADOT is pleased that the Gila River Indian Community (Community) has accepted our invitation to be a Cooperating Agency through the National Environmental Policy Act (NEPA) process and truly appreciates your agency's assistance to date with this study. Because we value you as significant project stakeholder and partner, I would like to offer the following responses to the contents of your letters.

**Interstate 10 Corridor Study: State Route 202L to State Route 387
Agency Scoping Comments**

Comment No.	Agency	Comment	Response
9	Gila River Indian Community	Given the location of the project, any build alternative selected by ADOT will impact the Community. As such, ADOT's NEPA study, which the Scoping Report indicates will be an Environmental Assessment (EA), must include careful identification and evaluation of impacts on the Community, including its lands, natural and cultural resources, trust resources, viewsheds, and built environment. Similarly, the EA must identify and study measures to mitigate any significant or adverse impacts on the Community, especially if the EA concludes with a Finding of No Significant Impact (FONSI).	<p>Community and Environmental Impacts: As part of the Environmental Assessment process currently being undertaken by ADOT, all impacts to the Community's resources will be evaluated in accordance with NEPA. This includes impacts to:</p> <ul style="list-style-type: none"> • Community lands (grading, drainage patterns, vegetation, etc.) • Natural resources (biology, vegetation, water quality, etc.) • Cultural resources • Trust resources • Visual quality • Built environment (infrastructure and utilities) • I-10 easement (temporary or permanent) • Several other categories required by NEPA (hazardous materials, socioeconomic, air quality, noise, etc.) <p>Furthermore if adverse impacts are identified, mitigations would be developed as part of the environmental documentation and would be implemented prior to or during construction, should the proposed project be approved.</p> <p>Impacts can only be assessed if our study team is aware of the issues on your lands. As you and your departments know your issues best, we do request the Community's continued support in supplying the relevant existing and future conditions baseline data to the study team to ensure your concerns are being addressed. This includes existing and future land use plans, drainage plans and studies, utility maps, and the Community Master Plan, to name just a few.</p>
10	Gila River Indian Community	While the Community cannot list each and every potential impact or area of concern, some of the most readily apparent impacts that need to be evaluated as part of ADOT's NEPA review include: altering drainage patterns; physical disturbance to or destruction of cultural resources; alteration or removal of vegetation; grading of Community lands; impacts to water quality; impacts to Community infrastructure and utilities; and the need for construction easements and encroachments on Community lands. Even more significantly, ADOT must thoroughly evaluate and be able to demonstrate the absolute need for any additional ROW on Community Tribal or Allotted Trust lands. Finally, in addition to the scoping comments above, a number of Community Departments are reviewing the Scoping Letter, and may have further comments specific to their areas of jurisdiction and expertise.	Please see response to comment #9 above.
11	Gila River Indian Community	In addition, given the location of the project, the potential impacts on lands and resources over which the Community has jurisdiction, and the Community's unique expertise, ADOT's NEPA process and the overall project will benefit significantly if the Community serves as a Cooperating Agency. Accordingly, the Community accepts ADOT's invitation to serve as a Cooperating Agency, and looks forward to continued close coordination with ADOT as the Project's NEPA study move forward. Thank you for your consideration of these comments and this request.	Please see response to comment #9 above.
12	Gila River Indian Community	In further response to your August 9, 2019 letter inviting the Gila River Indian Community to provide scoping comments (Scoping Letter), the Community has collected additional comments from its Departments that will have jurisdiction over or expertise concerning Arizona Department of Transportation's (ADOT) proposed project to widen Interstate 10 from milepost 161.0 to milepost 187.1 (the Project). These Community Departments include: Department of Transportation (GRIC DOT); Land Use Planning and Zoning (LUPZ); Department of Environmental Quality (GRIC DEQ); Department of Public Works (DPW) and Pima-Maricopa Irrigation Project (P-MIP), as well as the Community's Utility Authority (GRICUA) and Gila River Telecommunications, Incorporated (GRTI).	Please see response to comment #9 above.

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

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

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			<p>Gasline Road Grade Separation Bridge piers in conflict with either inside or outside widening. - Two bridge replacement alternatives will be studied – one that replaces the bridge on the same alignment that would require a road closure, and one that would realign the roadway, but would require additional easement. Bridge functionally obsolete – narrow roadways/shoulders - Bridge will be replaced and rebuilt to current design standards. Outdated bridge barriers Bridge will be replaced and rebuilt to current design standards. Poor approach pavement and guardrail condition - Bridge will be replaced and rebuilt to current design standards. This will require reconstruction of the approach roadways as well. Approach grades - The vertical design speed for this location is 51 mph with 3.9% grades approaching the bridge. The new bridge design will increase this design speed to at least 55 mph. Used by Gila Farms for agricultural equipment crossing, and width is narrow for wide width equipment. - As part of this bridge's replacement, 16-foot travel ways (12-foot lanes & 6-foot shoulders) are proposed each direction.</p>
			<p>Seed Farm Road Grade Separation Convert this grade separation to an interchange - ADOT will develop two alternatives to convert this to an interchange. The first will utilize an urban-style tight diamond interchange with the objective to minimize the additional easement required to build it. The second alternative will utilize a rural-style spread diamond interchange that would require more additional easement, but would be consistent with the character of the area and the other interchanges in the corridor. Either way, the FHWA will have to approve a Change of Access Report before this interchange could be added. Bridge functionally obsolete – narrow roadways/shoulders - While the "functionally obsolete" classification is no longer used by the FHWA or ADOT, ADOT does acknowledge that the narrow bridge width contributed to this old designation. With that being said, if this location is to be converted to an interchange, this bridge will likely be replaced as the existing bridge deck does have condition issues, and the superstructure has been hit in the past with over height vehicles. Outdated bridge barriers - If the entire bridge is replaced, or if the deck/superstructure is replaced, the bridge barrier will be updated to current standards. Poor approach pavement and guardrail condition - ADOT will evaluate, but given the options that are being evaluated here, there is a chance probability the approach pavements and guardrail will have to be reconstructed anyway.</p>
			<p>Approach grades - The vertical design speed for this location is 53 mph with 3.9% grades approaching the bridge. Should the bridge need to be replaced, the new bridge design will increase this design speed to at least 55 mph. Add bike and pedestrian facilities over bridge - ADOT will evaluate the addition of bike and pedestrian infrastructure within the ADOT easement. If this remains a grade separation (no interchange), the bridge would be widened by 8 feet on either side for bike and pedestrian use. If it is converted to an interchange, added shoulder width and sidewalks would be included through the interchange. Used by Gila Farms for agricultural equipment crossing, and width is narrow for wide width equipment. - As a grade separation, the addition of 8-foot shoulders in both directions should accommodate this request. However, if this location converts to an interchange, the Community may want to consider restricting agricultural equipment crossing at this location given the rise in traffic volumes that will occur.</p>

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			<p>Dirk Lay Road Grade Separation Bridge piers in conflict with either inside or outside widening. - Two bridge replacement alternatives will be studied – one that replaces the bridge on the same alignment that would require a road closure, and one that would realign the roadway, but would require additional easement. Bridge functionally obsolete – narrow roadways/shoulders - Bridge will be replaced and rebuilt to current design standards. Outdated bridge barriers - Bridge will be replaced and rebuilt to current design standards. Poor approach pavement and guardrail condition - Bridge will be replaced and rebuilt to current design standards. This will require reconstruction of the approach roadways as well. Approach grades - The vertical design speed for this location is 54 mph with 5.0% grades approaching the bridge. The new bridge design will increase this design speed to at least 55 mph.</p>
			<p>SR 387 / SR 187 / Pinal Avenue TI Evaluate bike and pedestrian facilities through the TI - ADOT will evaluate the addition of bike and pedestrian infrastructure within the ADOT easement. If the bridge is to be widened to accommodate these improvements, bridge barriers and guardrail will be upgraded to current standards. Bridge is otherwise in good condition. New residential development in the vicinity of this TI will worsen operations - ADOT will perform a traffic analysis at this interchange to evaluate traffic operations to determine when traffic growth becomes a concern at this TI.</p>
			<p>I-10 as Restricted Route for Hazardous and Radioactive Materials: ADOT will evaluate the Community's request to restrict hazardous and radioactive materials from this section of I-10 in accordance with the Federal Motor Carrier Safety Administration's rules and will formally report back to the Community on our findings.</p>
15	Gila River Indian Community	<p>P-MIP Canals and Infrastructure Under the Arizona Water Settlements Act of 2004, the Community waived its claims against the United States in exchange for the promise of Central Arizona Project (CAP) water. Upon reaching the Reservation this CAP water is then conveyed throughout the Reservation in a network of ditches, canals, and other waterways (including P-MIP, San Carlos Irrigation Project (SCIP), and Gila River Indian Irrigation and Drainage District (GRIIDD)) for the Community's agricultural and commercial needs. Enclosed with this letter is a memorandum prepared by David DeLong, P-MIP Director, which addresses potential impacts of the I-10 Project on the P-MIP, GRIIDD, and SCIP facilities.</p>	<p>Irrigation Impacts and Coordination: ADOT has reviewed the materials provided by the P-MIP for the existing and proposed Pima-Maricopa Irrigation Project (P-MIP), San Carlos Irrigation Project (SCIP), and Gila River Indian Irrigation & Drainage District (GRIIDD) facilities crossing and adjacent to the I-10 corridor. • At this time, we do not expect impacts to these existing or planned facilities, however, should that change, we will reach out to the Community to coordinate immediately. • We will consider these irrigation facilities related to any potential modifications to the storm drain system associated with I-10. • For the planned irrigation conveyances that are aligned parallel to the I-10 easement, we would be interested in understanding how these facilities will interact with natural drainage flows that would perpendicularly cross over these facilities, and understanding that no impounding would occur, especially for the planned facilities along the west I-10 easement line. • We do understand that the 50-year-old 54-inch reinforced concrete pipe that conveys Canal 13 under I-10 may need to be evaluated for structural adequacy due to additional embankment loading, and will propose mitigations as appropriate to ensure this facility remains functional. • The Casa Blanca Drainage Channel and the Southside Canal box culverts will be extended as necessary for either the median or outside widening to perpetuate their functionality.</p>

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

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22	Gila River Indian Community	Attachments: Gila River Indian Community Pima-Maricopa Irrigation Project Memorandum Re: ADOT I-10 widening and potential impacts to Community Irrigation Infrastructure, dated 9/26/2019 Types of Surveys and Agreements Gila River Indian Community Office of Land Use Planning and Zoning Topographic Survey Requirements Gila River Indian Community Office of Land Use Planning and Zoning Boundary and Topographic Survey Requirements Gila River Indian Community Office of Land Use Planning and Zoning Boundary Survey Requirements Preliminary Plat Checklist Final Plat Checklist Final Amended Plat of Casa Blanca Subdivision "G" - Example	Please see responses to comments #15 and #17 above.
23	Gila River Indian Community	Attachments (continued): Gila River Indian Community Office of Land Use Planning and Zoning Results of Survey Requirements Gila River Indian Community Office of Land Use Planning and Zoning Results of Survey for Service Line Agreement Requirements Gila River Indian Community Office of Land Use Planning and Zoning Right of Way Survey Requirements Gila River Indian Community Office of Land Use Planning and Zoning Existing Conditions Survey Requirements Results of Survey Allotments XXXX & XXXX - Example Boundary Survey - Example Topographic Survey - District Three Service Center Site - Example Gila River Indian Community Subdivision Process Residential Subdivision Gila River Indian Community Subdivision Process Commercial Subdivision Gila River Indian Community Office of Land Use Planning and Zoning Display Map - Sketch Plan Requirements Gila River Indian Community Office of Land Use Planning and Zoning Plot Plan Survey Requirements	Please see reponse to comment #17 above.
24	Gila River Indian Community Department of Environmental Quality	The Department of Environmental Quality's Wildlife & Ecosystems Program has reviewed the proposed project identified as [010-C(222)S] [F0252 01L and F0252 02L] [Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387] and has provided comments/recommendations based on the information provided. The comments are specific to wildlife and native vegetation as the this request was sent to Russell Benford, Wildlife Program Manager. If you are requesting a full review from our department please notify us promptly. If you have any questions please feel free to contact myself or Ryan Eberle, Air Quality Program Manager, regarding this project, thank you.	Thank you. At this time, we do not have a detailed project for you to review. That will come later in the process.

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25	Gila River Indian Community Department of Environmental Quality	<p>Thank you for contacting the Gila River Indian Community's Wildlife & Ecosystems Management Program about the proposed widening of the Interstate 10 freeway (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387 (excluding the Gila River Bridge segment of the project) to increase the vehicular capacity of I-10 in the study area. I understand that the proposed action would include but not be limited to:</p> <ul style="list-style-type: none"> • widening of existing traffic lanes, either toward the median or shoulder of the existing road; • upgrading TIs; • improving vertical clearances at Riggs Road, Goodyear Road, Nelson Road, SR 587, and Seed Farm Road overpasses; • replacing bridges spanning I-10 at Dirk Lay Road and Gas Line Road; • modifying drainage features; • installing signage, pavement striping, lighting and signals; and • acquiring new right-of-way (ROW), if necessary. <p>All currently proposed activities are principally located within ADOT's I-10 ROW via agreement with the Gila River Indian Community, but the engineering demands of the expansion may require the negotiation and acquisition of new ROW.</p>	The project scope is still being defined through this scoping process, and as such, the final scope may alter some of your noted bullets. Consequently, with the understanding that the final agreed upon scope may change slightly, the scope as we understand it today is generally as you describe.
26	Gila River Indian Community Department of Environmental Quality	<p>I have reviewed the project proposal based on information disclosed in the scoping letter, dated August 9, 2019, that you sent. I am writing to share general concerns and suggestions pertaining to the proposed project, with the understanding that a formal design proposal has not yet been rendered, nor has a formal environmental assessment of the project been conducted.</p> <p>My initial comments about the proposed project generally relate to three areas of concern: wildlife permeability, exotic species and roadside trash. I provide general perspective about each area of concern below.</p>	Thank you for the comment.
27	Gila River Indian Community Department of Environmental Quality	<p>Wildlife Permeability</p> <p><i>Fencing.</i> Presently, aging five-wire fencing is placed along the ROW and generally maintained, but the fence is cut or damaged at numerous places (Figure 1). In other places, substrate beneath the fence eroded such that terrestrial wildlife species that have potential to enter the ROW are able to do so (Figure 2). In places where the fence is compromised, its functionality as a safety barrier is rendered ineffective. In the future, the entire length of freeway should be fenced with five-wire or (as appropriate) cyclone and/or post-and-cable fencing to discourage egress into the ROW of humans and terrestrial wildlife. The fence should be maintained in perpetuity in a condition that prevents egress of people and animals into the ROW. The southern extent of the project area (south of Dirk Lay Road [MP180] – Casa Blanca Rd [MP 186]) contains medium to high quality habitat for mule deer. Deer have been observed in this area on both sides of the freeway. Therefore, 8 ft cyclone fencing should be used as an exclusion barrier for deer and other large ungulates (i.e. horses and cows) and connected to large culverts that accommodate passage of such animals. Such fencing should be tied in to culverts with 8 ft Type 4 woven fabric with hog rings (i.e. hog wire). The same extent of the project area also contains medium to high quality habitat for desert tortoises (a species of conservation concern) on both sides of the freeway. The freeway is likely to jeopardize the welfare of individual animals attempting to cross it. Therefore, fencing in this section should include small animal exclusion fencing with either 1 in x 2 in or 0.5 in cells (to US Fish & Wildlife specification for desert tortoises).</p>	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.

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28	Gila River Indian Community Department of Environmental Quality	<p><i>Culverts and Underpasses.</i> Presently, scores of culverts and underpasses (hereafter, "culverts") perforate the freeway corridor. Most are built in low areas where storm water would naturally flow; many are built in obvious ephemeral washes that experience regular flow in storm events.</p> <p>Most structures presently in use are corrugated metal pipes of various sizes and shapes (round, oval and arch) that extend, uninterrupted, from the shoulder of the southbound lane to the shoulder of the northbound lane under both lanes of traffic (Figure 3).</p> <p>In some cases, the natural substrate at one or both ends of the drainage structure is eroded (Figure 4), rendering the structure useless as a dispersal aid.</p> <p>While such structures offer few resources for wildlife (note that they retain some value as day-roots for birds and larger animals such as coyotes), evidence suggests that some, typically the larger ones that are level with and contain natural substrate and in which an exit route is evident (Figure 5), are being utilized by wildlife (Figure 6). Other types of structures, notably concrete box culverts and reinforced concrete box culverts, seem to be used regularly by wildlife.</p>	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.
29	Gila River Indian Community Department of Environmental Quality	<p>In the future, culvert improvements should accommodate free and safe passage of terrestrial wildlife. Species that are known to utilize existing wildlife culverts and underpasses include coyote, bobcat, gray fox, kit fox, mule deer, javelina and feral horses, desert cottontail, black-tailed jackrabbit, skunks (various species) and rodents (round-tailed ground squirrel, kangaroo rat, pocket mice etc.). Additional species that have potential to use underpasses and that could be accommodated to mitigate safety risks to humans or wildlife and/or population connectivity concerns include the Sonoran Desert tortoise, Tucson shovel-nosed snake, Gila monster, American badger and snakes (various species). While some of these species may not be of special concern, the reduction of the amount of roadkill within the ROW will have the added effect of reducing the secondary mortality caused by the attraction of wildlife to the roadkill carrion (i.e. vultures, coyotes, owls, foxes etc.).</p> <p>Culverts designed to accommodate wildlife permeability should be connected to roadside fencing using angles $\geq 45^\circ$ from the roadside fence and designed to direct animals parallel to the thoroughfare and into the culvert. Egress to culverts should not utilize standard rip rap; instead, they should utilize grouted rip rap and/or articulated block to facilitate wildlife movements.</p> <p>When possible, culverts in natural washes, should be widened to a minimum 3:2 width to height ratio. Natural substrate beneath the structures should be retained. Steel culverts, pipes and other drainage structures that have potential to accommodate wildlife but that are unlikely to retain sediment should be grouted so that a near-natural substrate persists.</p> <p>When practical, and especially for larger structures that could accommodate larger animals such as ungulates including javelina, mesocarnivores and mustelids, drainage structures should include sky lighting (i.e. open ceilings) in the median to decrease the "tunnel effect" and encourage wildlife utilization. Additionally, natural root balls or vegetation salvaged from the ROW and placed along walls throughout the culvert to provide cover for small mammals, reptiles and amphibians.</p>	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.
30	Gila River Indian Community Department of Environmental Quality	<p><i>Lighting.</i> Roadside lighting has potential to affect migratory behavior and attract, both directly (because it can be perceived as a navigation aid) and indirectly (because it also attracts insect prey) birds, bats, reptiles and amphibians. Roadside lighting should therefore be used minimally, only as safety requires. When roadside lighting is required, lights that are low to the ground and that only illuminate the road surface should be utilized (guidance should be taken from lighting used in Saguaro National Park), also incandescent or short wavelength LED bulbs should be used to reduce the attraction of wildlife.</p>	Thank you for the comment. Roadway lighting is not prevalent in the corridor today, and is generally not expected to expand dramatically, except in the northern segment from SR 202L to Riggs Road. With that being said, your concerns and suggestions will be discussed further as the project evolves.

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

Interstate 10 Corridor Study: State Route 202L to State Route 387
Agency Scoping Comments

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

Appendix D: Public Comments

Public Comment Log
Comment Forms – Submitted
Emails
Public Verbal Comments

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

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/4/2019	Online	Keith	Morgan	Widen away! It's about time. Although I live in Tempe, I have children who live in Maricopa and have wondered why this had not happened sooner. I wholeheartedly support the idea of widening the I-10 freeway at the earliest possible moment and hope the Indian community will be on board as well.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/5/2019	Online	Phil	Klein	Finally the process is starting! We live in Oro Valley, and quit using Sky Harbor for the most part because many times when we came in to land you could see lots of brake lights on I 10 east down by the rest stop. We took AZ 79 a few times, but don't consider it to be any safer in the late evening. If the project is done in phases; please consider doing the area by the rest stops first. Commercial trucks in the area are required to use the right lane and that creates additional lane changes in a area where vehicles are entering and exiting the freeway to use the rest stops. It is uphill both directions to the rest stops and faster trucks get caught in the left lane trying to pass slower trucks then come to the area with the lane use restriction while slowing down going up the hill. The issue is more prevalent going southbound. Speeds will drop to below 65 mph fairly suddenly as the faster truck loses momentum going up the hill and the driver decides how to comply with the lane restriction and not able to change lanes because the truck in the right lane is now not that much slower. Phil	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/6/2019	Online	John	Wennes	This project is long overdue. Driving between Phoenix and Tucson has been extra challenging and frustrating because of the two-lane condition on I-10 that is the subject of this project. Any efforts to expedite the construction will be much appreciated! Thank you for the opportunity to comment on this important effort.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/10/2019	Email	Willard	Antonne III	The Department of Environmental Quality's Wildlife & Ecosystems Program has reviewed the proposed project identified as [010-C(222)S] [F0252 01L and F0252 02L] [Interstate 10 Corridor Study: State Route 202L (Santlan) to State Route 387] and has provided comments/recommendations based on the information provided. The comments are specific to wildlife and native vegetation as the this request was sent to Russell Benford, Wildlife Program Manager. If you are requesting a full review from our department please notify us promptly. If you have any questions please feel free to contact myself or Ryan Eberle, Air Quality Program Manager, regarding this project, thank you.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/11/2019	Comment Form - Elder Concerns Group	Helen	Arreola-Ram	1. Add off-ramp on seed farm road where all the businesses are to avoid speeding thru GRIC. 2. Make a wider edge so people whom have flat tires can change it. 3. Simple billboards of business - lighted at night easy to read without destruction of your driving. 4. Some how make te truck drivers responsible for picking up there debri of tires when having a flat tire or anyone for that matter. 5. More patrol for speeder and other violations. 6. Longer off ramps so people have time to slow down. 7. Emergency stop area and phone.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/11/2019	Online	Pedro	Cortez	Widening the I-10 is imperative. As a daily commuter, I have seen for the past 10 years how much traffic has increased in this area. This has become a funnel, going from 4 lanes on I-10 and Loop 202 two just two lanes on Wild Horse Pass is putting a lot of pressure on traffic and commuters. The huge increase of traffic going to and from Maricopa is one of the main reasons why this project is so important. We need 3 (if not 4) lanes on I-10 now more than ever.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

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

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

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

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

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

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/19/2019	Comment Form - Scoping Meeting	Tony	Anton	(1) If plan to widen I-10, why widen when the existing ROW [accommodates] a 3 lane highway. (2.) The of this project does not mention the widen of I-10 but other information [01] states the widen such as the Casa Grande Dispatch. If widen, what does the Gila River Community receive in exchange? How does it benefit the tribe. (3.) If widen, how much to be widen? (4.) MP XXX – cultural sensitive. MP XXX – Cultural sensitive, basically the whole I-10 (5.) If I-10 becomes a 3-lane, would a frontage road be added. (6.) would vehicle emissions increase? If widened.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses. At this early stage, it has not yet been determined what the preferred method will be to increase the capacity on I-10. Over the next year, however, the study process will answer this question. The Gila River Indian Community has agreed to be a Cooperating Agency throughout the environmental process. Leadership from the Community will be actively engaged in discussing in detail issues like the ones you raise in your comments. With regards to the cultural resources in the corridor, the study team is coordinating closely with the Community's cultural resource experts and, with their help, will fully document the cultural resources and impacts the proposed project may have.
9/19/2019	Online	Laura	Dickson	Please take care of adding additional lanes to the existing I-10 corridor before you take care of building out 387. All that needs to be done is to infill the area between the existing north and south bound lanes, put up a barrier wall (as you do in Phoenix) and add the additional north south lanes that are badly needed. The existing overpasses will work with this plan. I travel the existing corridor almost daily, it is one of the most dangerous stretches of highway in the US. You can fix it. I would like to see this done in my lifetime.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Comment Form - Scoping Meeting	Edwardine	Dowling	Safety should be the priority for the commuters. I feel the bridge should be at least upgraded. Pavement could also be leveled out. Hopefully to minimize accidents from debris which falls off vehicles traveling at high rates of speed. Speed monitoring and finding ways of enforcing speed limits.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Comment Form - Scoping Meeting	Clement	Harvey Jr,	My name is Clement Harvey Jr, I live in Sacaton. 1st I would like to see I-10 widened to 3 lanes, one lane used by only semi trucks if possible. 2nd maybe put a cable barrier, Seen too many crossover cars hitting opposite traffic.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Online	Mike	Humphrey	That 26 mile stretch represents one of the most dangerous sections of interstate in the state. My wife and sister were killed in this section of interstate in a cross median crash at MP 171. Any solution to making this section of I10 safer must include the installation of median cable barriers to prevent other families from having to bear the heartbreak of lost or severely injured loved ones. The National Highway Administration estimates that median cable barriers can reduce cross median crash fatalities by up to 97 percent. Please notify me of any future public hearings on this issue. My email address is [REDACTED] My phone is [REDACTED]. Mike Humphrey	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Comment Form - Scoping Meeting	Ronald	Jordan	1) At milepost 164, this stretch of freeway needs to be improved to handle the caravan of vehicles that enter the freeway from Queen Creek Rd. leading to Chandler/Phoenix - a divider for .5 mile in addition to an extra lane would be beneficial. Milepost 165 - heading east currently no real problems. 2) At mile post 167 and 168 a much improved entrance and exit ramps are needed - possibly a cloverleaf type of construction. 3) At mile post 176 casa blanca interchange - a major renovation is needed, some time of cloverleaf or stack. 4) At mile post 179 - an exit to Seed Farm Road is needed - again a cloverleaf. 5) At mile post 185 and 186 Casa Grande interchange - a major change is needed here - traffic from [185] have a difficult time turning left to [187 and 387.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Gila River Indian Community - Elder Concerns Group
Comment Form

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Would this include the possibility of creating
Frontage Roads along the I-10. Utilize these
Frontage Roads for accidents along I-10 and not have
to reroute ^{I-10 traffic} thru the districts!!

Contact Information (optional)




Name: _____

Address: _____

Phone: _____

Email Address: _____

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

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

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

Gila River Indian Community - Elder Concerns Group

Comment Form

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

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

(over) →

Contact Information (optional)

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

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

In review 3 concerns:

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

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

Gila River Indian Community - Elder Concerns Group




Comment Form

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

Contact Information (optional)

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I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor
 Draft Environmental Assessment & Design Concept Report
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THE STUDY IS A GREAT START ON A BADLY NEEDED PROJECT. THIS IS REPETITIVE BUT THE SAFETY, STRESS, & LOGISTICS OF TRAVELING THIS STRETCH FROM CAN GRANDE TO PAX AREA IS NEEDED. - WHATEVER PLAN FOR WIDENING WOULD BE GOOD - THANKS TO LEADERS OF VARIOUS COMMUNITIES FOR THE BEGINNING -

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

Contact Information (optional)

Name: _____

Address: _____

Phone: _____

Email Address: _____

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I-10, SR-202L to SR-387: Public Scoping
 ADOT TRACS No. F0252 01L and 02
 Federal Aid No: 010-C(22)5
 September 2019



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

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

Contact: _____ *Also a member of Gila River Indian Community*
 Name: _____
 Address: _____
 Phone: _____
 Email Address: _____

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I-10, SR-202L to SR-387: Public Scoping
 ADOT TRACS No. F0252 01L and 02
 Federal Aid No: D10-C(222)S
 September 2019



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

If your comments are related to a specific location along the freeway, please indicate the milepost/s closest to the area on which you are commenting: (Please refer to the rollplot maps file in the public meeting materials section of the study website for milepost information) Milepost/s: 74 of 15

Contact Information (optional)

Name: _____
 Address: _____
 Phone: _____
 Email Address: _____

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

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



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

Draft Environmental Assessment & Design Concept Report

Public Scoping Comment Form | September 2019

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THE LANE WIDENING IS GREATLY NEEDED, ALTHOUGH WHEN ACCIDENTS OCCUR TRAFFIC IS DETOURED THROUGHOUT OUR RESERVATION CAUSING THE BREAKDOWN OF OUR ~~ROADS~~ ROADS, INCREASE IN SPEEDING AND THE NEED FOR MORE POLICE PRESENCE TAKING AWAY FROM OUR NEIGHBORHOODS.
WHO PAYS FOR ROAD BREAKDOWN
WHO PAYS FOR INCREASED NEED FOR POLICE
WHEN DOES ROAD WIDENING EVER STOP? OR, WILL IT?

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

Contact Information:
Name: _____
Address: _____
Phone: _____
Email: _____



Thank you for your participation and comments. Comments are due by **October 3, 2019** to:
I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas, Suite 2500, Phoenix, AZ 85012

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

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I-10, SR-202L to SR-387: Public Scoping
ADOT TRACS No. F0252 01L and 02
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I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor
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(1) IF PLAN TO WIDEN I-10, WHY WIDEN WHEN THE EXISTING ROAD ALREADY IS A 3 LANE HIGHWAY. (2) THE PLAN OF THIS PROJECT DOES NOT MENTION THE WIDEN OF I-10 BUT OTHER INFORMATION STATES THE WIDEN. SUCH AS THE CALSO GRANDE DISPATCH IF WIDEN, WHAT DOES THE GILD RIVER COMMUNITY RECEIVE IN EXCHANGE? HOW DOES IT BENEFIT THE TRIBE. (3) IF WIDEN, HOW MUCH TO BE WIDEN?

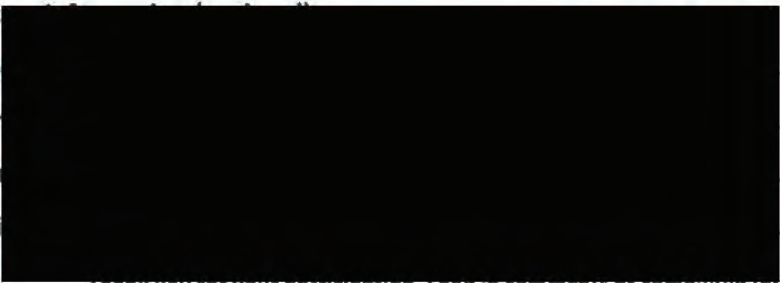
(4) MP 183 - Cultural Sensitive

MP 175 - Cultural sensitive, basically the whole I-10

(5) IF ~~THE~~ I-10 BECOMES A 3-LANE, WOULD A FRONTAGE ROAD BE ADDED. (6) WOULD VEHICLE EMISSIONS INCREASE IF WIDENED

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

Contact Information:
 Name: _____
 Address: _____
 Phone: _____
 Email: _____



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I-10, SR-202L to SR-387: Public Scoping
 ADOT TRACS No. F0252 01L and 02
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I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor
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1-22-
 Safety should be the priority for the commuters. If feel the bridge should be atleast upgraded. Pavement also could be leveled out. These fully to minimize accidents from debris which falls off vehicles traveling at high rates of speed.

Speed monitoring & finding ways of enforcing speed limits.

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

Contact Information (optional)

Name: _____
 Address: _____
 Phone: _____
 Email Address: _____

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I-10, SR-202L to SR-387: Public Scoping
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I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor
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*My Name is Clement Harvey Jr, I live in Sacaton
 1st I would like to see I-10 widened to 3 lanes,
 one lane used by only Semi trucks if possible.
 2nd maybe put a Cable barrier. Seen to many
 Cross over case hitting opposite traffic.*

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

Contact Information:
 Name: _____
 Address: _____
 Phone: _____
 Email Address: _____

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 ADOT TRACS No. F0252 01L and 02
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 September 2019



I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor
 Draft Environmental Assessment & Design Concept Report
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Due to population my biggest worry is the massive pollution. If we look at Phx and see the huge smog, how can we ~~agree~~ agree that our farms will be protected.

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

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

Contact Information (optional)

Name: _____

Address: _____

Phone: _____

Email Address: _____

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

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

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

Thank you,

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

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

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

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

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

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

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

Website: www.GRICDEQ.org



Vision Statement - A Healthy, Sustainable Environment for Future Generations

This message contains confidential information and is intended only for the individual(s) named. If you are not the named addressee you should not disseminate, distribute or copy this email. Please notify the sender immediately by e-mail if you have received the e-mail by mistake and permanently delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required please request a hard-copy version.

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Carlos D. Lopez, PE
Corridor Planning Group Manager
Multimodal Planning Division
206 S. 17th Avenue
Mail Drop 310B
Phoenix, AZ 85007



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

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

Thank you,

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

Original Comment Received Online:

Finally the process is starting!

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

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

Phil

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

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

Thank you,

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20 E. Thomas Road, Suite 2500
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Email: i10wildhorsepasscorridor@hdrinc.com
Toll-free bilingual telephone hotline: 602-522-7777
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

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

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

From: [Brodbeck, Mark](#)
To: [Estelle, Haley](#); [Shepherd, Kristi](#)
Cc: [Bombardier, Brian](#)
Subject: FW: Message from ROSEMARIE HURST (+16786284232)
Date: Monday, September 30, 2019 1:09:21 PM
Attachments: [VoiceMessage.wav](#)

1 of 2

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

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

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

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

To: [REDACTED]

Subject: Message from ROSEMARIE HURST

From: [Brodbeck, Mark](#)
To: [Estelle, Haley](#); [Shepherd, Kristi](#)
Cc: [Bombardier, Brian](#)
Subject: FW: Message from ROSEMARIE HURST (+16786284232)
Date: Monday, September 30, 2019 1:09:58 PM
Attachments: [VoiceMessage.wav](#)

2 of 2

This might be the same message.

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

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

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

To: [REDACTED]

Subject: Message from ROSEMARIE HURST (+16786284232)

From: [Carlos Lopez](#)
To: [i10wildhorsepasscorridor](#)
Subject: Fwd: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter
Date: Tuesday, September 10, 2019 1:31:45 PM
Attachments: [image003.png](#)
[WEMP Response to Proposed I-10 Widening Sep 2019.pdf](#)

FYI - See attachment for project record.

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

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

Good Afternoon Tracy,

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

Willard W. Antone III, CPM

Director

Gila River Indian Community

Main: (520) [REDACTED] | Direct: (520) [REDACTED]

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

Department of Environmental Quality

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--

Carlos D. Lopez, PE

Corridor Planning Group Manager

Multimodal Planning Division

206 S. 17th Avenue

Mail Drop 310B
Phoenix, AZ 85007



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

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

Sent from my iPad

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

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

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

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

sent from [REDACTED]

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

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

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

Thank you,

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

Original Comment Received Online:

To who it may concern:

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

- will their be upgrades to SR 587 from Casa Blanca to the community borderline on 587 and hunt highway to help the congestion on 1-10
- Will their be exits ramps more than just Casa Blanca (175), Exit 185, Riggs rd Exit Ect. ?
- If the corridor is not approved, will the Gila River Bridge be upgraded to a larger size than it is now?
- Will their be a impact to Gila Bute mountain (Aji Mountain) for the widening of I-10 and the bridge?

Thank you

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

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

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

Thank you,

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

Original Comment Received on Comment Form:

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

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

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

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

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

Thank you,

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20 E. Thomas Road, Suite 2500
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Email: i10wildhorsepasscorridor@hdrinc.com
Toll-free bilingual telephone hotline: 602-522-7777
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

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

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

Thank you,

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20 E. Thomas Road, Suite 2500
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Toll-free bilingual telephone hotline: 602-522-7777
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

Land ownership:

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

Exit 175 interchange

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

Wildlife:

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

Business Communities

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

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

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

Thank you,

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20 E. Thomas Road, Suite 2500
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Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

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

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

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

THIS IS LONG OVERDUE.

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

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

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

Thank you,

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

Also extra lanes will bring additional traffic and more accidents.

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

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

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

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

Thank you.

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

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

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

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

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

Dear Mr. Humphrey,

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

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

Thank you,

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

Original Comment Received Online:

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

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

Mike Humphrey

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

Thank you,

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

Original Comment Received Online:

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

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

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

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

Thank you,

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

Original Comment Received on Comment Form:

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

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

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

From: [Cisco Unity Connection Messaging System](#)
To: i10wildhorsepasscorridor@noram-unity.hdrinc.com
Subject: Message from ROSEMARIE HURST (+16786284232)
Date: Monday, September 30, 2019 12:28:30 PM
Attachments: [VoiceMessage.wav](#)

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

To whom this concerns,

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

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

Hope this helps

Kind Regards,

Brad Lund


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

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

Thank you,

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

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

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

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

Sent from my iPad

From: i10wildhorsepasscorridor
To: jon.denowh
Subject: RE: I10 Feedback
Date: Wednesday, November 13, 2019 11:26:19 AM

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

Thank you,

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

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

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

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

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

You have been added to the mailing list.

Thank you,

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

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

Hi i would like to sign up for study updates and be added to the mailing list for the I-10 Study: Loop 202 to State Route 387 Wild Horse Pass Corridor Study. My mailing address is 4216 Cornell Crossing, Kennesaw, Georgia 30144.

sent from [REDACTED]

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

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

Thank you,

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

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

To whom this concerns,

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

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

Hope this helps

Kind Regards,

Brad Lund

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

Good Morning,

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

Thank you very much,

Jared Grandy
District Engineer

**SAN CARLOS IRRIGATION
AND DRAINAGE DISTRICT**

120 South 3rd Street
Coolidge, AZ 85128

[REDACTED] main
[REDACTED] mobile

www.scidd.com

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

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

To: Agency Representative

Subject: Agency scoping meeting invitation

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

Dear Agency Representative:

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

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

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

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

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

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

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

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

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

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

Sincerely,

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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

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

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

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

Thank you,

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

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

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

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

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

Please move forward with this!

Sent from my iPhone

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

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

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

Please move forward with this!

Sent from my iPhone

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

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



**GRIFFIN GROUP
INTERNATIONAL**

2398 East Camelback Road, Suite 260
Phoenix, Arizona 85016

Original File ADOT MEETING 091919 ADOT091919.txt

Min-U-Script® with Word Index

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

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

September 19, 2019
6:02 p.m.

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

PREPARED FOR:
ASCII/CONDENSED COPY

(Certified Copy)

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

CALL TO THE AUDIENCE

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

P R O C E E D I N G S

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

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

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

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

1 provide comments.

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

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

10 (Applause.)

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

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

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

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

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

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1 CERTIFICATE OF CERTIFIED REPORTER
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5

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

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

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

17
18 _____
DANIELLE C. GRIFFIN, RPR
Certified Reporter
19 Arizona CR No. 50926
20
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In The Matter Of:
Arizona Department of Transportation
Public Scoping Meeting

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



**GRIFFIN GROUP
INTERNATIONAL**

2398 East Camelback Road, Suite 260
Phoenix, Arizona 85016

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ARIZONA DEPARTMENT)
OF TRANSPORTATION)
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PUBLIC SCOPING MEETING)
)
(I-10, SR-202L to SR-385)
PROJECT))
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Boys and Girls Club
5047 West Pecos Road
Laveen, Arizona

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

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

PREPARED FOR:
ARIZONA DEPARTMENT OF TRANSPORTATION

(Original)

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

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8 CALL TO THE AUDIENCE

9	SPEAKER:	PAGE:
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22	Ms. Jana Sunn.....	14
23	Ms. Quinn Quihui Castro.....	16
24	Ms. June Shorthair.....	16

25

1 PROCEEDINGS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

11 And then our next steps.

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

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

25 Yes.

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

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

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

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

1 tomorrow night and District 5 on Saturday morning.

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

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

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

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

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

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

25 And my alternative to that was, you know,

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

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

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

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

1 get those comments.

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

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

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

19 MS. JUNE SHORTHAIK: Yes.
20 Quinn?

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

25 (Video presentation.)

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

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

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

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

12 Thank you.

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

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CERTIFICATE OF CERTIFIED REPORTER

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

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

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

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

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

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



**GRIFFIN GROUP
INTERNATIONAL**

2398 East Camelback Road, Suite 260
Phoenix, Arizona 85016

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

September 26, 2019
6:01 p.m.

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

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PUBLIC COMMENTS

SPEAKER	PAGE
Josh Chambers.....	3

1 (Opening presentation.)

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

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

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

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

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

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

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

22 That's it.

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

24

25

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

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

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

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

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

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



**GRIFFIN GROUP
INTERNATIONAL**

2398 East Camelback Road, Suite 260
Phoenix, Arizona 85016

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

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

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

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

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

PREPARED FOR:
ASCII/CONDENSED COPY

(Certified Copy)

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

CALL TO THE AUDIENCE

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

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

2

3 (Presentation given.)

4 (Video played.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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CERTIFICATE OF CERTIFIED REPORTER.

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

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

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

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

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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

Prepared by:
HDR Engineering, Inc.
20 E. Thomas Road
Suite 2500
Phoenix, AZ 85012

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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Appendices

- Appendix A: Public Meeting Notifications
- Appendix B: Public Meeting Materials
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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

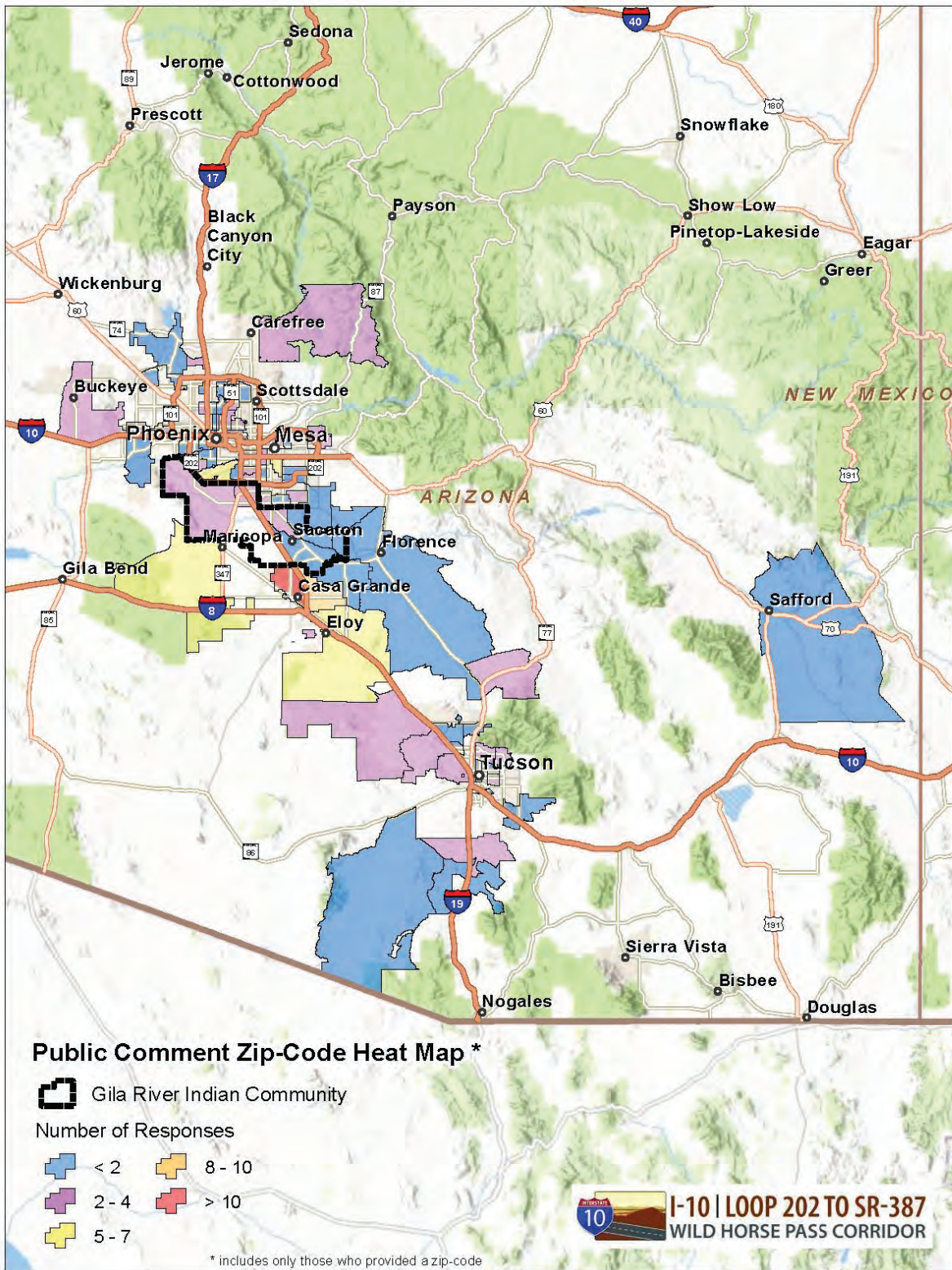
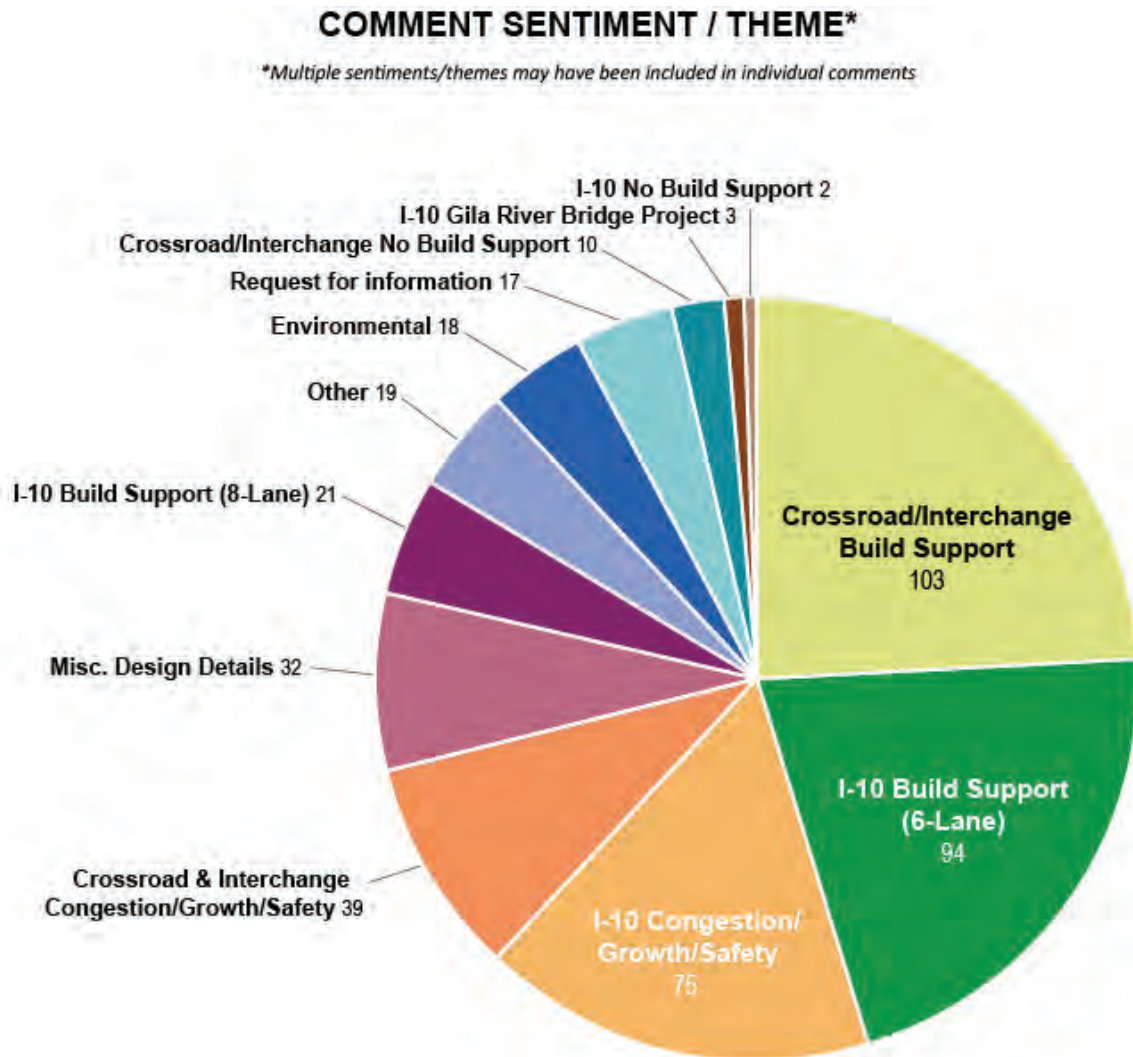


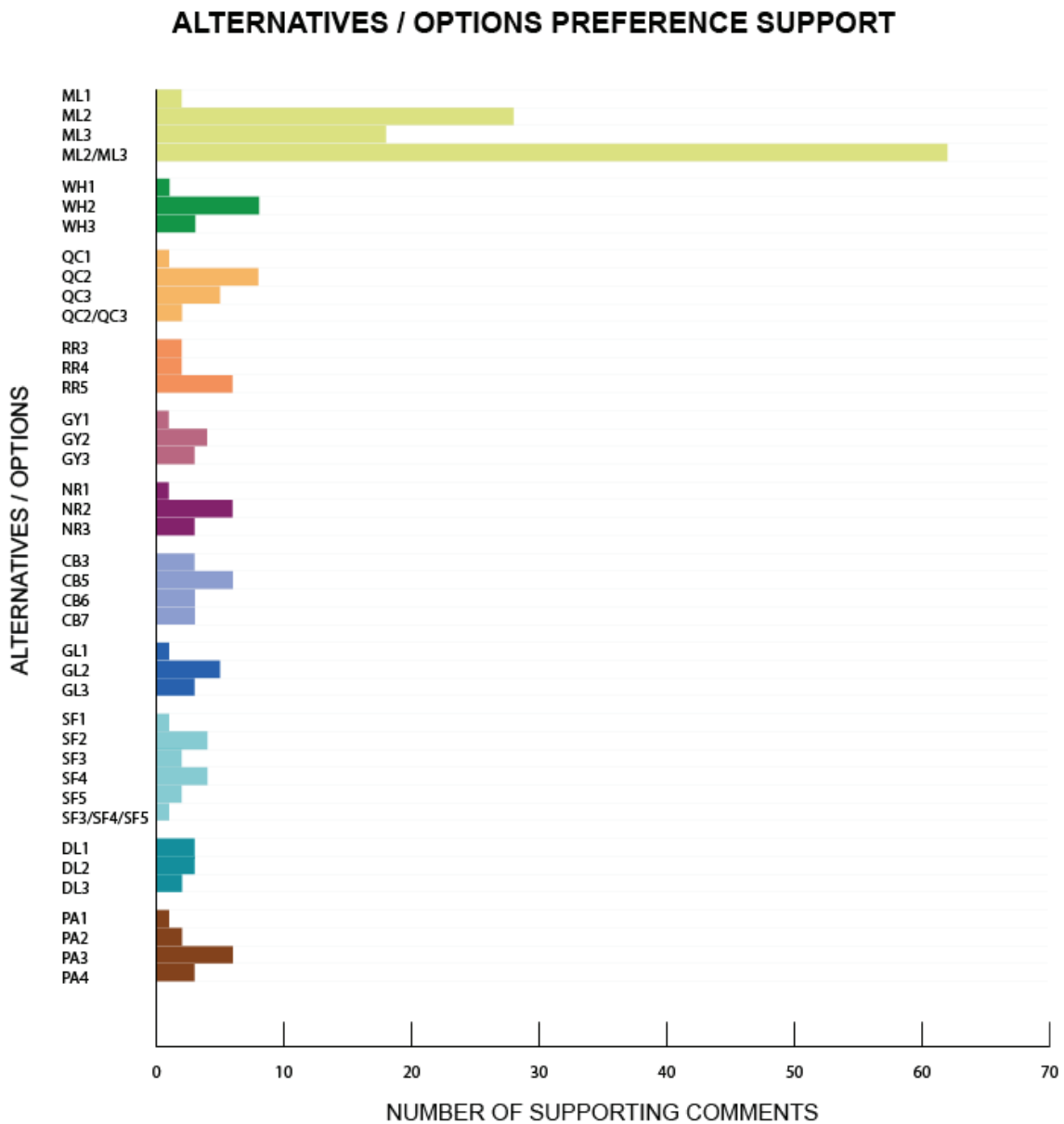
Figure 2



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

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

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

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c/o HDR, Inc., 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

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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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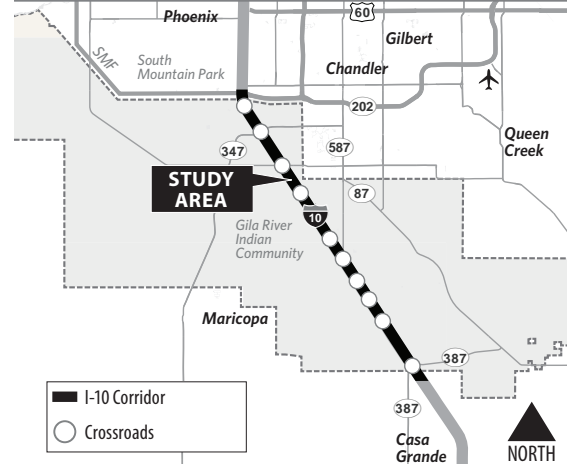
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FOR MORE INFORMATION:

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.

CHANDLER ARIZONIAN - Oct. 18/Nov. 4 2020



I-10 STUDY: LOOP 202 TO STATE ROUTE 387

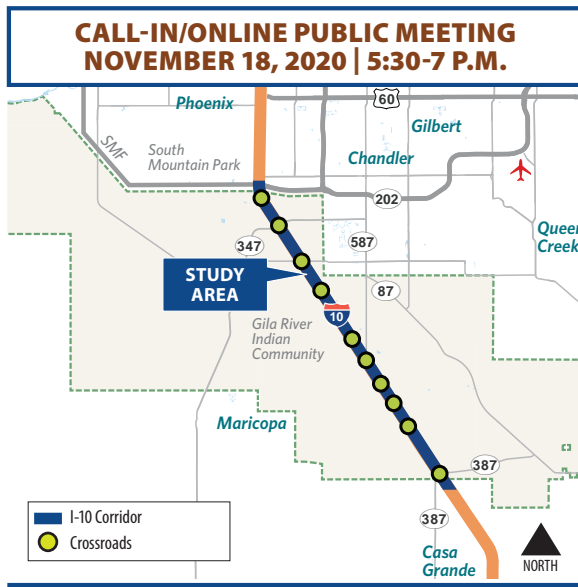
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TRIVALLEY DISPATCH - Oct. 20/Nov. 3 2020

FOR MORE INFORMATION:
602-522-7777 | i10wildhorsepasscorridor@hdrinc.com
ADOT TRACS No. F0252 01L and 02L | Federal Aid No. 010-C(22)2S



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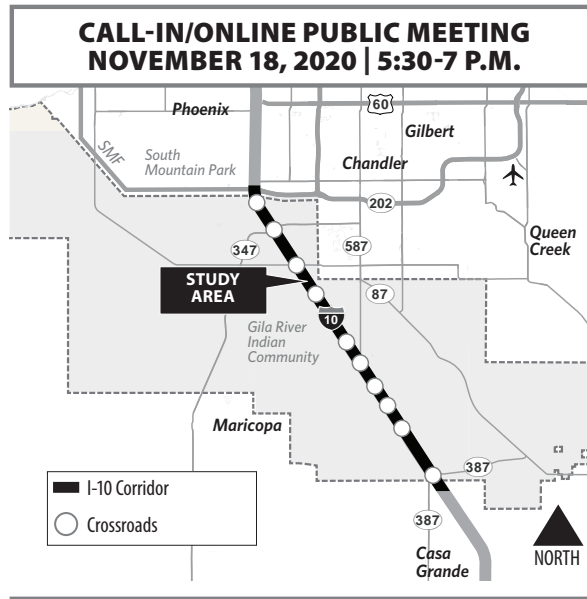
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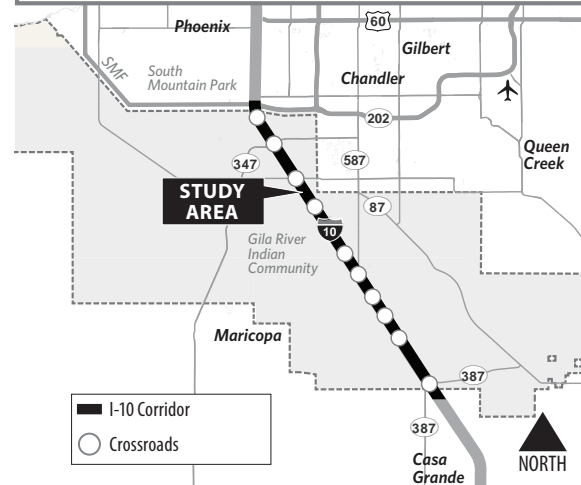
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FOR MORE INFORMATION:

602-522-7777 | i10wildhorsepasscorridor@hdrinc.com

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

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.

AWHATUKEE FOOTHILLS - Oct. 21/Nov. 4 2020

ADOT



MARICOPA ASSOCIATION of GOVERNMENTS



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.

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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)5

CALL-IN/ONLINE PUBLIC MEETING

NOVEMBER 18, 2020 | 5:30-7 P.M.

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



I-10 STUDY: LOOP 202 TO STATE ROUTE 387

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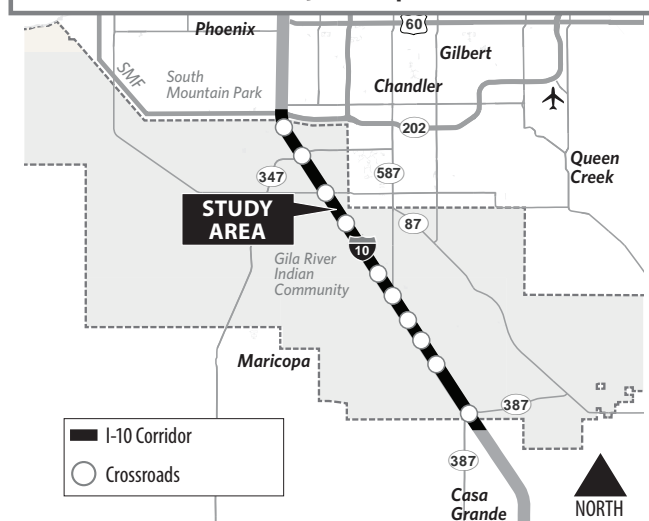
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CALL-IN/ONLINE PUBLIC MEETING NOVEMBER 18, 2020 | 5:30-7 P.M.



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GILA RIVER INDIAN NEWS - Nov. 6 2020

FOR MORE INFORMATION:

602-522-7777 | i10wildhorsepasscorridor@hdrinc.com
ADOT TRACS No. F0252 01L and 02L | Federal Aid No. 010-C(222)S



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

SU OPINIÓN ES IMPORTANTE! ¡Queremos escucharlo!

El Arizona Department of Transportation (Departamento de Transporte de Arizona) (ADOT), en cooperación con Gila River Indian Community (Comunidad Indígena del Río Gila), Bureau of Indian Affairs (Oficina de Asuntos Indígenas), Federal Highway Administration (Administración Federal de Carreteras) y Maricopa Association of Governments (Asociación de Gobiernos de Maricopa), lleva a cabo un estudio ambiental en virtud de la Ley Nacional de Política Ambiental y el estudio de ingeniería para evaluar las mejoras al I-10 entre la Circunvalación 202 (Autopista Santan) y la Ruta Estatal 387. En este estudio, se evaluarán los beneficios e impactos de una serie de alternativas factibles, incluida una alternativa de no construcción. También se identificarán mitigaciones para compensar los posibles impactos.

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**.

✉ Correo electrónico: i10wildhorsepasscorridor@hdrinc.com

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

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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.

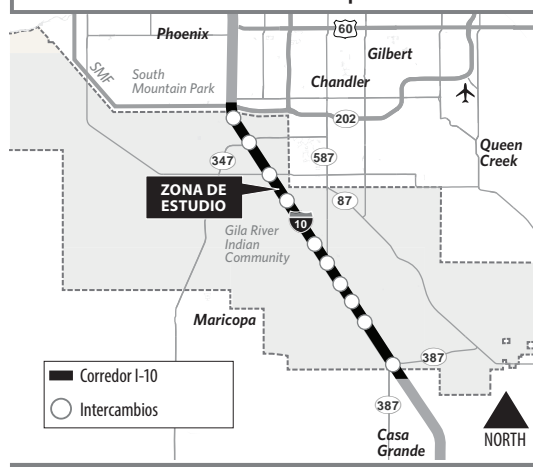
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REUNIÓN PÚBLICA EN LÍNEA/POR TELÉFONO 18 DE NOVIEMBRE DE 2020 | 5:30 A 7 P. M.



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.



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

SU OPINIÓN ES IMPORTANTE. ¡Queremos escucharlo!

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

💻 En línea: Visit the website at i10wildhorsepasscorridor.com

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PARA MÁS INFORMACIÓN:
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ZONA DE ESTUDIO

■ Corredor I-10
● Intercambios

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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 Chavez (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](https://www.facebook.com/nativecoffeeaz) or on Instagram at [nativecoffeeaz](https://www.instagram.com/nativecoffeeaz).

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 www.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:pigij Mashath: Match the Winter Bird's picture with its O'otham Name!

Sua:m Omkam	
Hauk Shalivkam	
Thamthal	
Gikuchk'tham	
Vakav	
S-veg Vononman	

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

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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.

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ADOT

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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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Download the free [ADOT Alerts app](#) and know when unplanned, major events are impacting traffic near you.

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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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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.
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.

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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.

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:

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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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Facebook

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

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

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
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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

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 📄
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NEGATIVE FEEDBACK

0 Hide Post	1 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

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

2 Hide Post 0 Hide All Posts

0 Report as Spam 0 Unlike Page

Reported stats may be delayed from what appears on posts

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](#) [A](#)

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

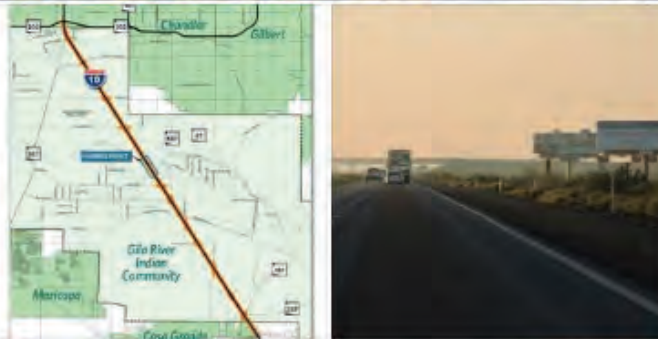
2 Photo Views	15 Link Clicks	90 Other Clicks
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NEGATIVE FEEDBACK

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

Reported stats may be delayed from what appears on posts

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 Bhè 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 ↕
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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.

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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
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 ↕
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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

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

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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!

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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/uhO1x53qlo

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



nextdoor Search Nextdoor

Home
Messages
Metrics
Invite Residents
Events
Agency
Neighborhoods
Directory
Help
Agency Community
Settings
Help Center
Help · Guidelines · Privacy
About · Jobs · Press · Blog
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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 velco.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@hdrlnc.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 32 101,703 Impressions

Post 2: 11/24/20


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

Impressions: 100,149 Reactions: 33 Comments: 31

The screenshot shows a Nextdoor post from the State of Arizona. The post features a photograph of a highway interchange with traffic signs and a truck. The text of the post discusses a study to improve I-10 between Loop 202 and SR 387, including a public comment period and contact information for the study team.

nextdoor Search Nextdoor

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 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

The screenshot shows a Nextdoor post from the State of Arizona. The post features a photograph of a multi-lane highway with heavy traffic, including several large white semi-trucks. The scene is captured from an elevated perspective, showing the road's curves and surrounding landscape. Below the image, the text of the post is displayed, including a call to action to visit a website for a public comment period. The post also includes contact information for the study team and a list of ways to submit comments. At the bottom, there are engagement metrics such as 'Like', '24 Comments', and '44' reactions, along with the total number of impressions, '77797 Impressions'.

nextdoor Search Nextdoor

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



Gila River Indian Community

October 21 · 🌐

...

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



NEWS RELEASE
www.maricopa.gov

IMMEDIATE RELEASE

CONTACT: Quilan Quhai Castro, MAG Transportation Engineer, (602) 254-6500

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

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 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 provide comments during the live, call-in/online public meeting on November 18, 2020 between 10 a.m. and 10 p.m. There are three ways to participate in the live event:

- Register by visiting www.azdot.gov/10wildhorsepass before 4:30 p.m. on Wednesday, Nov. 18, 2020 to receive a call at the time of the event inviting you to join.
- Call 833-300-0669 at the time of the event to listen to the meeting.
- Visit the study website at www.10wildhorsepasscorridor.com on the day of the meeting, minutes before 5:30 p.m. and click on the meeting link to listen in, watch the presentation or participate.

Comments may be submitted 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 circles. Study related materials, including exhibits, maps and evaluation criteria results for alternatives and options, will be available on the study webpage by October 21, 2020. In addition, comments may be submitted in the following ways during the public comment period between October 4, 2020 and December 4, 2020:

- Email: 10wildhorsepasscorridor@azdot.com
- Phone: Call the bilingual study line at 602-522-7777
- Online: Visit the website at www.10wildhorsepasscorridor.com

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

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

Arizona Department of Transportation (ADOT) is committed to providing equal access to its services and facilities. ADOT does not discriminate on the basis of race, color, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Dana 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.

El Departamento de Transportación de Arizona (ADOT) se compromete a proporcionar acceso igualitario a sus servicios y facilidades. ADOT no discrimina por motivos de raza, color, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) por idioma o discapacidad deben ponerse en contacto con la contact Dana Mann a 855.712.8530 o dmann@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el Estado tenga una oportunidad de hacer los arreglos necesarios.

Environmental review, consultation, and other actions required by applicable laws for this project are being or have been carried out by ADOT pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA) as 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 28 U.S.C 327 y un Memorandum de Acuerdo con fecha del 16 de abril de 2019 y ejecutado por FHWA y ADOT.

###



3

10 Shares



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

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 crossed 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@hdinc.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., 201, Thomas Rd., Suite 2500
Phoenix, AZ 85032

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@hdinc.com no later than November 10, 2020.

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/line before 4:00 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 to, watch the presentation and participate. Please log in a few minutes prior to the 5:30 p.m. meeting time.
- CALL IN** Call 602.522.0000 at the time of the event to listen to the meeting.

Prepared in 1999 by HDR, Inc. for the Civil Rights Act of 1991, the revised and updated 2004 and 2010. ADOT does not discriminate on the basis of race when issuing contracts, providing services, or awarding grants or loans. If you are a person with a disability and need a reasonable accommodation, please contact: ADA@adot.gov or [602-522-7777](tel:6025227777).

The environmental review, consultation, and review of the proposed project and the findings of the environmental review are subject to the National Environmental Policy Act of 1969, as amended, and the National Historic Preservation Act of 1966, as amended.

FOR MORE INFORMATION:
602-522-7777 | I10wildhorsepasscorridor.com
ADOT TRACS No. 0202-01, and 0202 | Federal Aid No. 0202-0200





Gila River Indian Community
November 8

1000

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

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@hdinc.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., 201 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@hdinc.com no later than November 10, 2020.

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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 to, watch the presentation and participate. Please log in a few minutes prior to the 5:30 p.m. meeting time.
- CALL IN:** Call 602-266-3664 at the time of the event to listen to the meeting.





Gila River Indian Community

November 10 · 🌐

...

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.

10 **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 free, 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 website 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@ndrc.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 we must please contact the study team at 602-522-7777 or i10wildhorsepasscorridor@ndrc.com no later than November 10, 2020.

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The project is a project of the Arizona Department of Transportation (ADOT) and the Gila River Indian Community (GRIC) under a Memorandum of Understanding (MOU) between ADOT and GRIC. The project is a project of the Arizona Department of Transportation (ADOT) and the Gila River Indian Community (GRIC) under a Memorandum of Understanding (MOU) between ADOT and GRIC.

ADOT 1000 North Central Avenue, Phoenix, AZ 85004
602-522-7777 | www.adot.arizona.gov
ADOT 1000 North Central Avenue, Phoenix, AZ 85004 | www.adot.arizona.gov

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 log 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 852.288.2008 at the time of the event to listen to the meeting.



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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

Photo Views

5

Link Clicks

4

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

Total Reach

228

Organic Reach

0

Paid Reach

265

Total Impressions

265

Organic Impressions

0

Paid Impressions



MAG - Maricopa Association of Governments



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

We want to hear from you! MAG, in coordination w/ Arizona Department of Transportation & the Gila River Indian Community invite 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/>



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



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/1xfd6d6Rf2>

Impressions times people saw this Tweet on Twitter	11,213
Total engagements times people interacted with this Tweet	48
Media engagements number of clicks on your media counted across videos, vines, gifs, and images	27
Detail expands times people viewed the details about this Tweet	8
Profile clicks number of clicks on your name, @handle, or profile photo	6
Link clicks clicks on a URL or Card in this Tweet	5



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

1 REGISTER TO RECEIVE A CALL

Visit 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 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.

Don't Have Internet Access?

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 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.

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

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.

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 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 i10wildhorsepasscorridor.com



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**.

3

110wildhorsepasscorridor.com

ARIZONA DEPARTMENT OF TRANSPORTATION

Thank you Director Halikowski and Governor Lewis for your remarks.

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.

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602.712.8946 or 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 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.

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

ADOT
Carlos Lopez
Project Manager



5

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ARIZONA DEPARTMENT OF TRANSPORTATION

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.

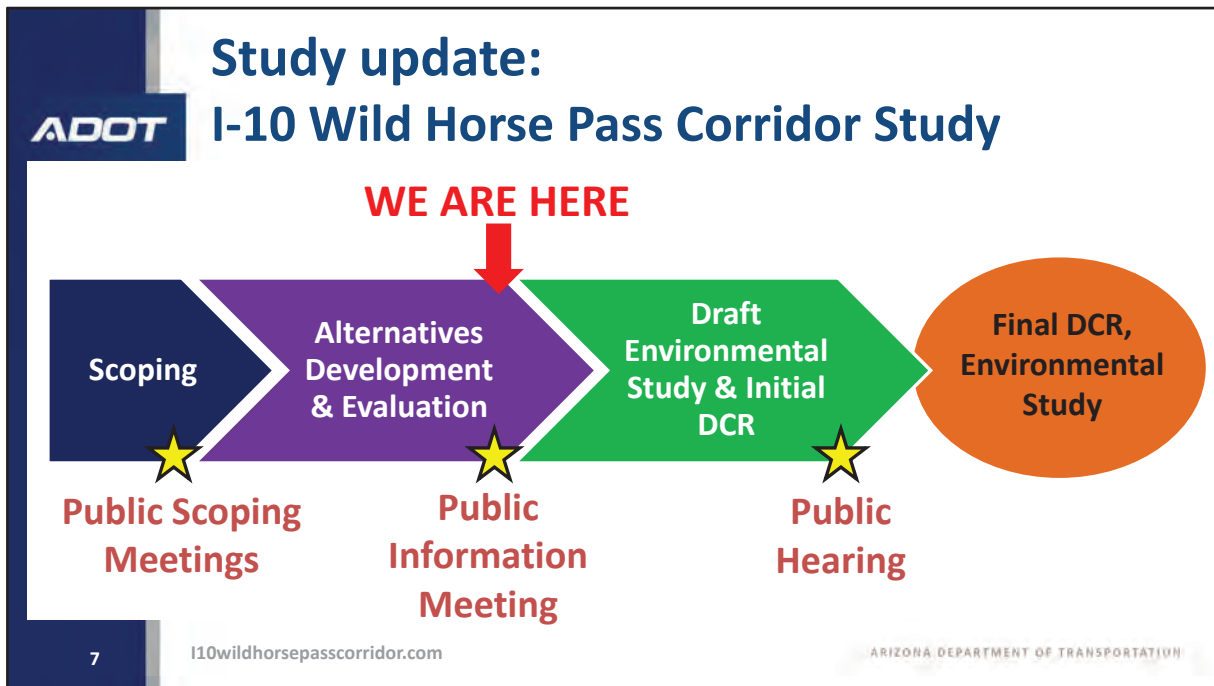


I10wildhorsepasscorridor.com

6

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.



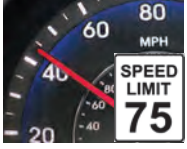



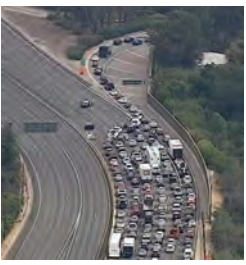

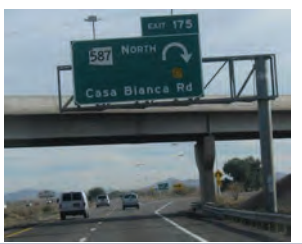
Study update: Bridges over the Gila River



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.

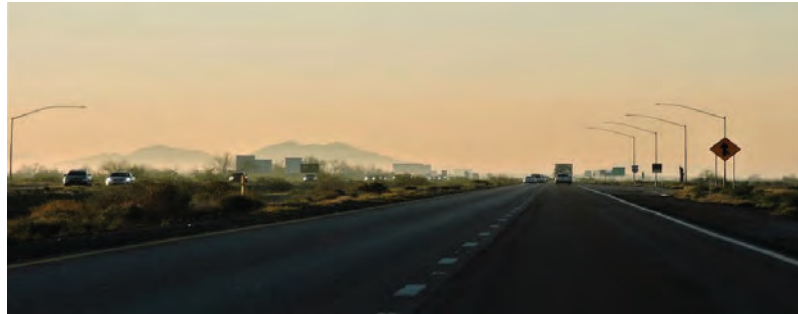
The purpose of this study is to improve Interstate 10 to reduce the number and frequency of incidents that detour traffic off Interstate 10, as well as improving the interchanges and crossroads along the Interstate 10 corridor to meet the travel demand and accommodate those events.

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.

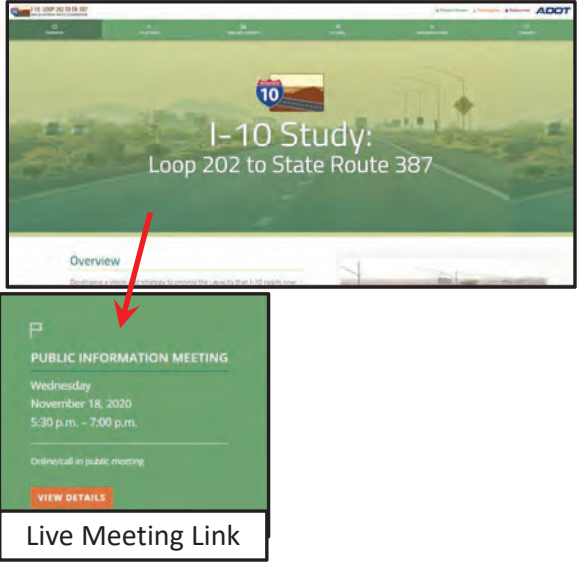
As an analogy, the organization of the study's alternatives and options is a lot like a restaurant menu where the Interstate 10 mainline alternatives represent the choices for

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.

ADOT

Study resources

www.i10wildhorsepasscorridor.com



The screenshot shows the website for the I-10 Study. The main heading is "I-10 Study: Loop 202 to State Route 387". Below this, there is a navigation menu with "Overview" selected. A red arrow points from the "Overview" link to a "PUBLIC INFORMATION MEETING" announcement. The announcement details a meeting on Wednesday, November 18, 2020, from 5:30 p.m. to 7:00 p.m., which is an online public meeting. A "VIEW DETAILS" button is visible below the announcement. At the bottom of the screenshot, there is a "Live Meeting Link" button.

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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

I-10 Study:
Loop 202 to State Route 387

Overview

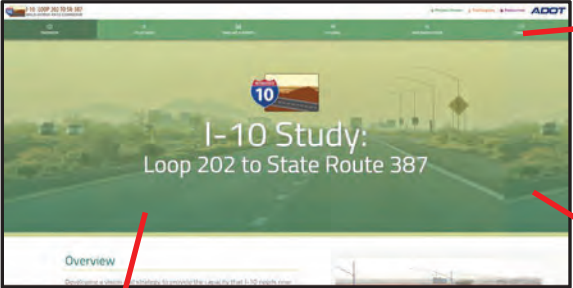



PUBLIC INFORMATION MEETING
Wednesday
November 18, 2020
5:30 p.m. - 7:00 p.m.
Online or at a public meeting
[VIEW DETAILS](#)

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.

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

The main website screenshot shows the title "I-10 Study: Loop 202 to State Route 387" and an "Overview" link. Below it are three highlighted sections: "PUBLIC INFORMATION MEETING" (Wednesday, November 18, 2020, 5:30 p.m. - 7:00 p.m.), "Resources" (Project Resources), and "Interactive Map Commenting Tool" (a map of the study area).

Comments and Questions

The "Comments and Questions" section shows a "Leave a Comment" form with fields for Name, Email, and Comment, and a "Submit" button.

Live Meeting Link

Detailed Data Downloads


Interactive Map Commenting Tool

ARIZONA DEPARTMENT OF TRANSPORTATION

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



ADOT | I-10 Wild Horse Pass Corridor Study Online Meeting
 10 Improvements | Comments | Showing 1 of 1
 1601 Phoenix, AZ 85004
 347 South Mountain Park
 587 Chandler, AZ 85226
 87 Gilbert, AZ 85234
 187 Queen Creek, AZ 85242
 387 Gila River Indian Community, Maricopa, AZ 85139

110wildhorsepasscorridor.com

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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.

Level 1:
Basic Overview

Interactive Map Commenting Tool

170wildhorsepasscorridor.com

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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.

ADOT

**Level 1:
Basic Overview**

**Interactive Map
Commenting Tool**

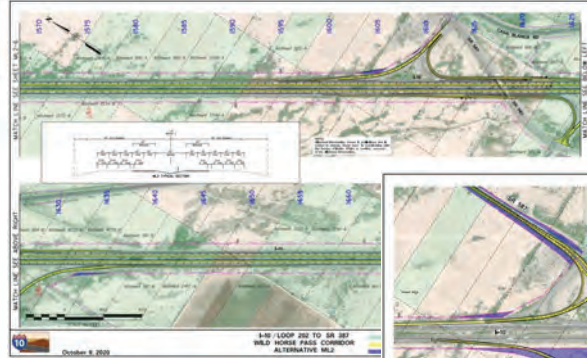
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10wildhorsepasscorridor.com

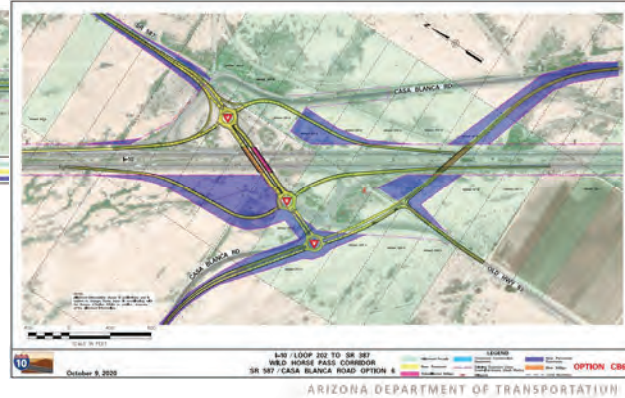
ARIZONA DEPARTMENT OF TRANSPORTATION

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



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



110wildhorsepasscorridor.com

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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	Connectivity / 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
ML3 Mainline Widening Alternatives (1) added lane each direction + HOV lanes from SR 202L to Riggs Road																						
ML1	No Build	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" 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"/>	<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"/>	<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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" 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"/>

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

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 (TCP)	Section 4(f) and Section 6(f)
5.10 Main Line Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Rigo 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						
	Structural Engineering	Geotechnical Engineering	Hydrology	Water Resources	Transportation Engineering	Other Engineering	Other Engineering
1.10 Mainline Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Pigo Road)							
M1 No build	No change to existing geometry. Existing pavement design features will be maintained, whether or not the most current design standards.	Segment analysis performed, no change in existing conditions.	SR 202L flow approximately 27 minutes SR through project limits. SR 387 flow approximately 20 minutes SR through project limits. SR 17 on SR segments.	No improvements over existing conditions.	No impacts.	No impacts.	Positive maintenance functions will continue to be done using best practices, but will increasingly become greater as the number of miles within jurisdiction increases.
M2 Standard Widening + Barre (Optional)	Standard design standards will be applied to the existing 12' right-of-way shoulder, 12' additional inside lane, 1.5 ft shoulder from the existing shoulder. Special construction may be required to be a consistent section for each direction to meet consistency with other existing bridge and other structures. SR 202L flow approximately 27 minutes SR through project limits. SR 387 flow approximately 20 minutes SR through project limits. SR 17 on SR segments.	Segment analysis performed, no change in existing conditions.	SR 202L flow approximately 27 minutes SR through project limits. SR 387 flow approximately 20 minutes SR through project limits. SR 17 on SR segments.	SR 202L flow approximately 27 minutes SR through project limits. SR 387 flow approximately 20 minutes SR through project limits. SR 17 on SR segments.	No impacts.	No impacts.	Positive maintenance functions will continue to be done using best practices, but will increasingly become greater as the number of miles within jurisdiction increases.
M3 Standard Widening + Barre (Optional)	Standard design standards will be applied to the existing 12' right-of-way shoulder, 12' additional inside lane, 1.5 ft shoulder from the existing shoulder. Special construction may be required to be a consistent section for each direction to meet consistency with other existing bridge and other structures. SR 202L flow approximately 27 minutes SR through project limits. SR 387 flow approximately 20 minutes SR through project limits. SR 17 on SR segments.	Segment analysis performed, no change in existing conditions.	SR 202L flow approximately 27 minutes SR through project limits. SR 387 flow approximately 20 minutes SR through project limits. SR 17 on SR segments.	SR 202L flow approximately 27 minutes SR through project limits. SR 387 flow approximately 20 minutes SR through project limits. SR 17 on SR segments.	No impacts.	No impacts.	Positive maintenance functions will continue to be done using best practices, but will increasingly become greater as the number of miles within jurisdiction increases.

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)			
	Right of Construction Cost (\$Millions)	Utility Cost (\$Millions)	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Nonresidential Relocations	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Nonresidential Relocations	New Permanent ROW (Acres)	Temporary Easements (Acres)	Residential Relocations	Nonresidential 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	\$ -	\$ -	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ML3 Outside Widening + Ramp Upgrades	\$ -	\$ -	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 bike & ped 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 & ped 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.

ADOT

Level 1 (Simple)

www.i10wildhorsepasscorridor.com/resources.html

Website

Level 2 (Detailed)

PDF

Level 3 (Technical)

Google Earth KMZ

PDF

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i10wildhorsepasscorridor.com

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.

▼ Ask a Question

Name:

Question:

Submit 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
------	----------

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




ARIZONA DEPARTMENT OF TRANSPORTATION

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>>



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

Environmental Assessment and
Design Concept Report

Virtual Public Information Meeting

November 18, 2020

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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 shows the ADOT logo above the name "Director John S. Halikowski" and a portrait of him. The second section on the right shows the Gila River Indian Community logo above the name "Governor Stephen Roe Lewis" and a portrait of him. At the bottom left, the URL "I10wildhorsepasscorridor.com" is visible, and at the bottom right, the text "ARIZONA DEPARTMENT OF TRANSPORTATION" is partially visible. A small number "2" is located at the bottom left of the slide area.

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.

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

ADOT
Carlos Lopez
Project Manager



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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.

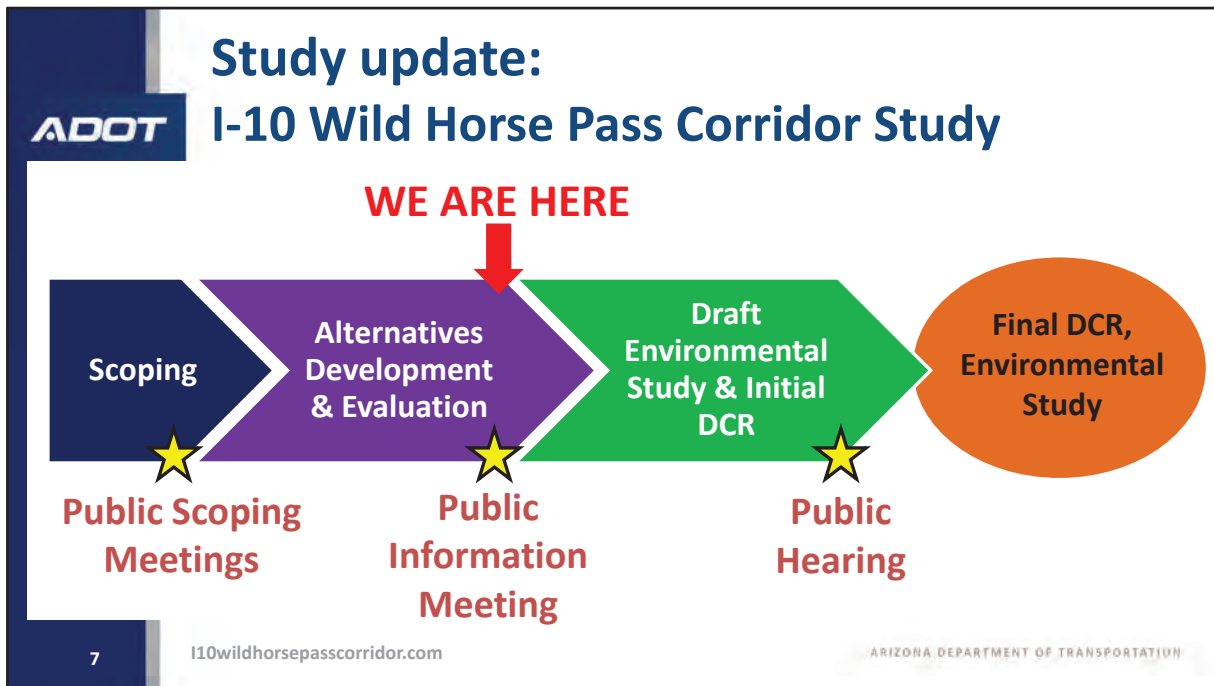


I10wildhorsepasscorridor.com

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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.




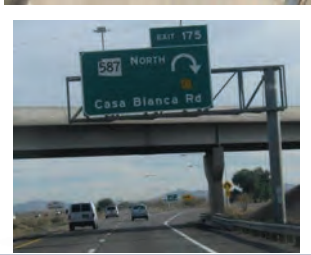
Study update: Bridges over the Gila River



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

Growth and Congestion	Safety and Incidents	Design Standards and Age/Conditions Issues
		
		
		
<small>110wildhorsepasscorridor.com</small>		<small>ARIZONA DEPARTMENT OF TRANSPORTATION</small>

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.

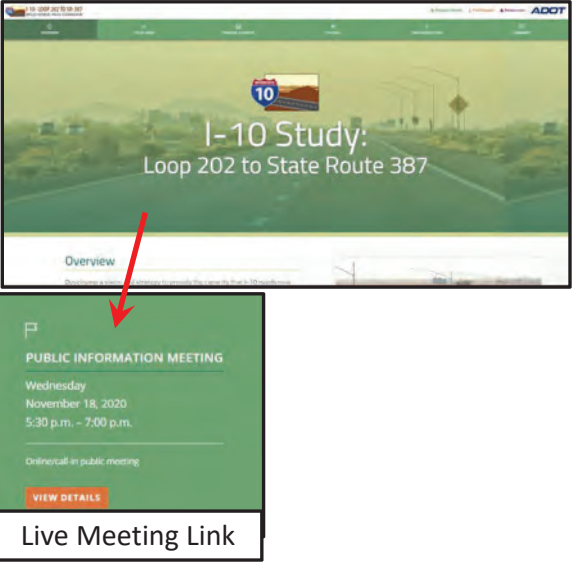
De manera similar, en la tabla se enumera cada uno de los diez cruces que pasan por encima de la Interestatal 10. Si se toma la intersección de Riggs Road como ejemplo, existen cinco opciones para esta ubicación, siendo RR1 la opción de no construcción y RR2 a RR5 cuatro opciones de construcción que 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 screenshot shows the website for the I-10 Study. The main heading is "I-10 Study: Loop 202 to State Route 387". Below this, there is a navigation menu with "Overview" selected. A red arrow points from the "Overview" link to a green box containing the following text:

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

Below the green box is a white box with the text "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.

ADOT

Study resources

www.i10wildhorsepasscorridor.com

The image shows a composite of two screenshots from the I-10 Study website. The main screenshot on the left displays the website's header with the ADOT logo and the title 'I-10 Study: Loop 202 to State Route 387'. Below the title is a navigation menu with 'Overview' selected. A red arrow points from the 'Overview' link to a callout box below. This callout box contains a green banner for a 'PUBLIC INFORMATION MEETING' on Wednesday, November 18, 2020, from 5:30 p.m. to 7:00 p.m., with a 'VIEW DETAILS' button and a 'Live Meeting Link' label. A second red arrow points from the 'Leave a Comment' link in the top right corner of the website to a second callout box on the right. This second callout box shows a 'Leave a Comment' form with fields for name, email, and comment, and a 'Submit' button. A 'Comments and Questions' label is placed below this form.

Public Information Meeting Details:

- Event:** PUBLIC INFORMATION MEETING
- Date:** Wednesday, November 18, 2020
- Time:** 5:30 p.m. - 7:00 p.m.
- Format:** Online or at a public meeting
- Action:** VIEW DETAILS
- Link:** Live Meeting Link

Comments and Questions Form:

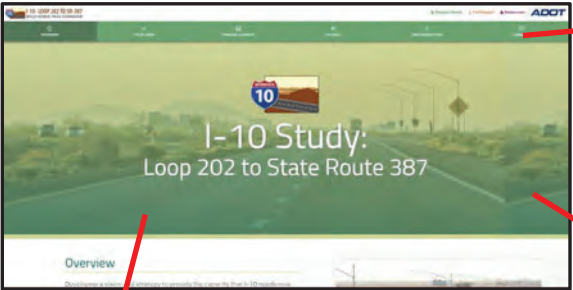
Leave a Comment

Provide your contact information and we will respond to your comment as quickly as possible.

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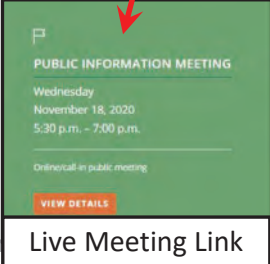
En primer lugar, si desean hacer un comentario general sobre el estudio o tienen una pregunta, utilicen el enlace “Comentarios” que se encuentra en la parte superior derecha del sitio web del estudio.

Study resources
www.i10wildhorsepasscorridor.com



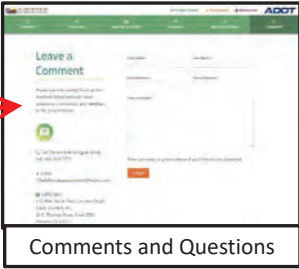
**I-10 Study:
Loop 202 to State Route 387**

Overview




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

Live Meeting Link



Comments and Questions



Interactive Map Commenting Tool

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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

The main website screenshot shows the following elements:

- Overview:** A banner image with the text "I-10 Study: Loop 202 to State Route 387".
- Live Meeting Link:** A green box titled "PUBLIC INFORMATION MEETING" for Wednesday, November 18, 2020, from 5:30 p.m. to 7:00 p.m. It includes a "VIEW DETAILS" button.
- Detailed Data Downloads:** A purple box titled "Resources" with a sub-section for "Project Resources" and a document icon.
- Interactive Map Commenting Tool:** A map showing the project corridor with various colored markers and a legend.

Red arrows point from the main website to four detailed inset screenshots:


- Comments and Questions:** A "Leave a Comment" form with fields for name, email, and comment text.
- Live Meeting Link:** A detailed view of the public information meeting details.
- Detailed Data Downloads:** A list of project resources including documents and meeting information.
- Interactive Map Commenting Tool:** A close-up of the map interface showing a route and a commenting tool overlay.

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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



ADOT | I-10 Wild Horse Pass Corridor Study Online Meeting
 10 Improvements | Comments | Showing 1 of 1
 1601 Phoenix, AZ 85004
 347 South Mountain Park
 587 Chandler, AZ 85224
 87 Gilbert, AZ 85234
 187 Queen Creek, AZ 85242
 387 Gila River Indian Community
 Maricopa

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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.

ADOT

Level 1: Basic Overview

Interactive Map Commenting Tool

The image displays three overlapping screenshots of the ADOT Interactive Map Commenting Tool. The largest screenshot on the left shows a map of the I-10 Wild Horse Pass Corridor, with a blue line representing the I-10 route and green dots indicating crossing locations. The map includes labels for Phoenix, South Mountain Park, Chandler, Gilbert, Maricopa, and the Gila River Indian Community. Two smaller screenshots are overlaid on the right: the top one shows 'I-10 IMPROVEMENTS ALTERNATIVES' with a cross-section diagram and an evaluation criteria table; the bottom one shows 'SR-587 / CASA BLANCA ROAD OPTIONS' with three alternative diagrams and an evaluation criteria table. Arrows indicate the flow from the map to the detailed views.

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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

Interactive Map Commenting Tool

Level 1: Basic Overview

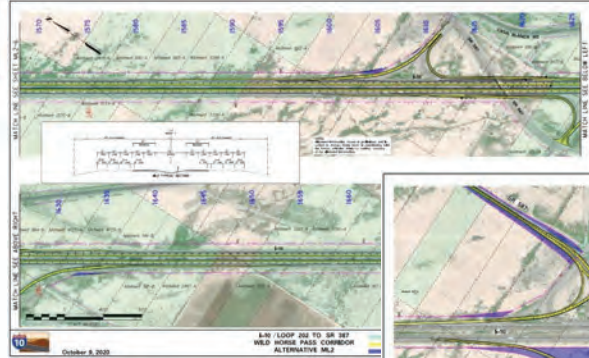
The image displays the ADOT Interactive Map Commenting Tool. On the left is a map of the I-10 Wild Horse Pass Corridor, showing the route from Phoenix through Gilbert and Chandler to Maricopa. Three callout boxes provide detailed views of the tool's interface:

- Top Right:** A view for "I-10 IMPROVEMENTS ALTERNATIVES" showing a road cross-section and a table of evaluation criteria.
- Bottom Center:** A view for "SR-587 / CASA BLANCA ROAD OPTIONS" showing three alternative road alignments (O1, O2, O3) and their respective evaluation criteria.
- Bottom Right:** A detailed view of the "Submit a comment" form, including fields for "First Name", "Last Name", "Email Address", and "Writing Number", along with a "Submit a comment" button.

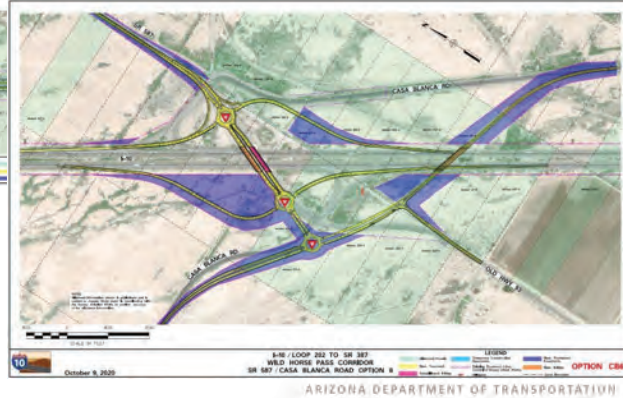
18 10wildhorsepasscorridor.com ARIZONA DEPARTMENT OF TRANSPORTATION

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



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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	Connectivity / 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>ML3 Median Widening Alternatives (1) added lane each direction + HOV lanes from SR 202L to Riggs Road</i>																							
ML1	No Build	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" 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"/>	<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"/>	<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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" 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"/>

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

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 (TCP)	Section 4(f) and Section 6(f)
5.10 Main Line Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Rigo Road)																
ML1	No Build	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
ML2	Median Widening + Ramp Upgrades	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
ML3	Outside Widening + Ramp Upgrades	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

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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

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.

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)			
	Right of Construction Cost (\$Millions)	Utility Cost (\$Millions)	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Nonresidential Relocations	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Nonresidential Relocations	New Permanent ROW (Acres)	Temporary Easements (Acres)	Residential Relocations	Nonresidential 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	\$ -	\$ -	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ML3 Outside Widening + Ramp Upgrades	\$ -	\$ -	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Overpass Diamond Interchange (ODI) with bike & ped accommodations	\$ 21.0	\$ -	1.6	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 & ped 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.

Environmental 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 - Environmental

Alternative/Option	Environmental/Resource/Issue	Alternative/Option	Impact	Mitigation	Significance	Level	Alternative/Option	Environmental/Resource/Issue
2.0 Cultural Resources, Wilderness, and Other Special Resources								
2.0.1 No Action
2.0.2 No Action with Study Station
2.0.3 No Action with Study Station
3.0 Cultural Resources, Wilderness, and Other Special Resources								
3.0.1 No Action with Study Station
3.0.2 No Action with Study Station

Y, finalmente, se pueden ver o descargar las tablas de la evaluación técnica de Nivel 3 para los criterios ambientales.

ADOT

**Level 1
(Simple)**

www.i10wildhorsepasscorridor.com/resources.html

Website

**Level 2
(Detailed)**

PDF

**Level 3
(Technical)**

Google Earth KMZ

PDF

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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.**

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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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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

November 11, 2020

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.

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

Frequently Asked Questions

November 11, 2020

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.

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

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?

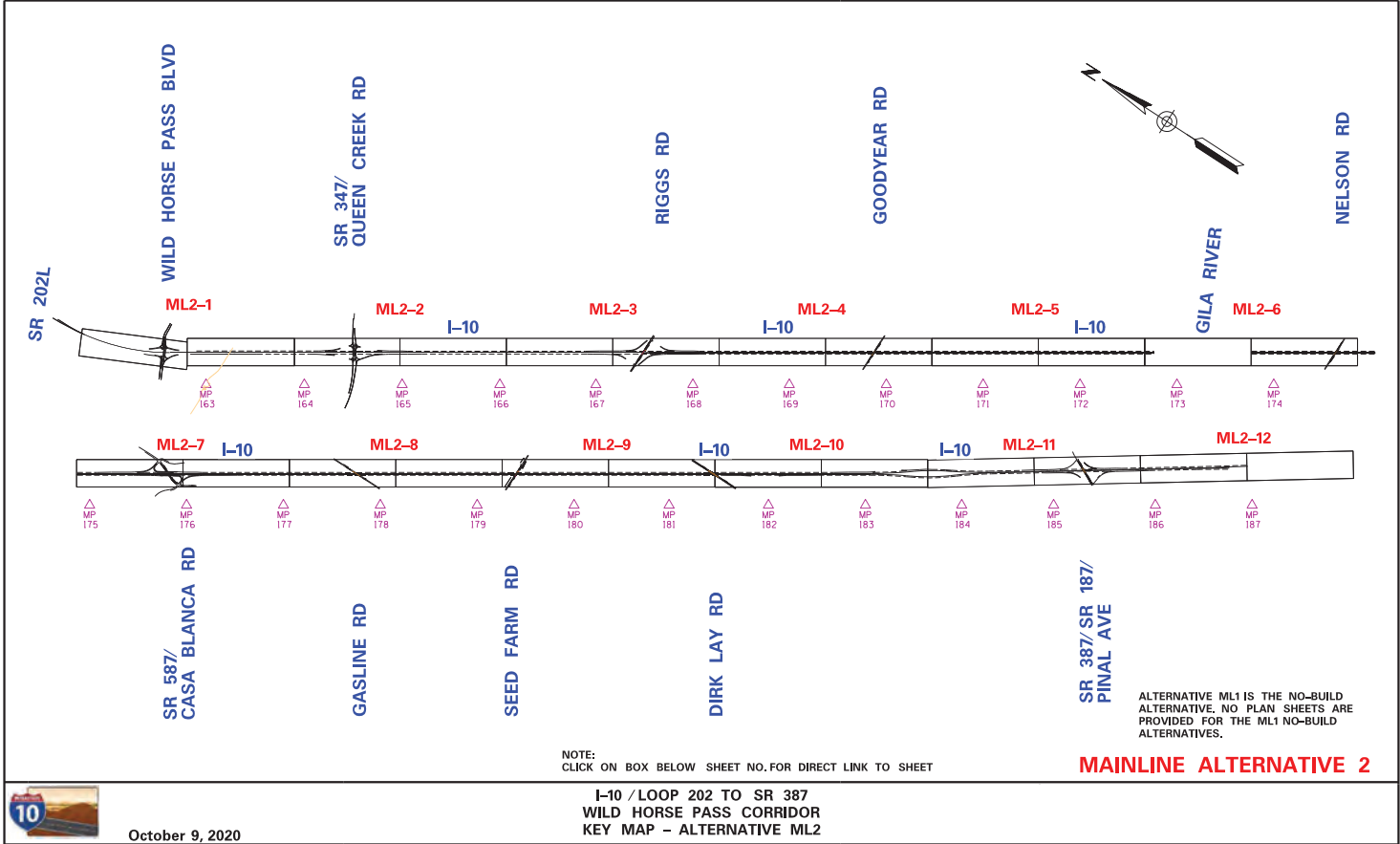
Si se selecciona una alternativa de construcción, los impactos de construcción se minimizarían o evitarían en la medida de lo posible, pero podrían incluir carriles y cunetas más estrechas en la I-10, cierres a corto plazo o restricciones en la I-10, rampas o cruces, y polvo y ruido de la obra. Estos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



NOTE:
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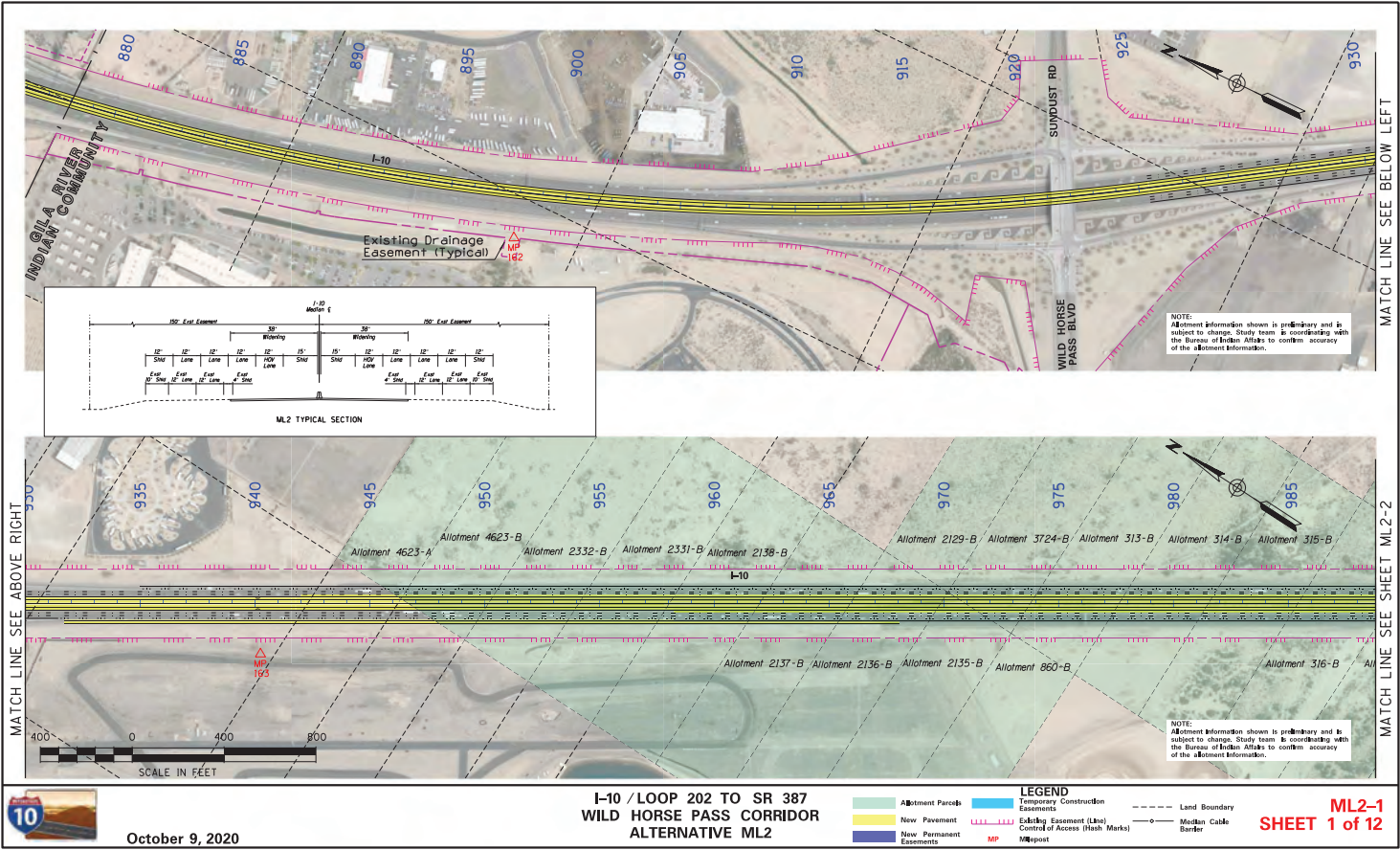
MAINLINE ALTERNATIVE 2

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



October 9, 2020

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

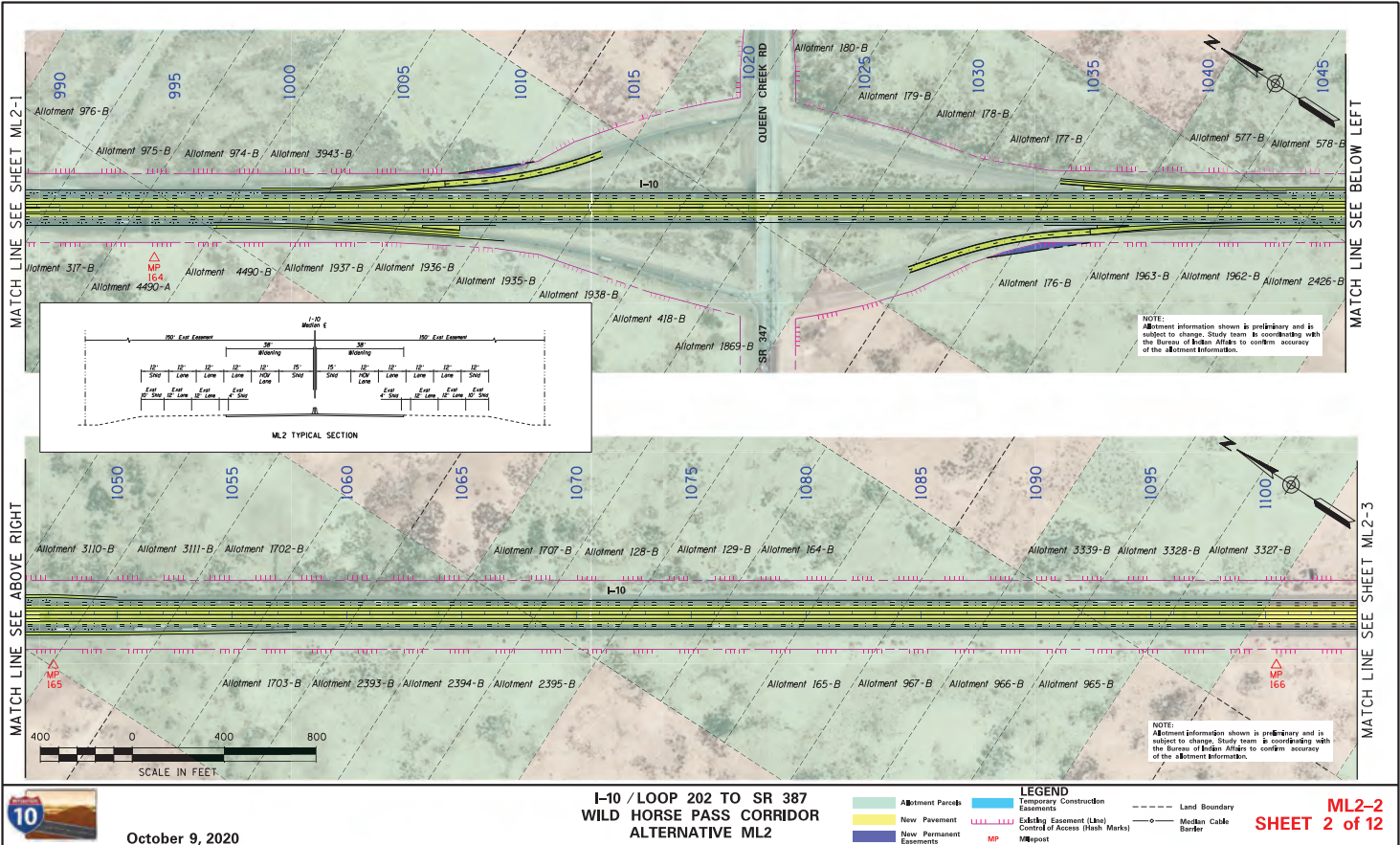


October 9, 2020

**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)
	MP Milepost
	Land Boundary
	Median Cable Barrier

**ML2-1
SHEET 1 of 12**



October 9, 2020

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

- Abatement Parcels
- New Permanent Easements
- Temporary Construction Easements
- Easement (Line)
- Control of Access (Hash Marks)
- MP
- Land Boundary
- Median Cable Barrier

ML2-2
SHEET 2 of 12

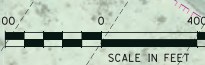
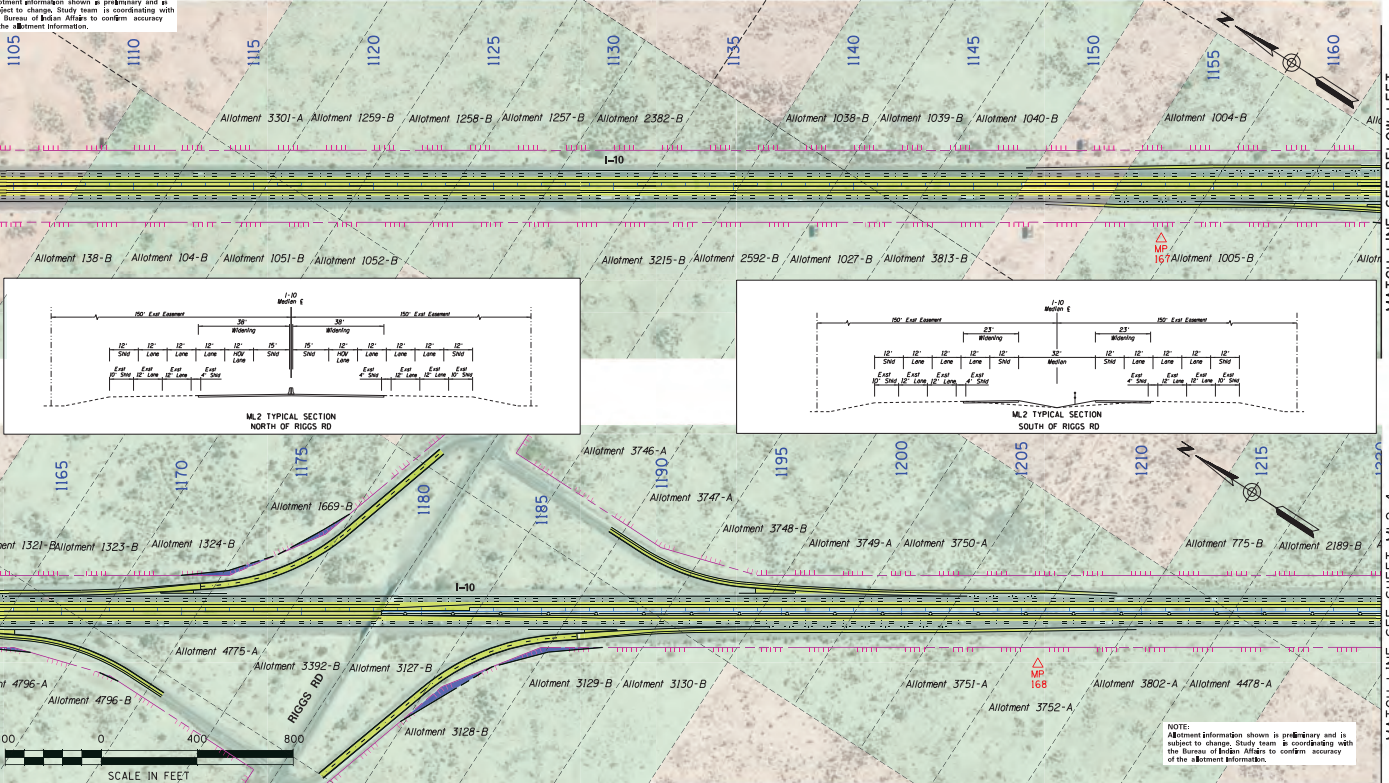
NOTE:
 Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.

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NOTE:
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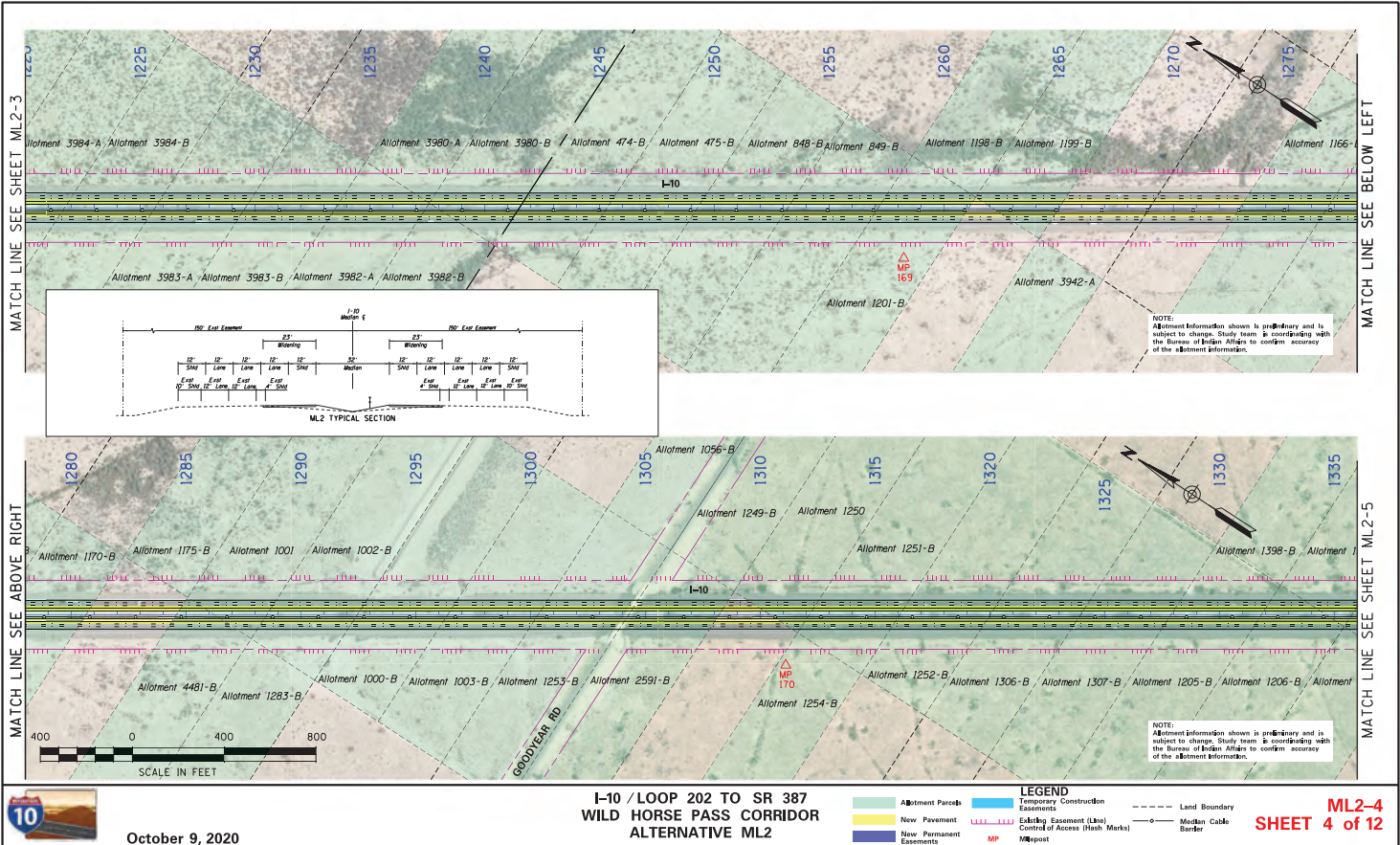


October 9, 2020

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

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

ML2-3
 SHEET 3 of 12

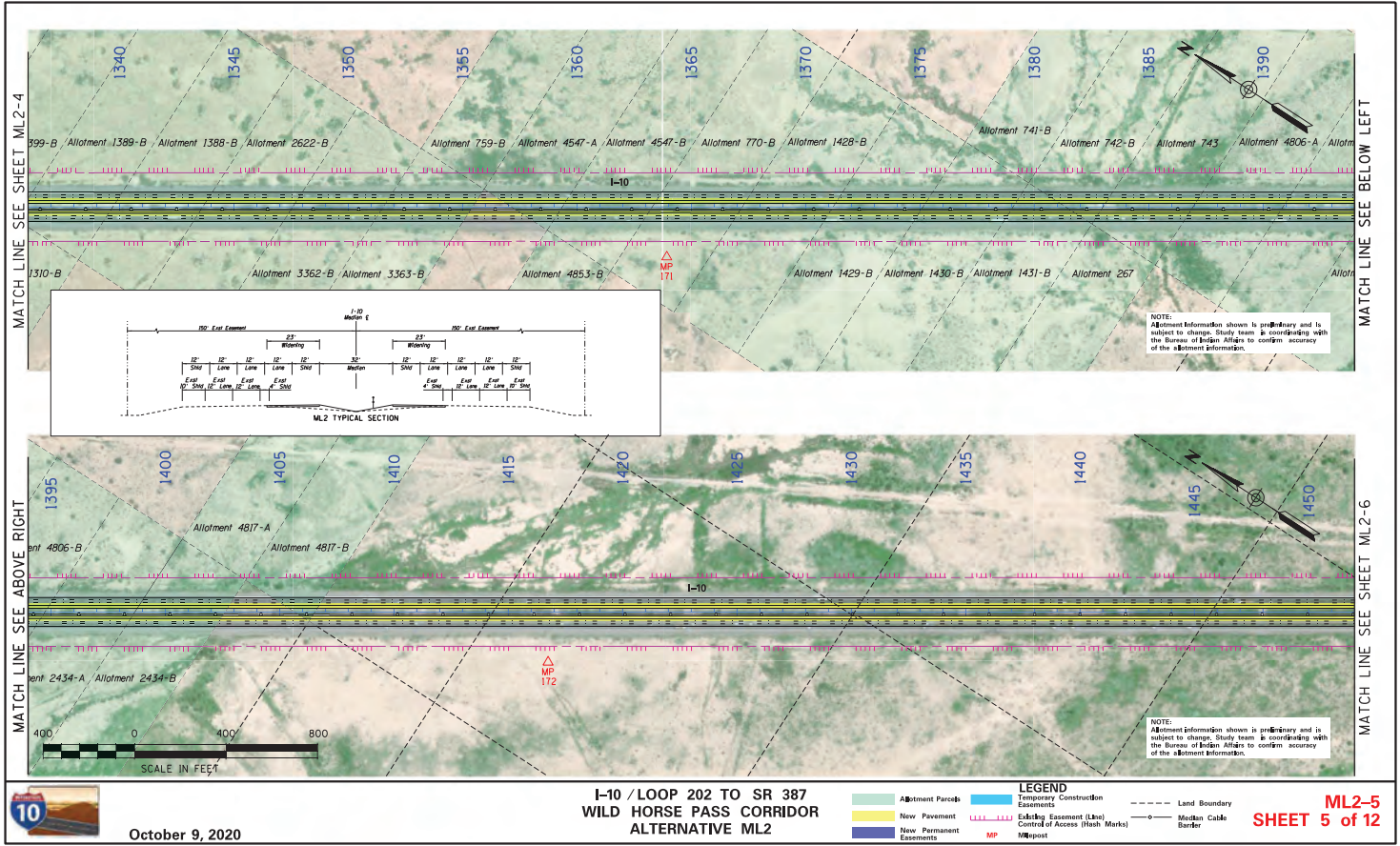


October 9, 2020

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

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

ML2-4
SHEET 4 of 12

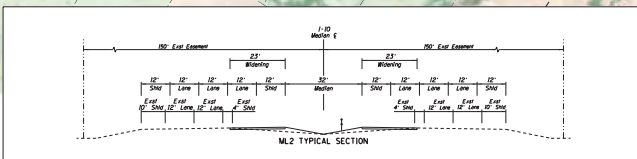
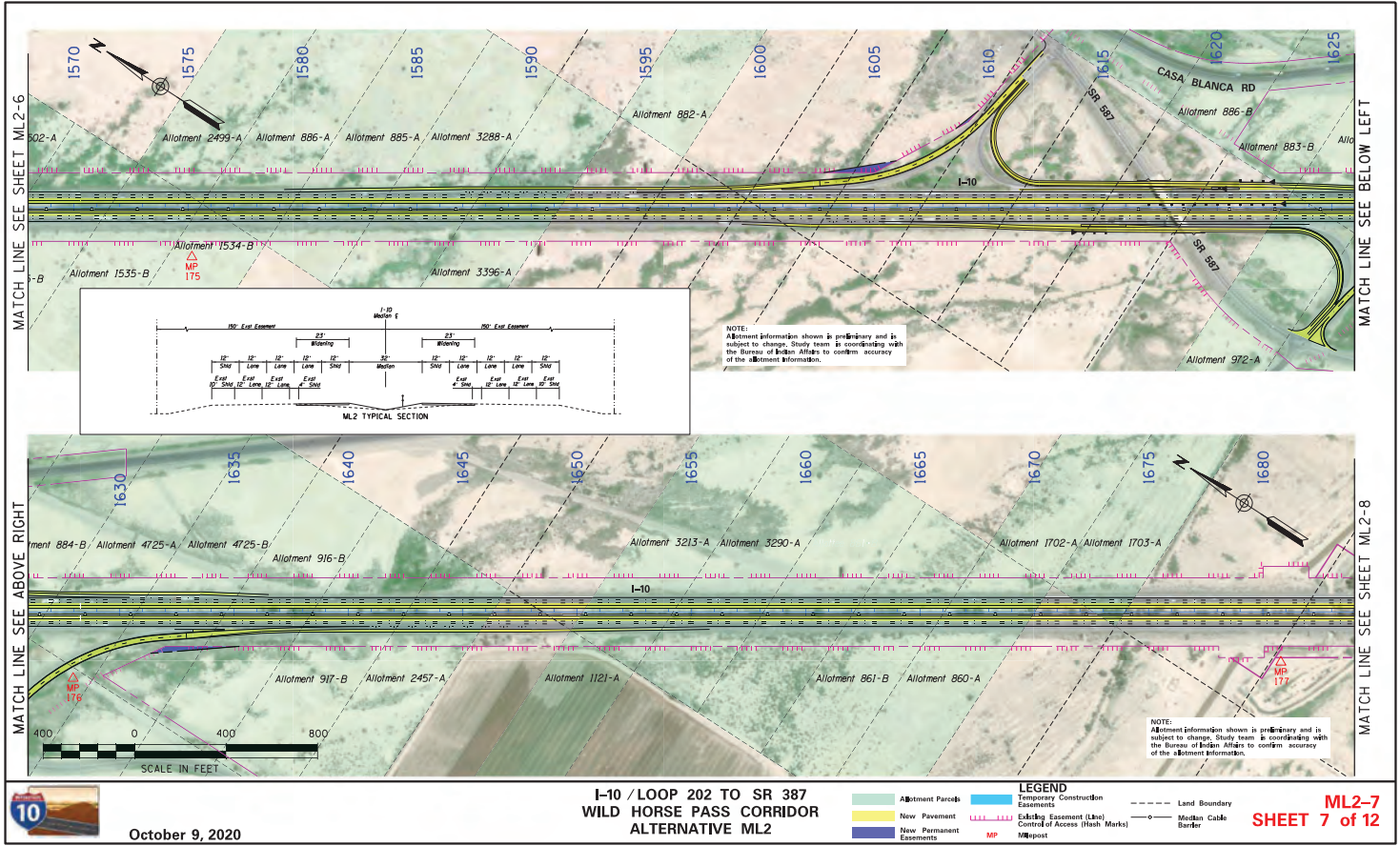


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I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML2

- 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

ML2-5
SHEET 5 of 12



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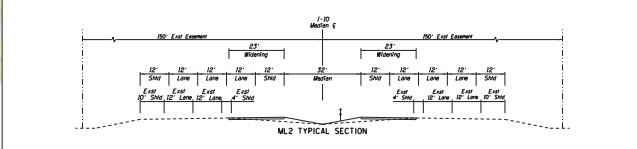
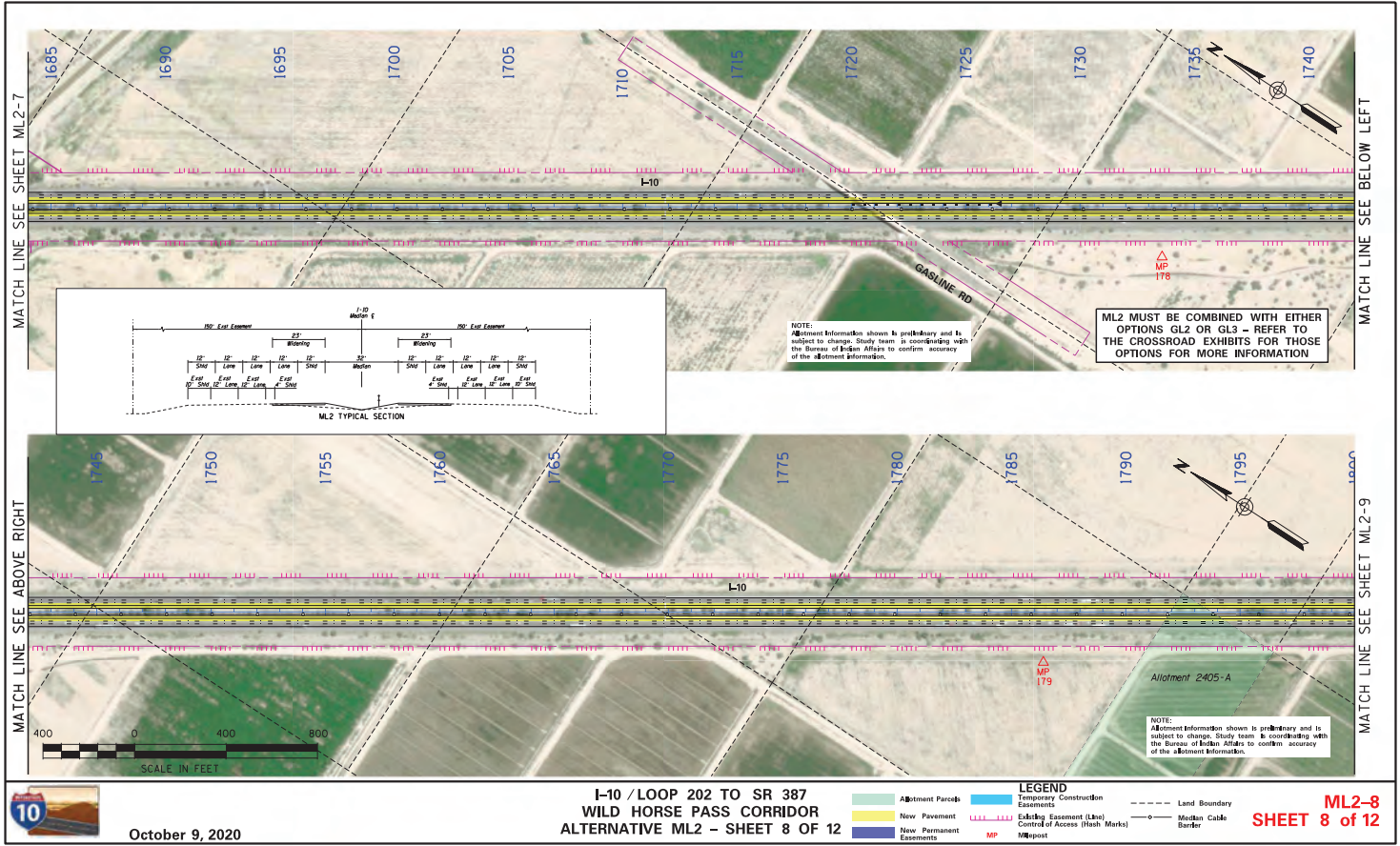
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October 9, 2020

**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 |

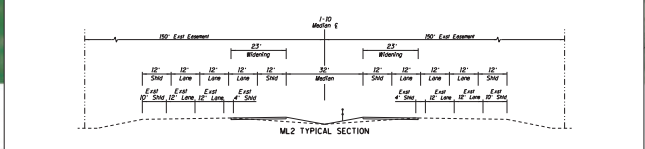
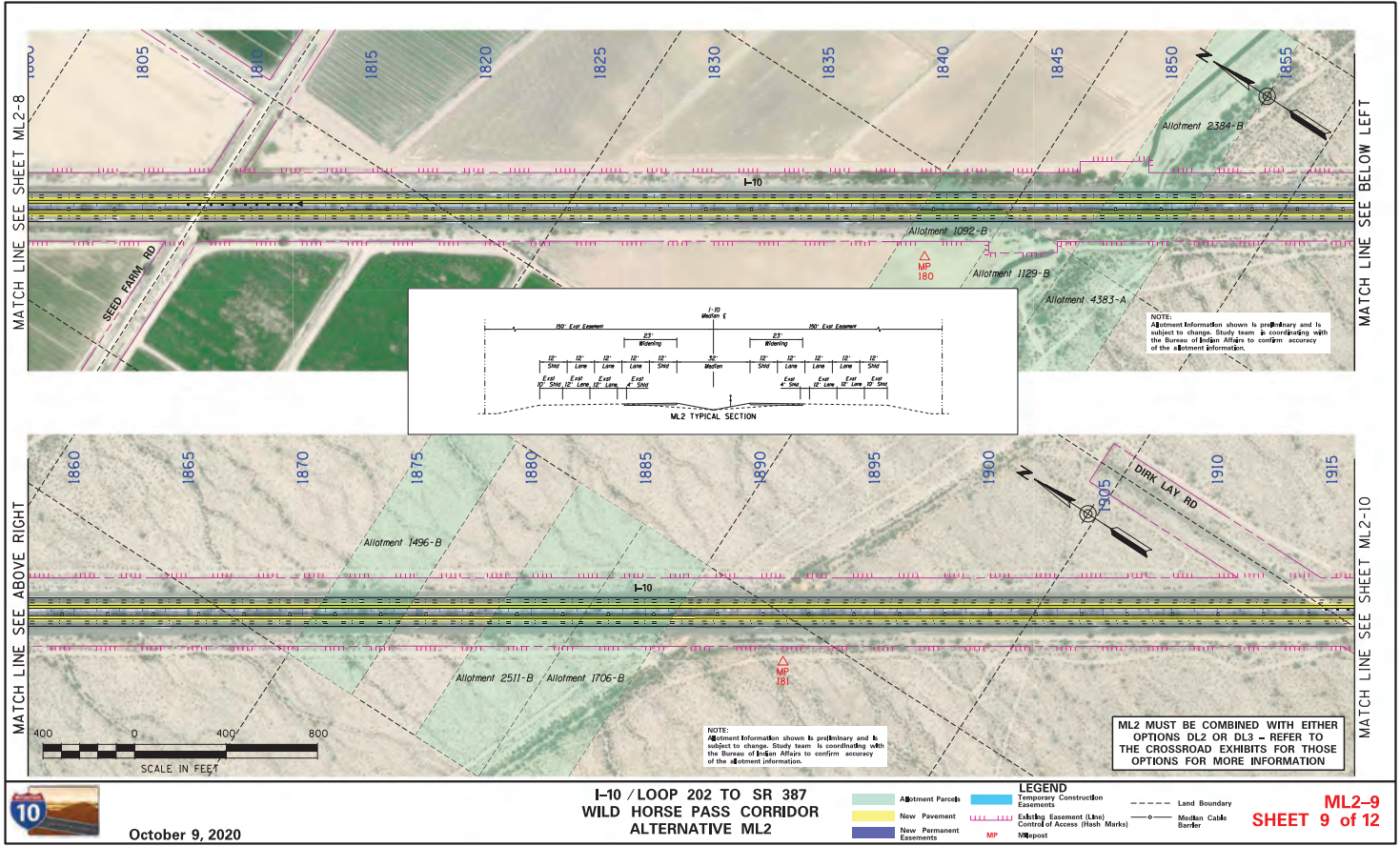


October 9, 2020

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

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



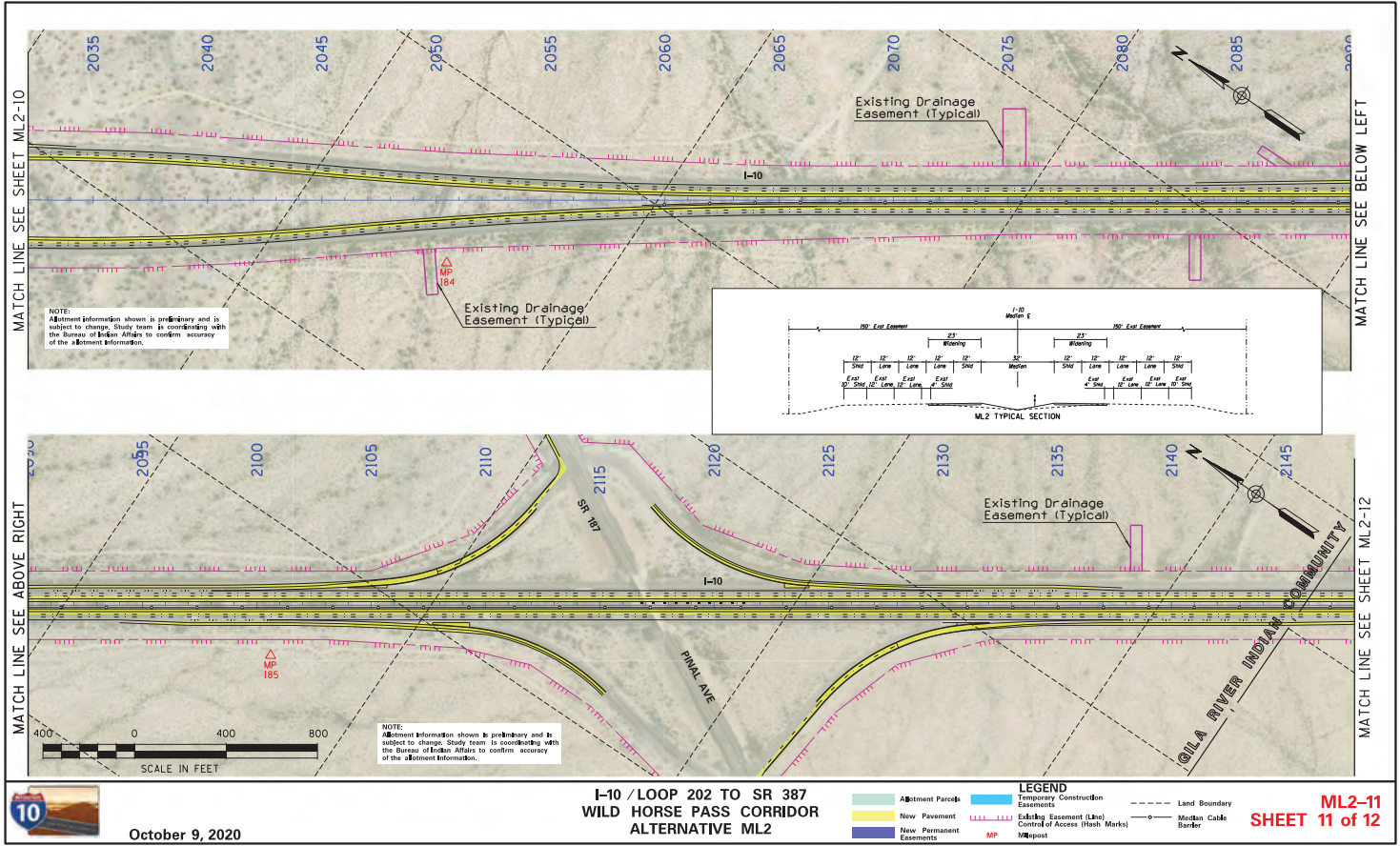
October 9, 2020

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

LEGEND

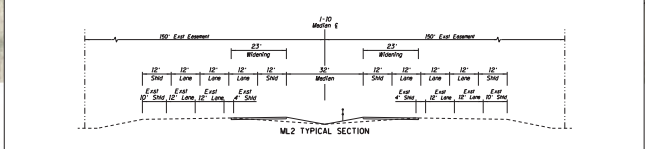
- Allotment Parcels
- New Pavement
- New Permanent Easements
- Temporary Construction Easements
- Existing Easement (Line)
- Control of Access (Hash Marks)
- MP Milepost
- Land Boundary
- Median Cable Barrier

**ML2-9
SHEET 9 of 12**

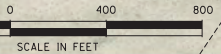


NOTE:
Alignment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the alignment information.

Existing Drainage Easement (Typical)



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

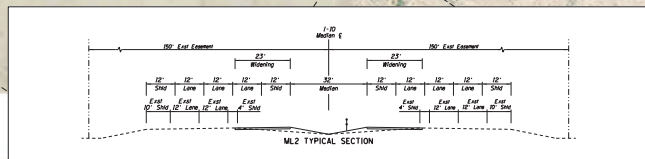
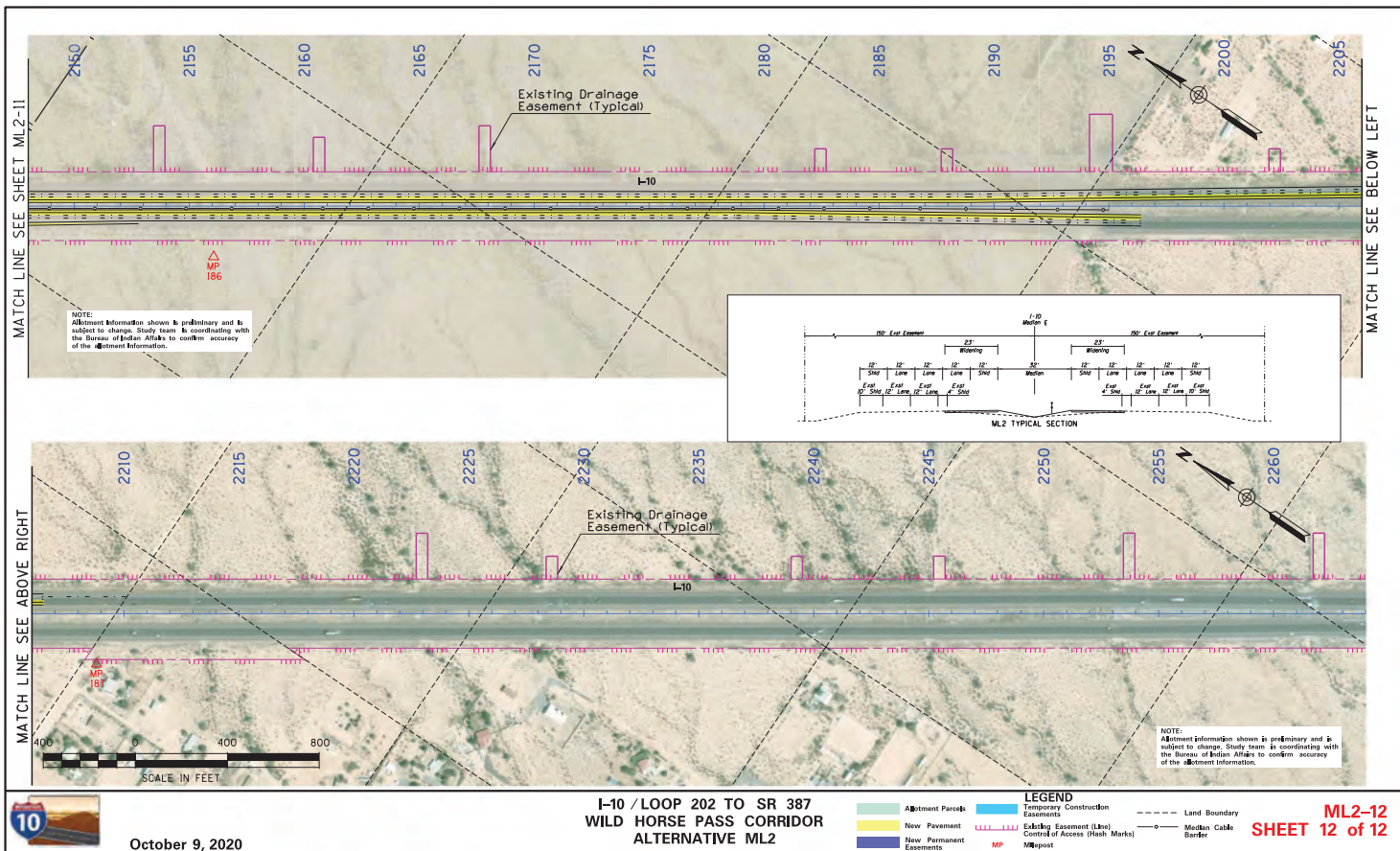


October 9, 2020

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

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

ML2-11
SHEET 11 of 12

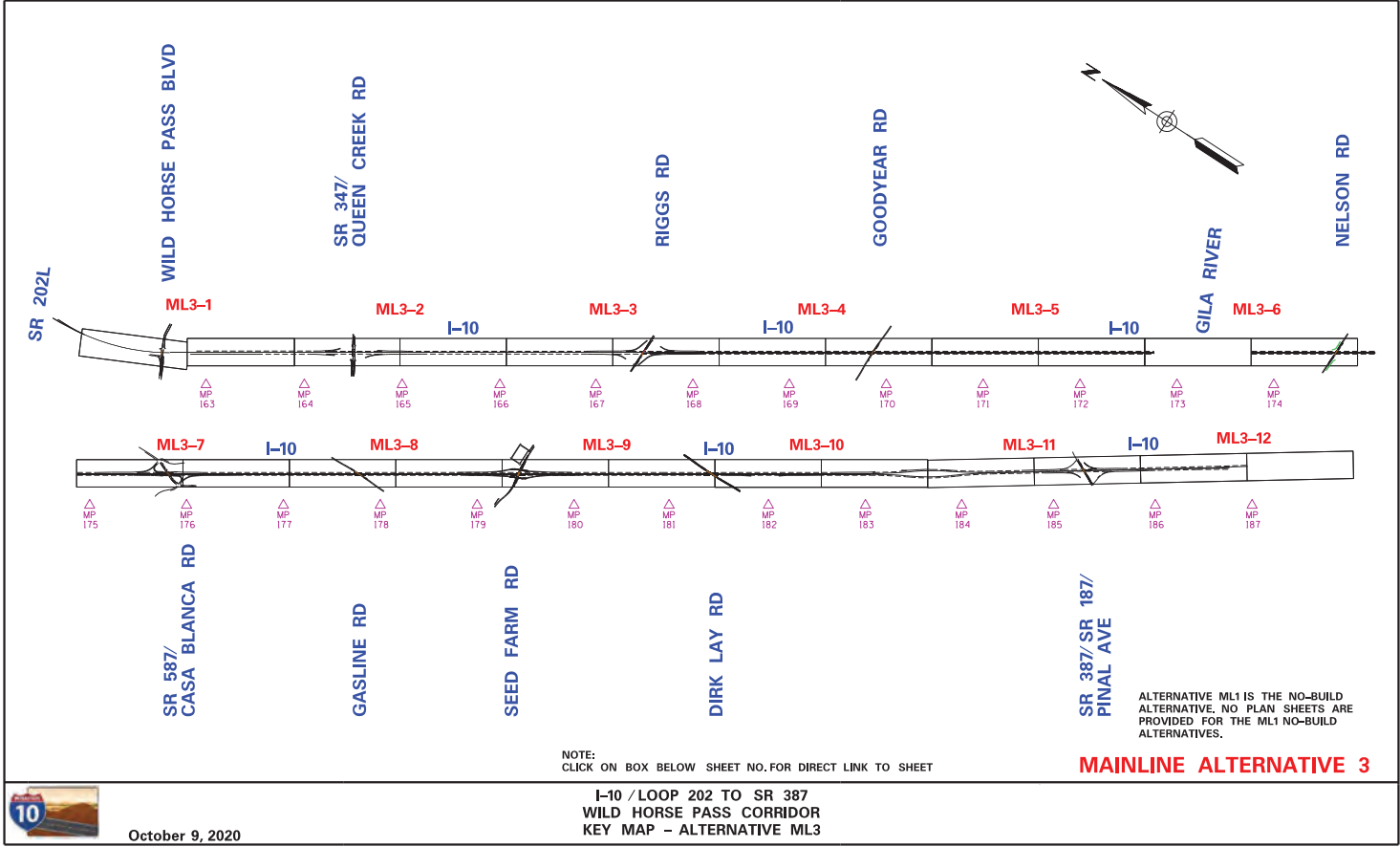


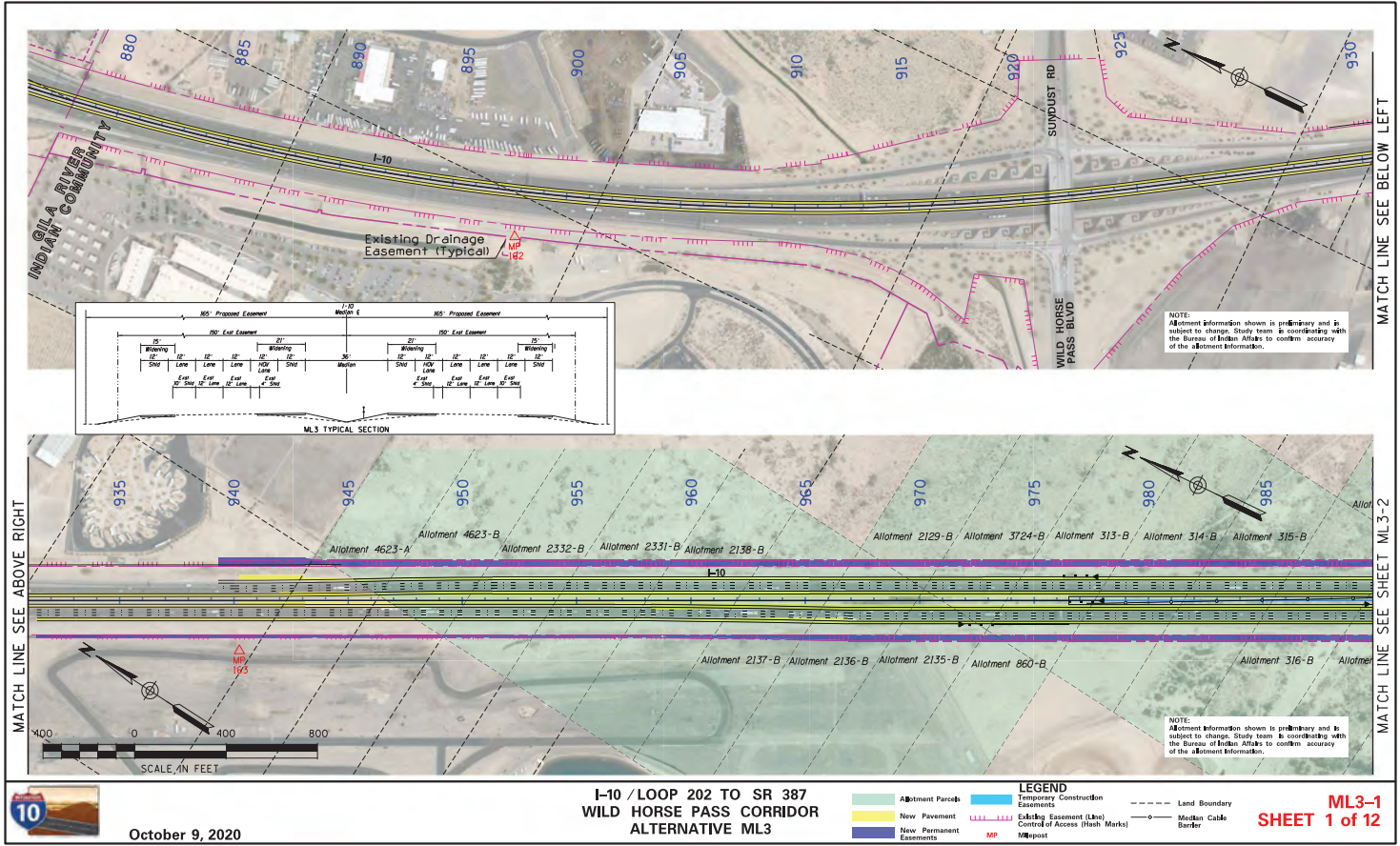
October 9, 2020

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

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

ML2-12
SHEET 12 of 12





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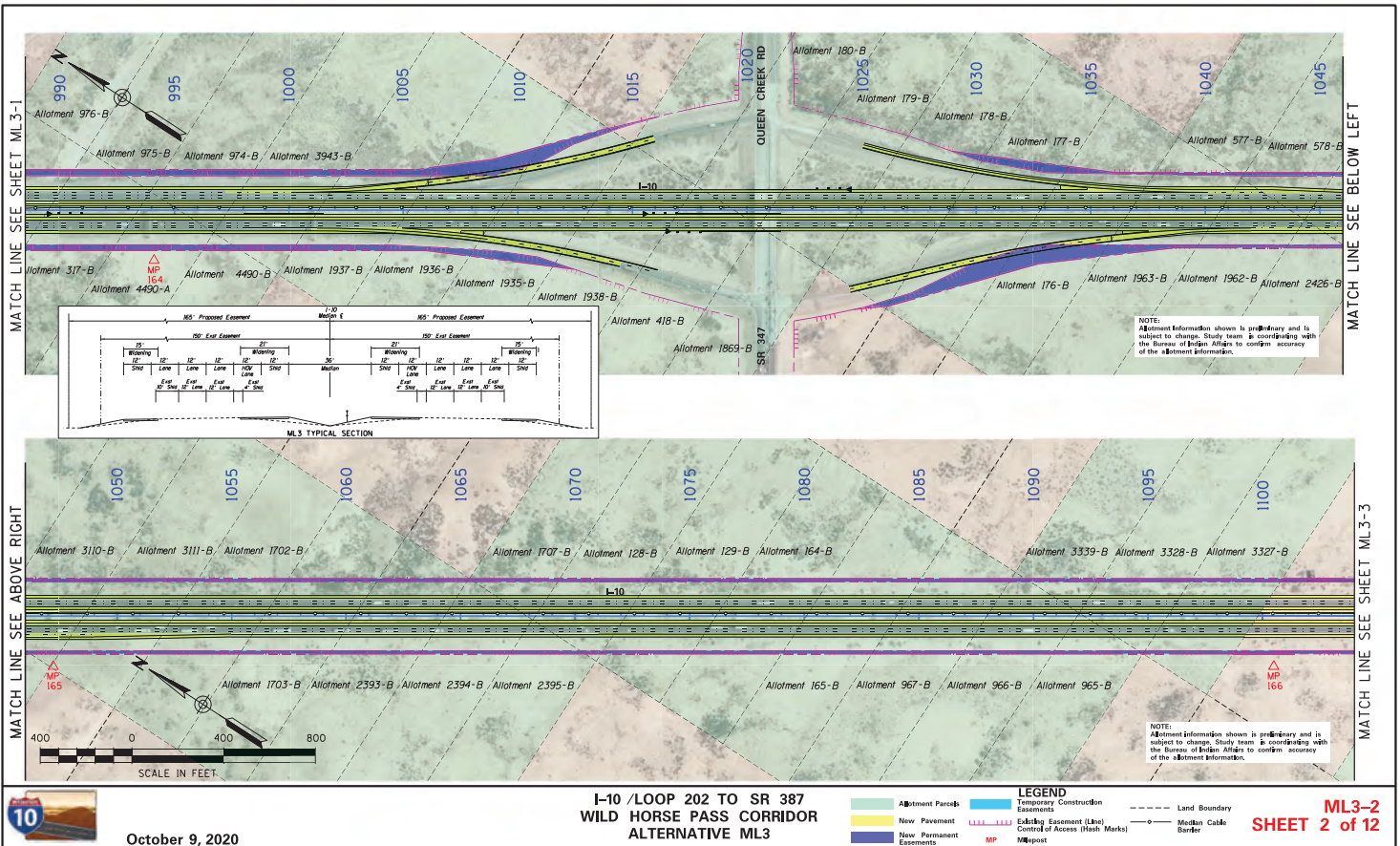


October 9, 2020

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

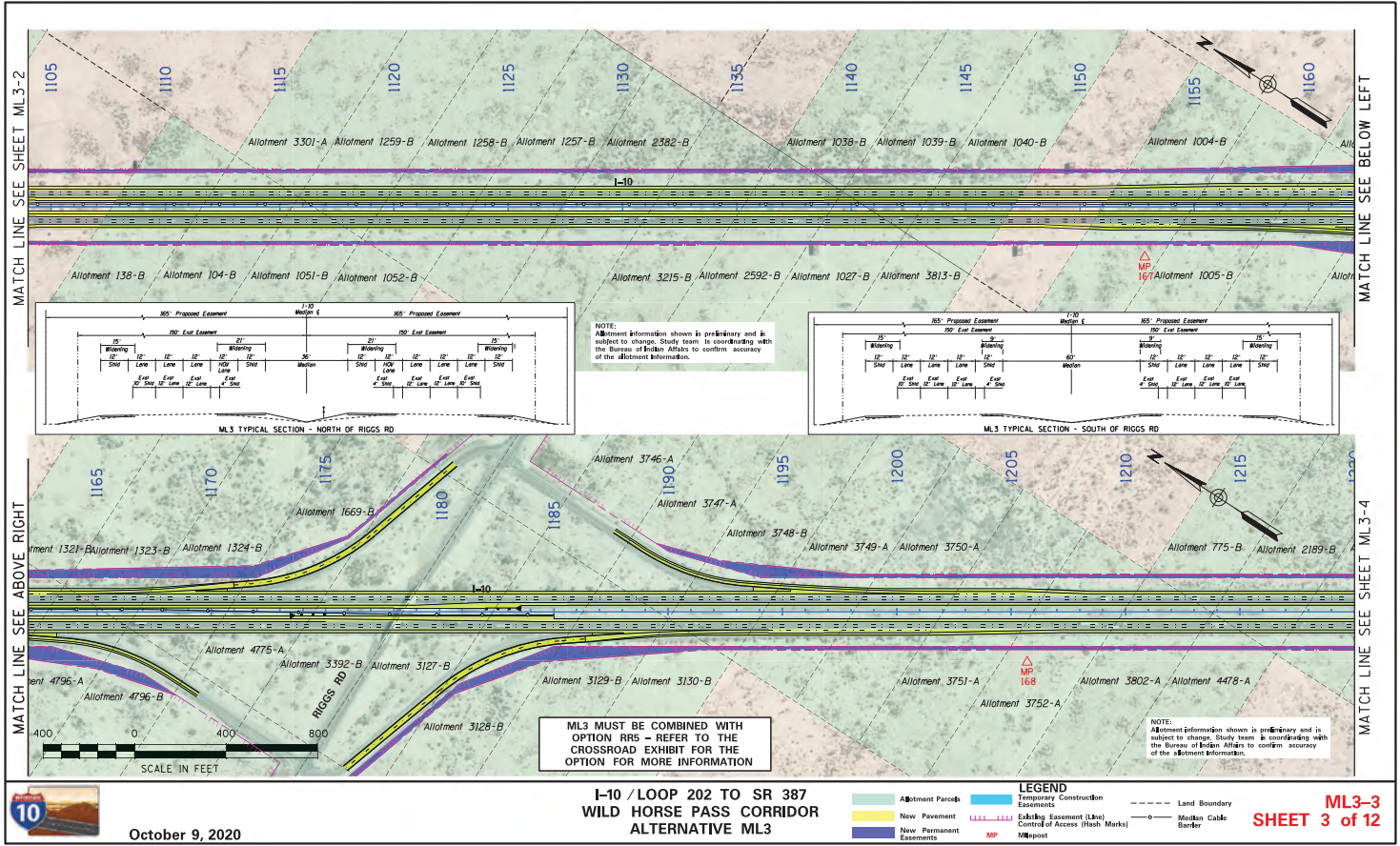
 Abatement Parcels	 Temporary Construction Easements	 Land Boundary
 New Pavement	 Existing Easement (Line)	 Median Curb Barrier
 New Permanent Easements	 Control of Access (Hash Marks)	 Milepost

**ML3-1
SHEET 1 of 12**



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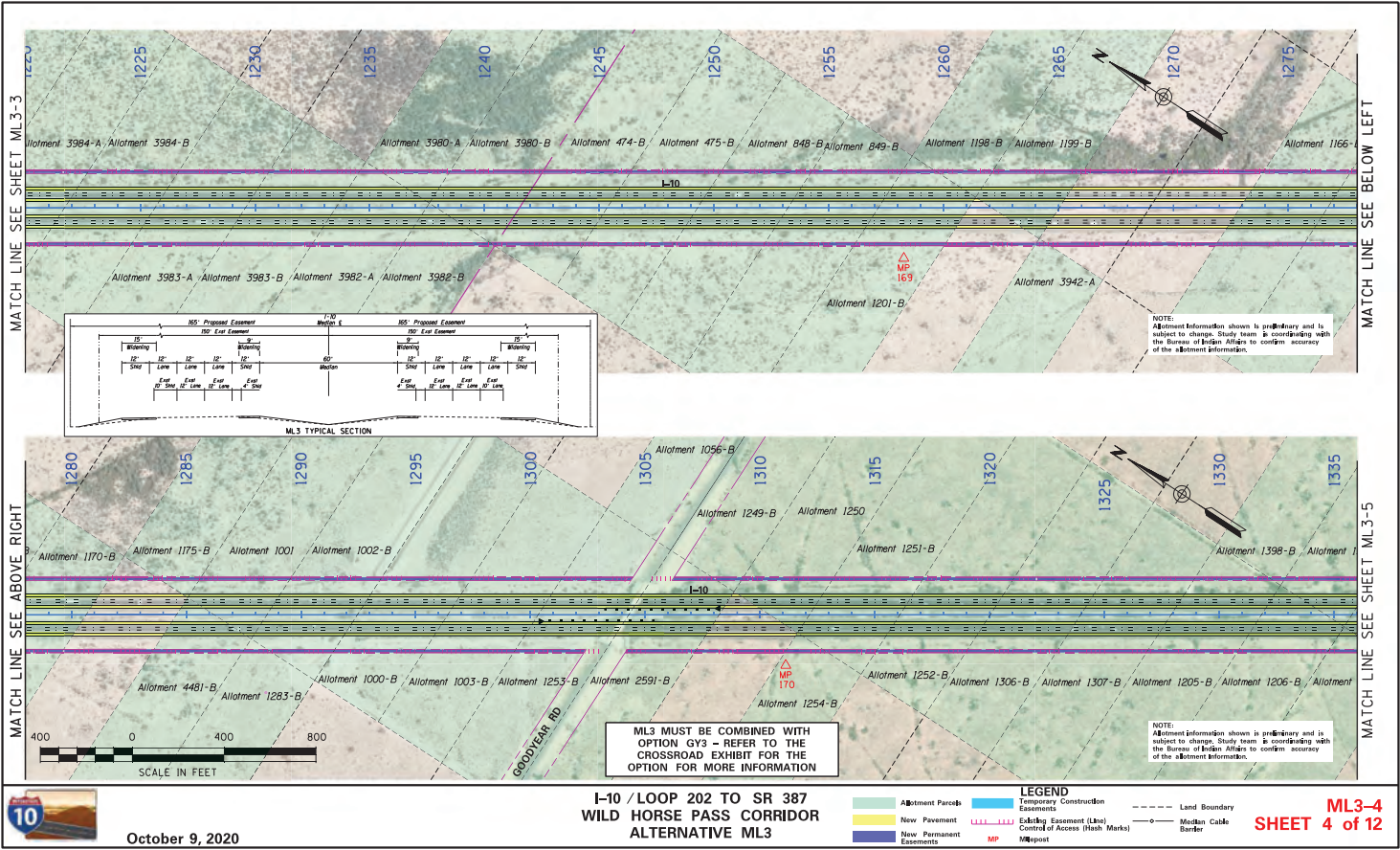
**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3**



October 9, 2020

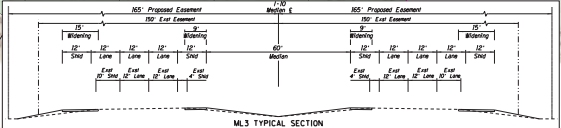
I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 ALTERNATIVE ML3

ML3-3
 SHEET 3 of 12



MATCH LINE SEE SHEET ML3-3

MATCH LINE SEE SHEET ML3-5



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

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

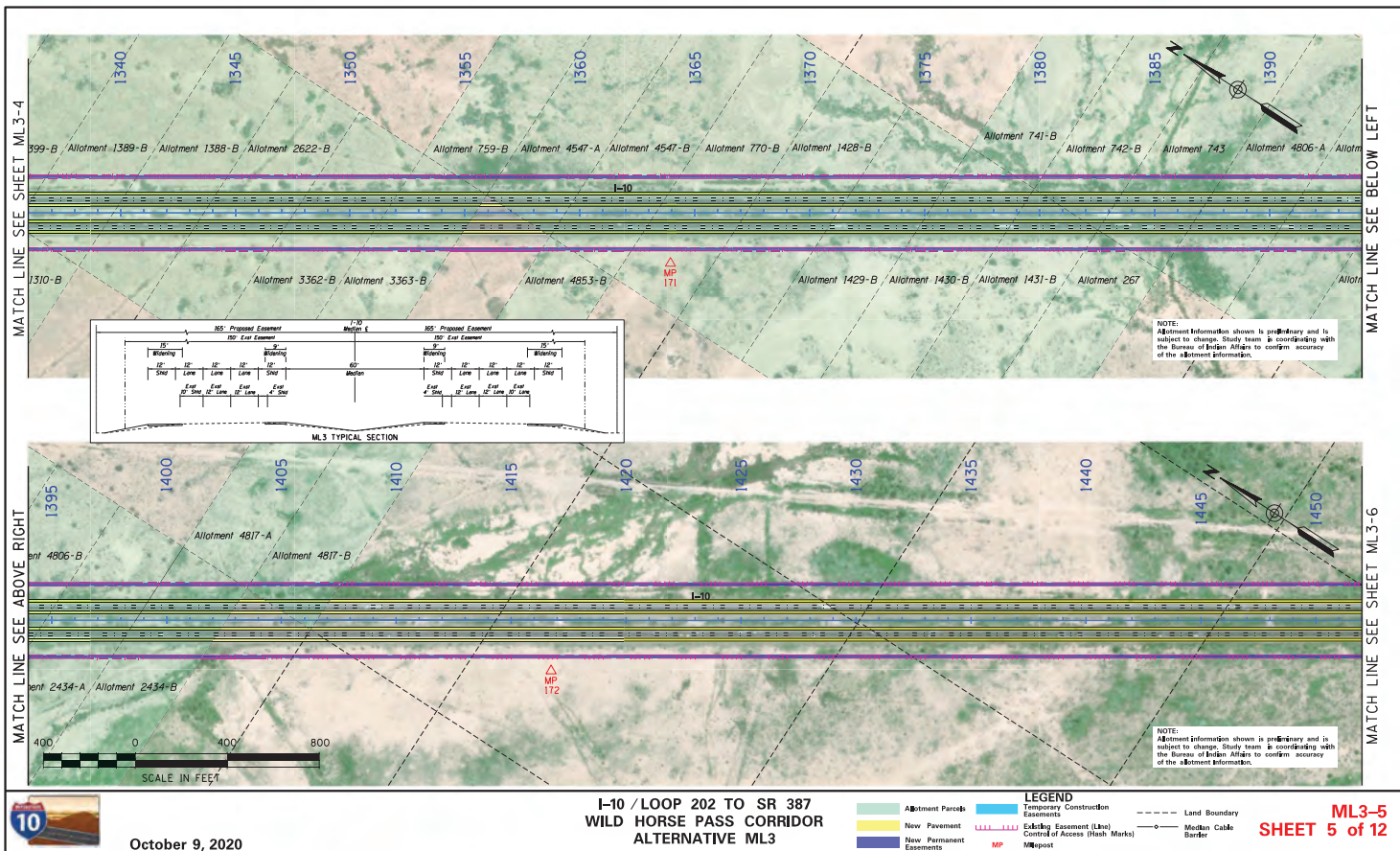


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**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3**

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

**ML3-4
SHEET 4 of 12**



October 9, 2020

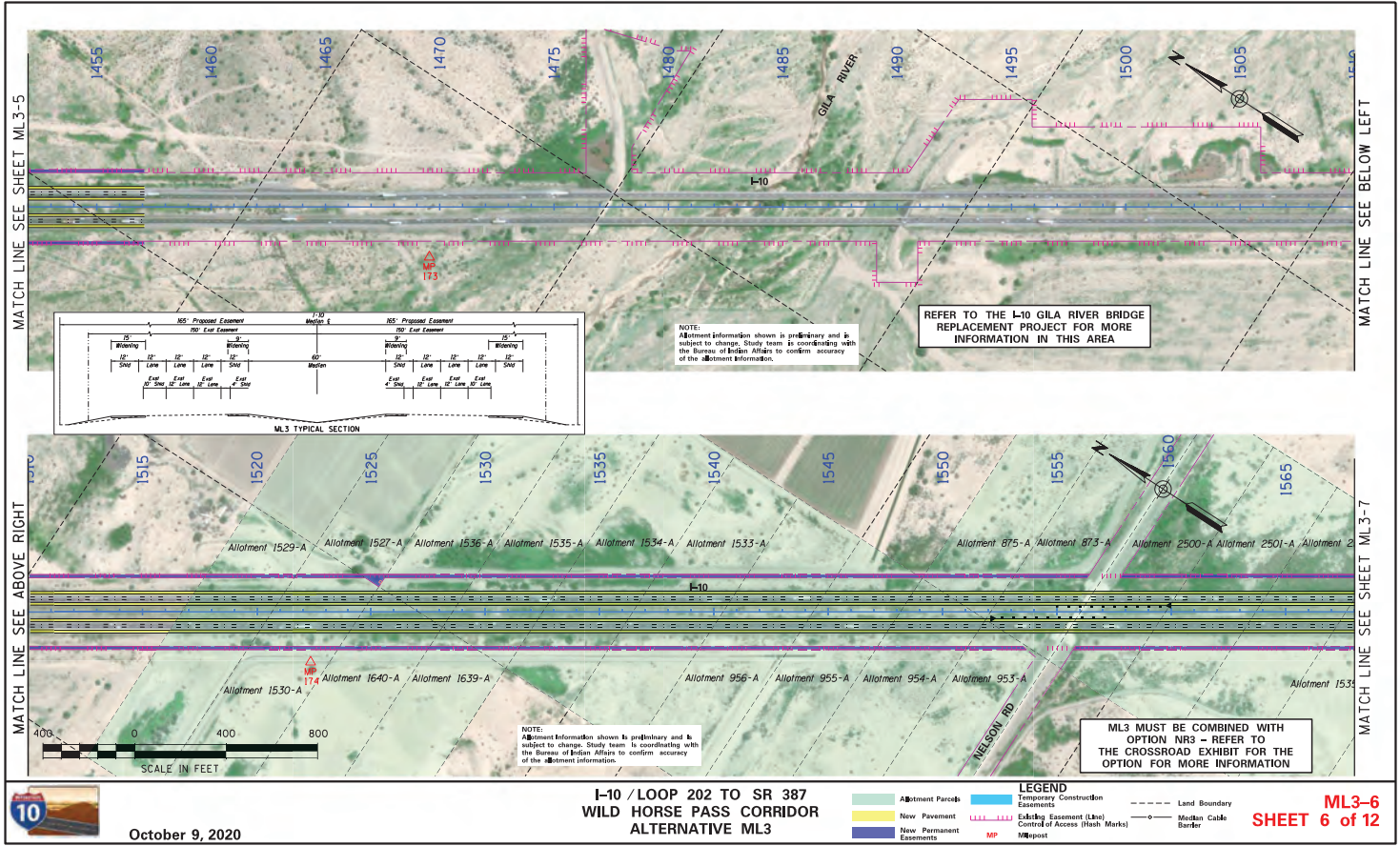
**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3**

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

**ML3-5
SHEET 5 of 12**

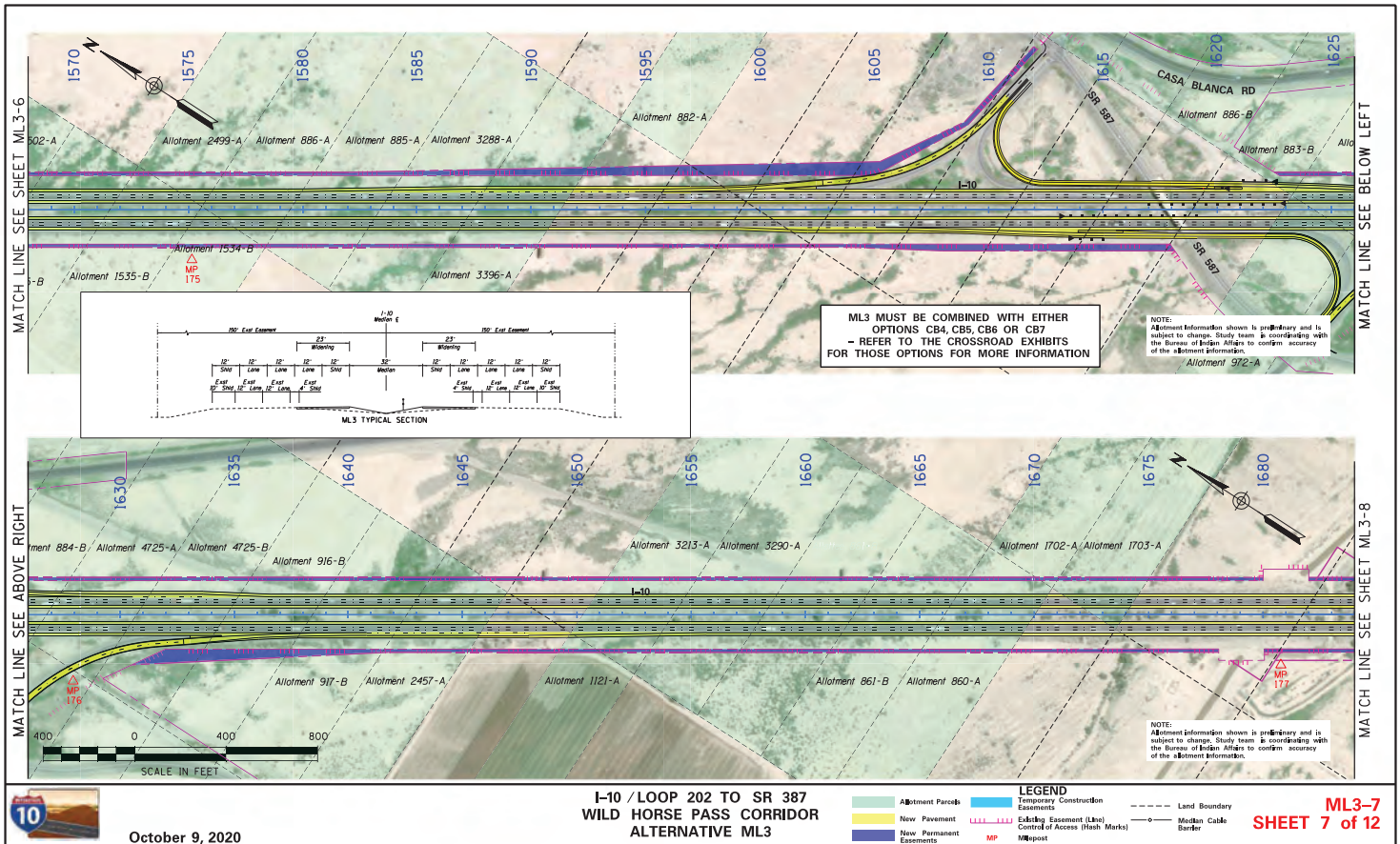
NOTE: Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Budget Affairs to confirm accuracy of the allotment information.

NOTE: Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Budget 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**

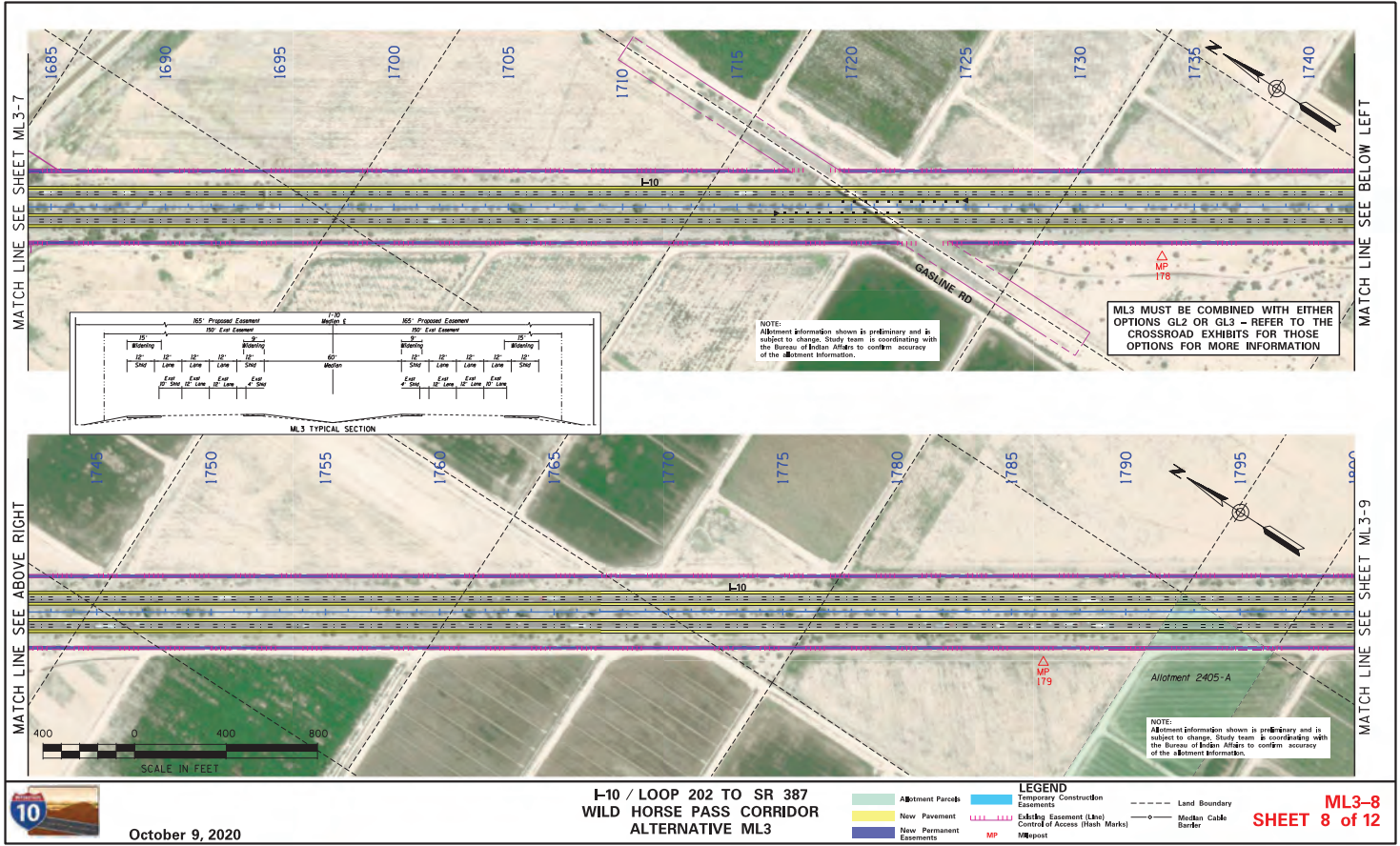


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I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3

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

ML3-7
SHEET 7 of 12

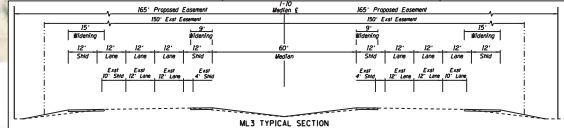


MATCH LINE SEE SHEET ML3-7

MATCH LINE SEE BELOW LEFT

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE SHEET ML3-9



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

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

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

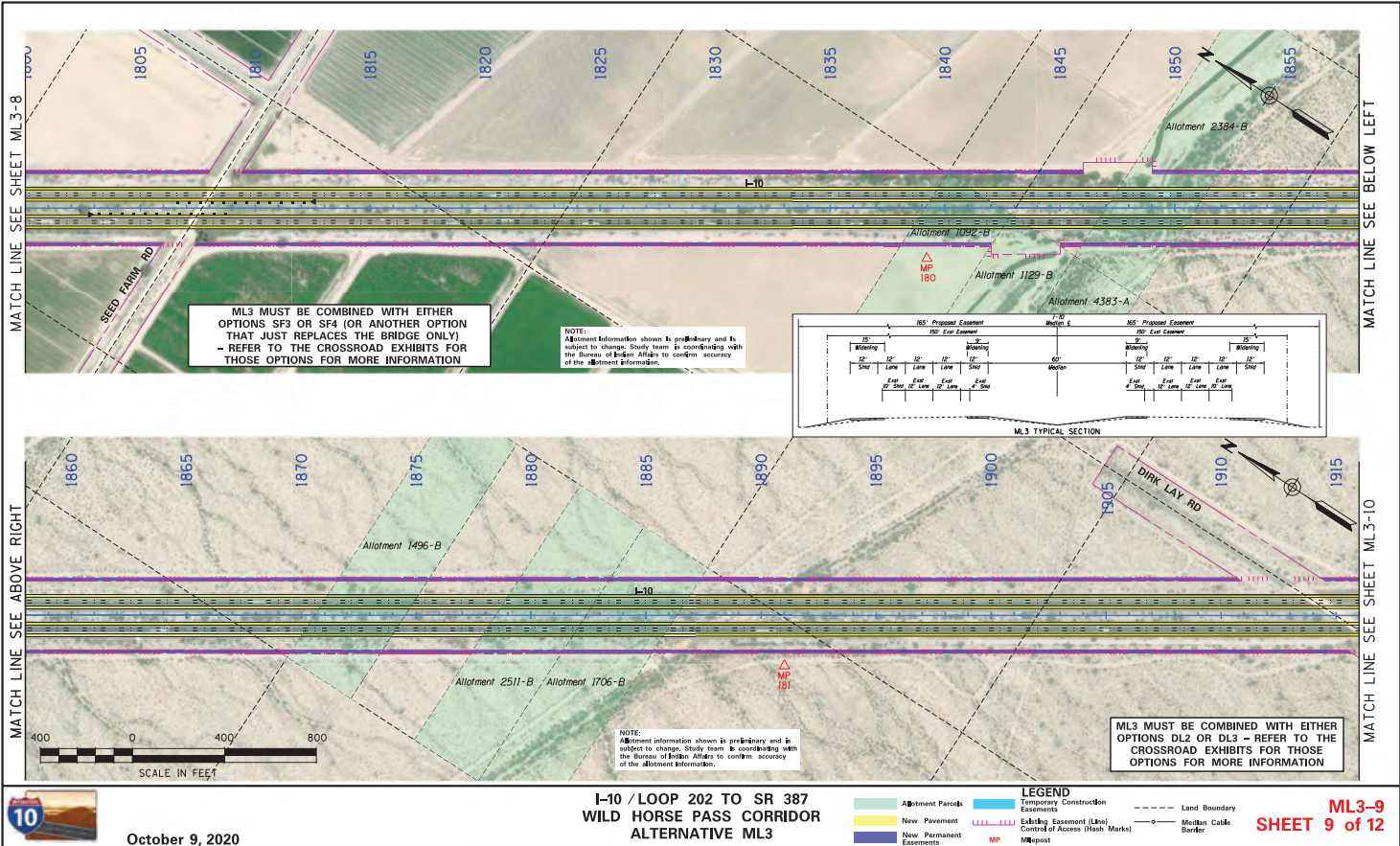


October 9, 2020

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

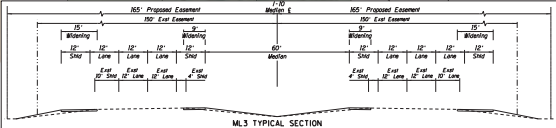
LEGEND	
	Alignment Parcels
	New Pavement
	New Permanent Easements
	Temporary Construction Easements
	Existing Easement (Line)
	Control of Access (Hash Marks)
	Milepost
	Land Boundary
	Median Cable Barrier

ML3-8
SHEET 8 of 12



ML3 MUST BE COMBINED WITH EITHER OPTIONS SF3 OR SF4 (OR ANOTHER OPTION THAT JUST REPLACES THE BRIDGE ONLY) - 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.



ML3 MUST BE COMBINED WITH EITHER OPTIONS DL2 OR DL3 - REFER TO THE CROSSROAD EXHIBITS FOR THOSE OPTIONS FOR MORE INFORMATION

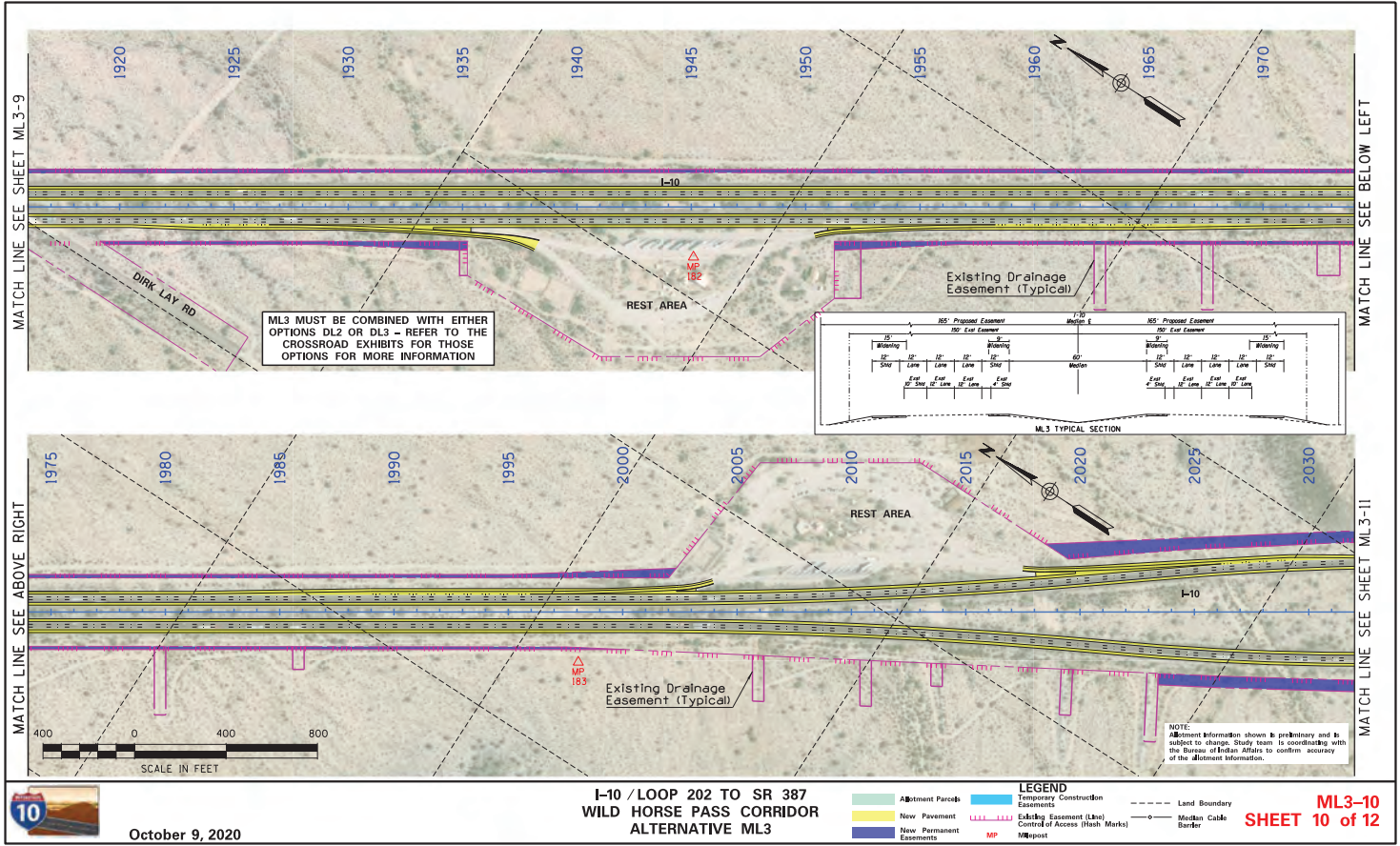
NOTE: Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.



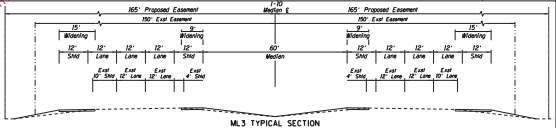
October 9, 2020

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

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



ML3 MUST BE COMBINED WITH EITHER
 OPTIONS DL2 OR DL3 - REFER TO THE
 CROSSROAD EXHIBITS FOR THOSE
 OPTIONS FOR MORE INFORMATION



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

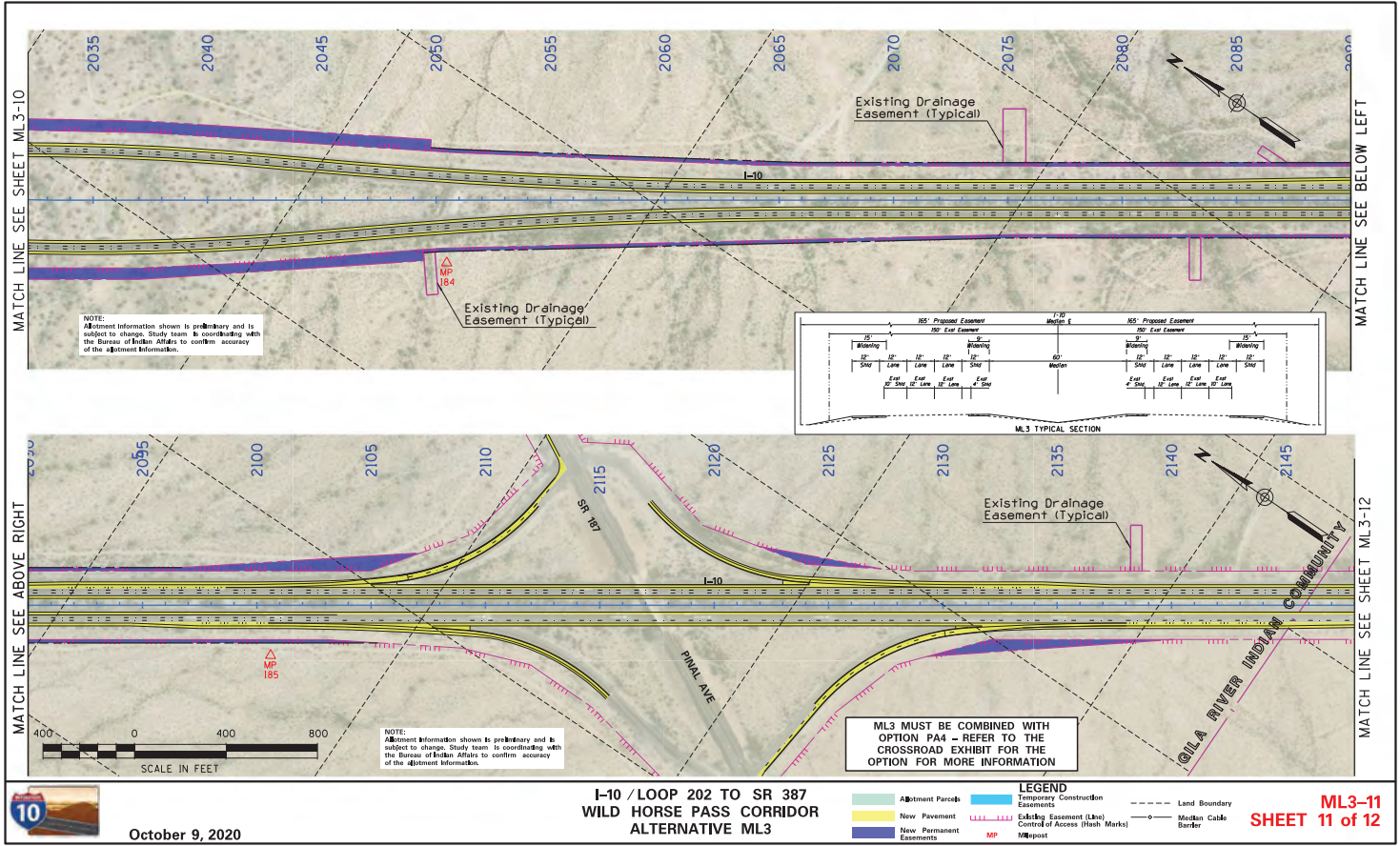


October 9, 2020

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

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

ML3-10
 SHEET 10 of 12

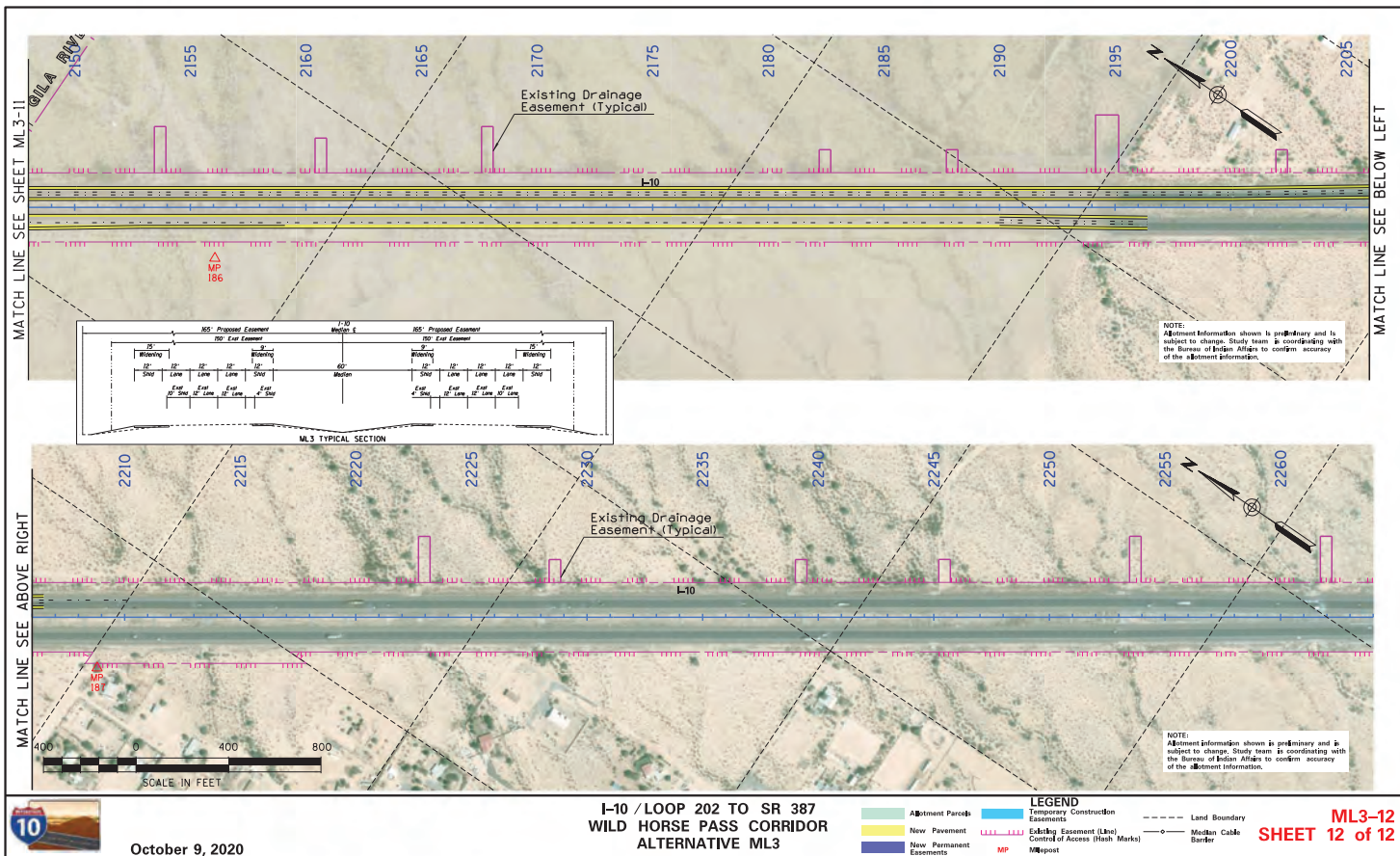


October 9, 2020

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

- | | | |
|-------------------------|----------------------------------|----------------------|
| Alignment 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**

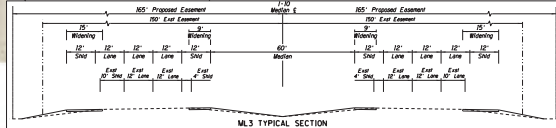


MATCH LINE SEE SHEET ML3-11

MATCH LINE SEE BELOW LEFT

MATCH LINE SEE ABOVE RIGHT

MATCH LINE SEE BELOW LEFT



NOTE: All easement information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Budget Affairs to confirm accuracy of the easement information.

NOTE: All easement information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Budget Affairs to confirm accuracy of the easement information.

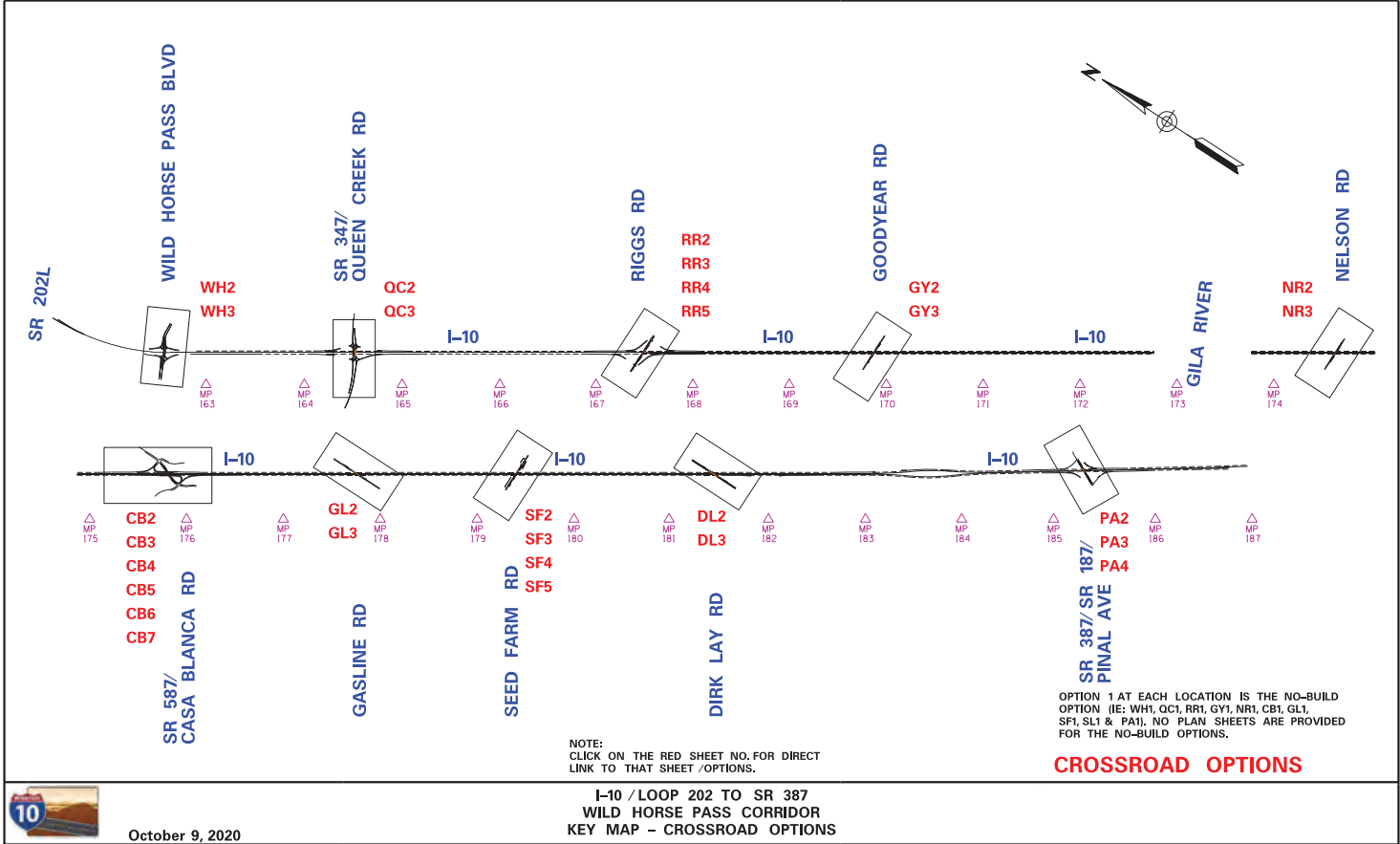


October 9, 2020

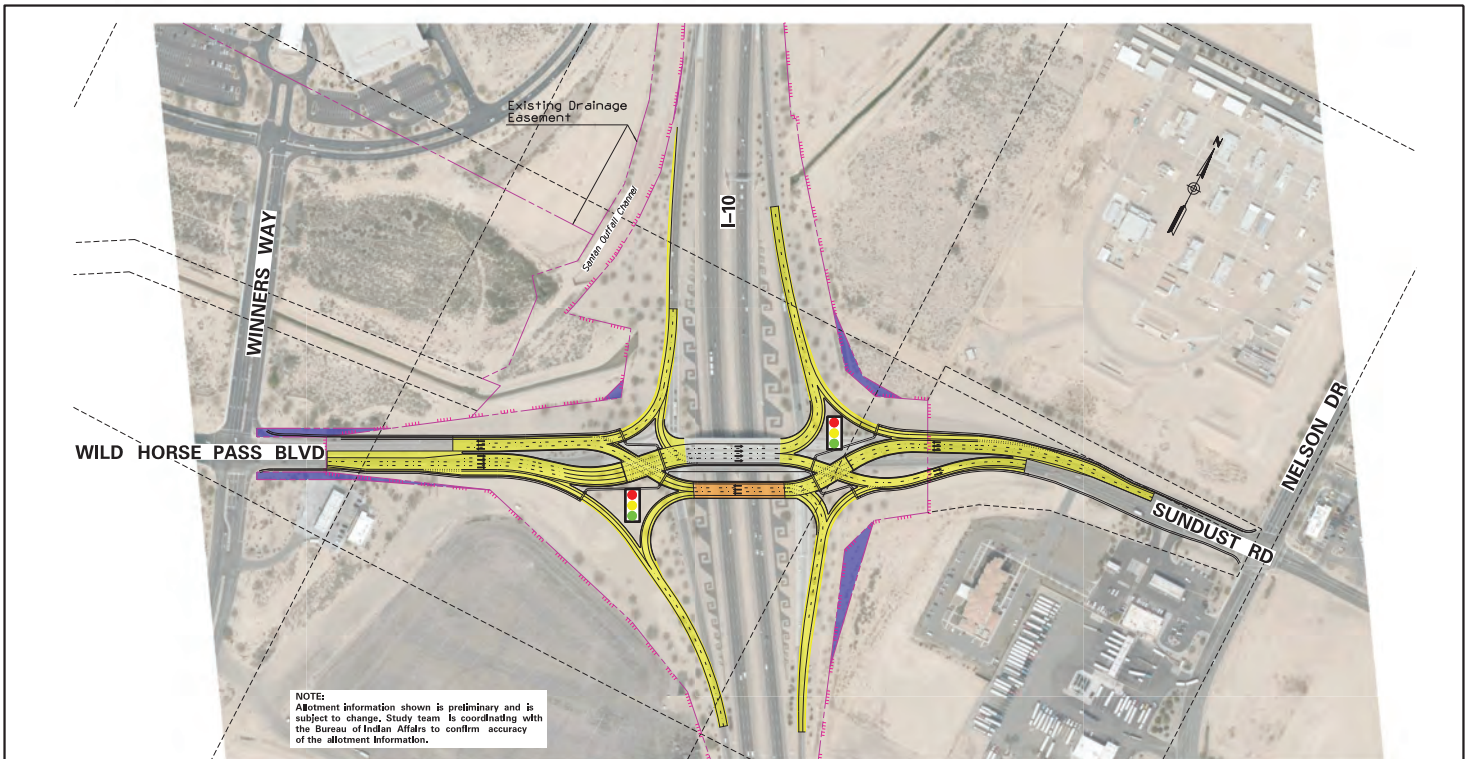
I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
ALTERNATIVE ML3

LEGEND	
	Abatement Parcels
	New Permanent Easements
	New Permanent Easements
	Land Boundary
	Median Cable Barrier
	Control of Access (Hash Marks)
MP	Milepost
MP	Milepost

ML3-12
SHEET 12 of 12



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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.

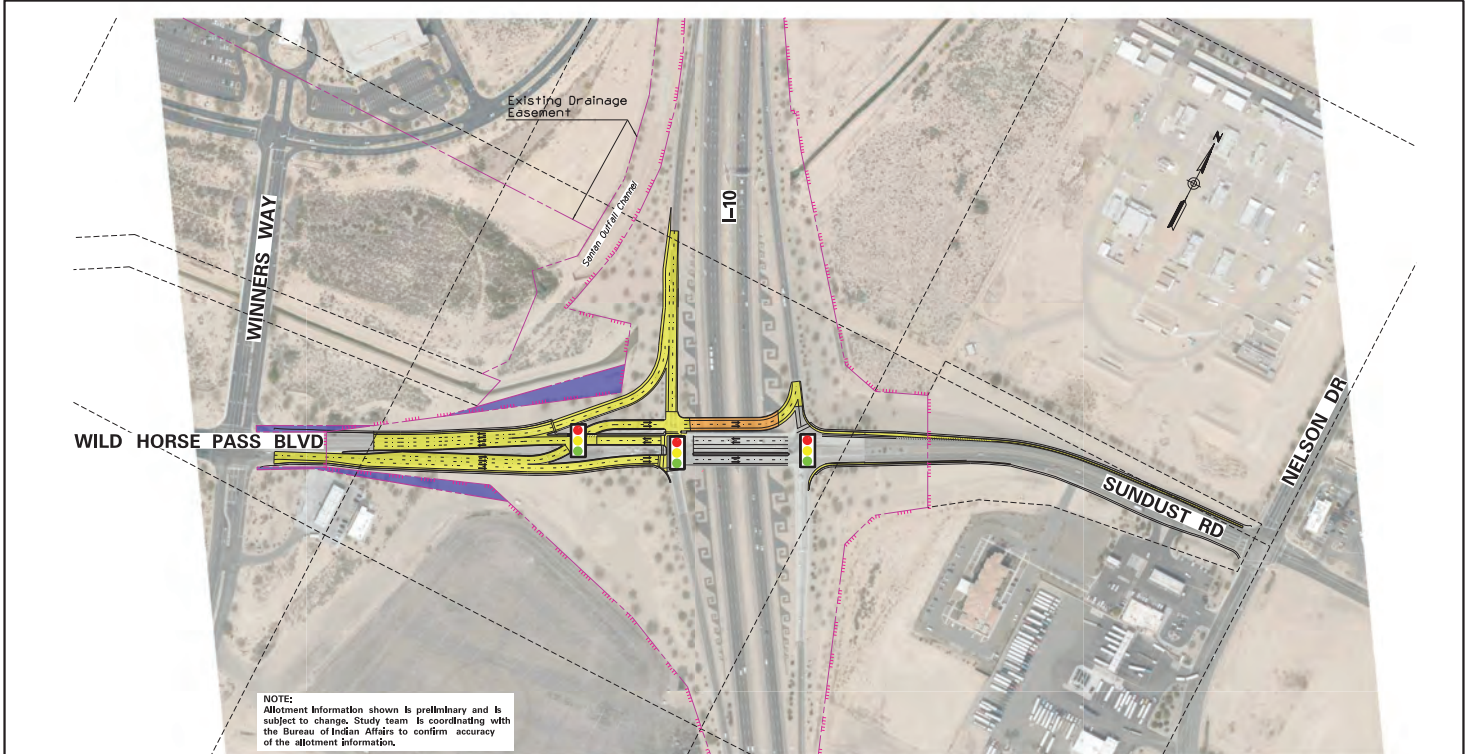


October 9, 2020

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

LEGEND			
Light Green	Abotment Parcels	Blue	Temporary Construction Easements
Yellow	New Pavement	Dark Blue	New Permanent Easements
Pink	Rehabilitated Bridge	Orange	New Bridge
Red Dashed	Existing Easement (Land Control of Access (LCA) Mark)	Black Dashed	Land Boundary
MP	MP	MP	MP

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.

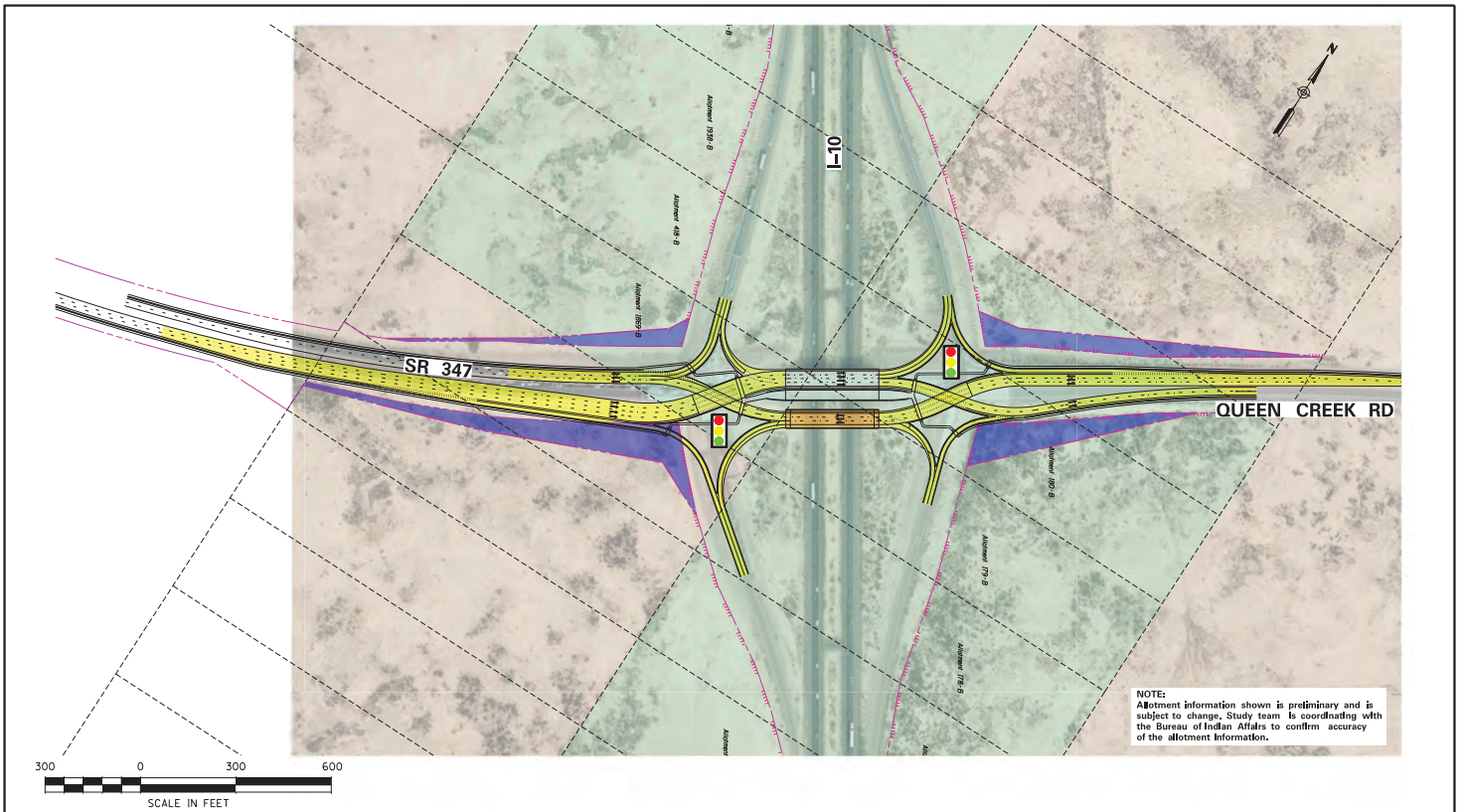


October 9, 2020

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

LEGEND			
Light Green	Allotment Parcels	Blue	Temporary Construction Easements
Yellow	New Pavement	Dark Blue	New Permanent Easements
Pink	Rehabilitated Bridge	Orange	New Bridge
Red Dashed	Existing Easement (Land Control of Access (LCA) Mark)	Black Dashed	Land Boundary
MP	MP	MP	MP

OPTION WH3



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.

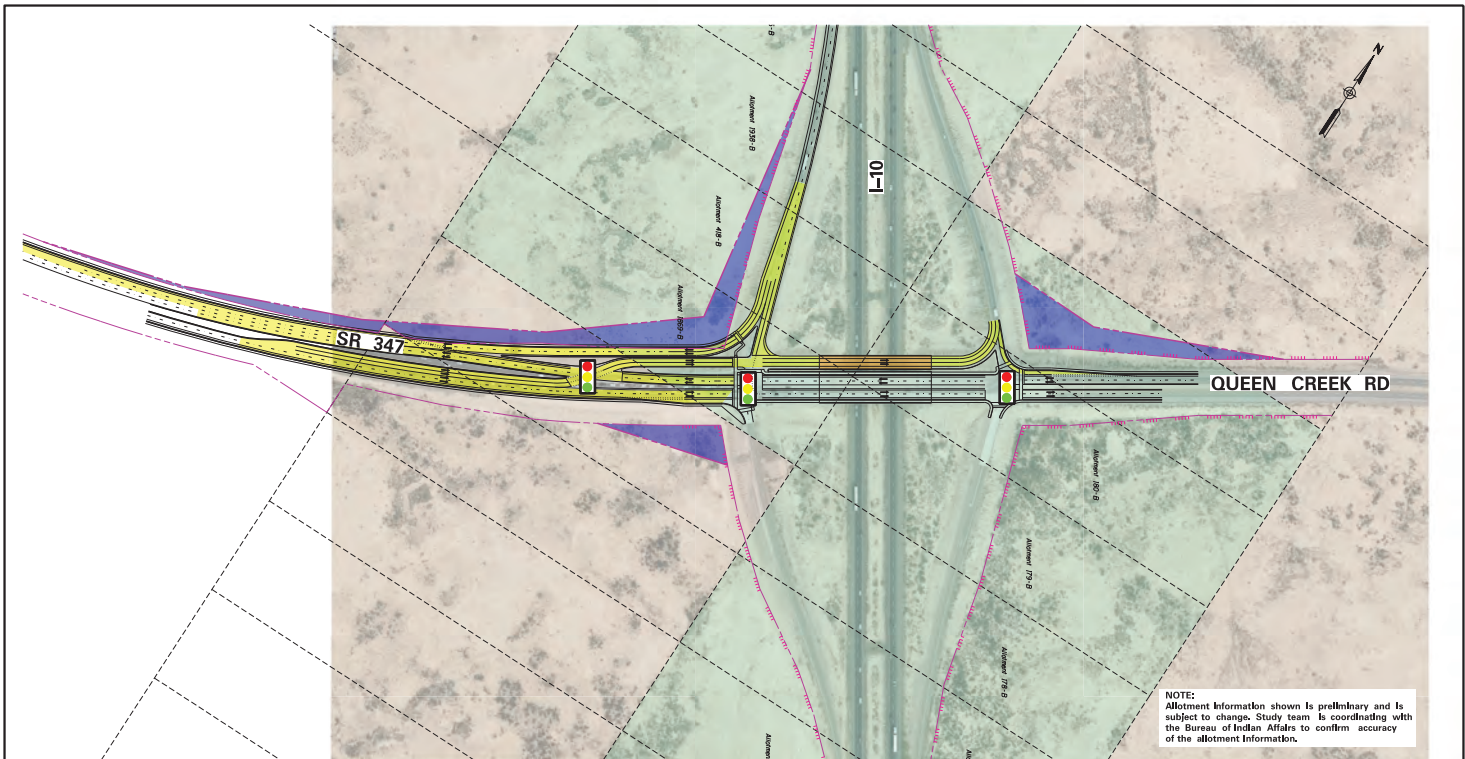


October 9, 2020

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

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

OPTION QC2



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.

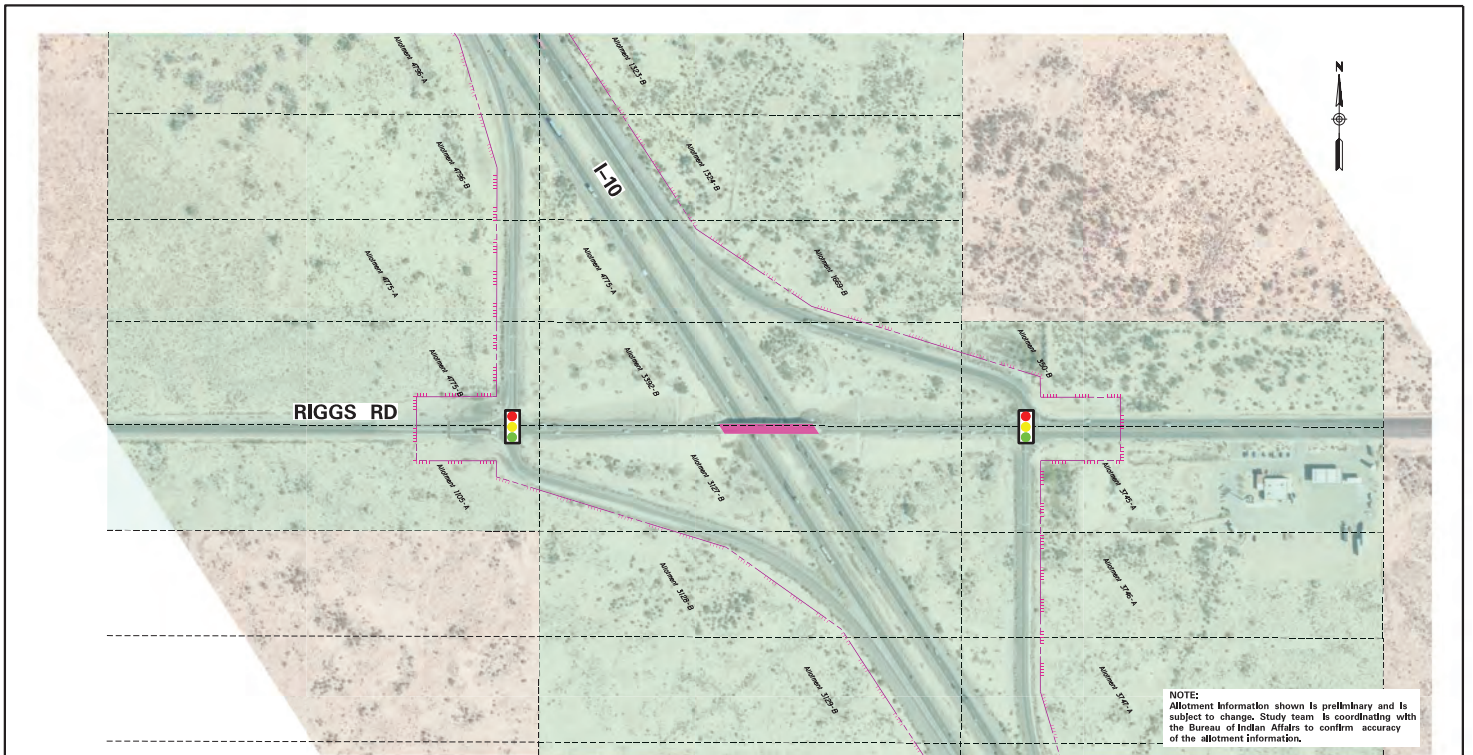


October 9, 2020

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

LEGEND	
 Allotment Parcels	 Temporary Construction Easements
 New Pavement	 Existing Easement (Land Control of Access (LCA) Mark)
 Rehabilitated Bridge	 Land Boundary
 New Permanent Easements	 New Bridge
 MP	 M/Support

OPTION QC3



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.

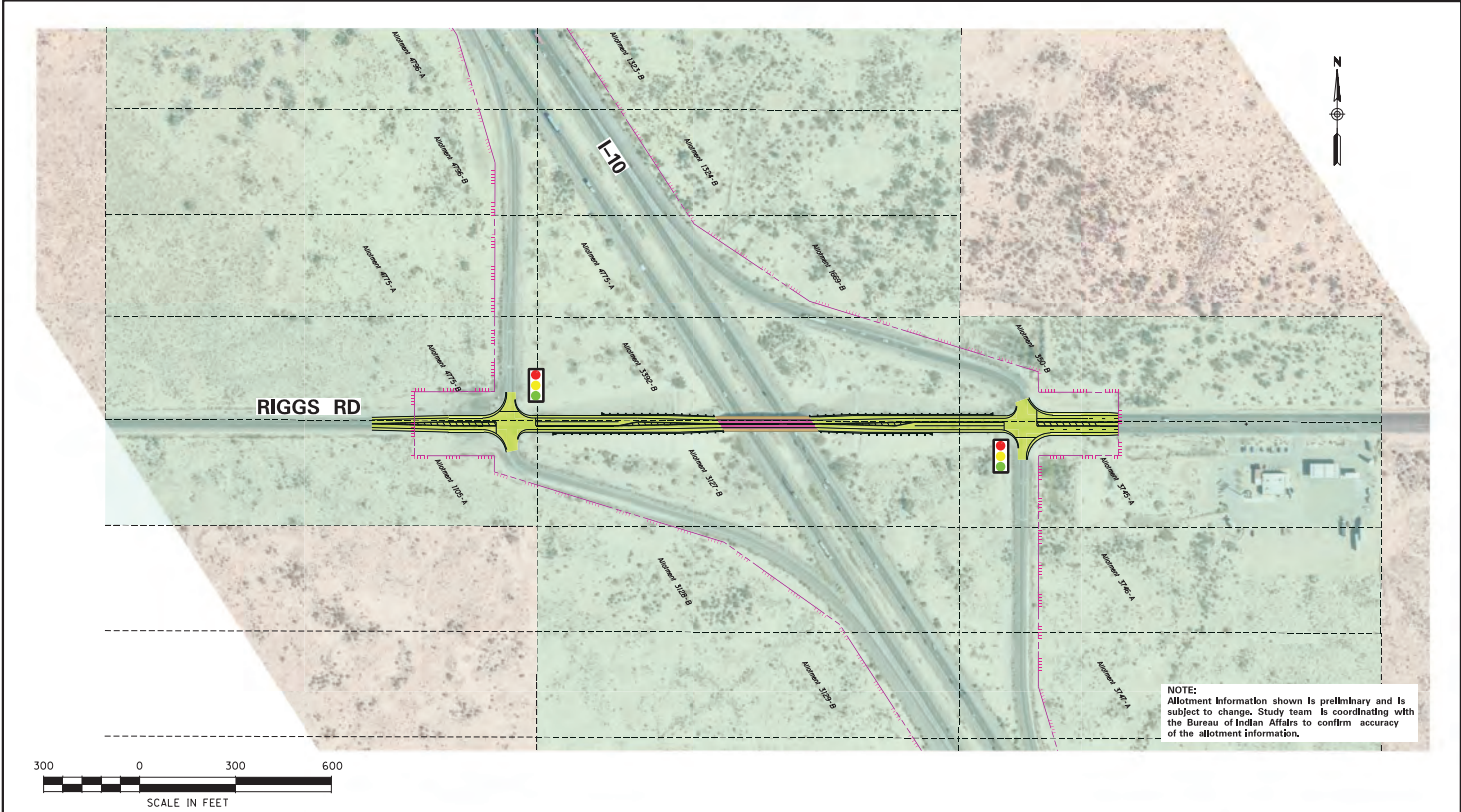


October 9, 2020

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

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

OPTION RR2



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.

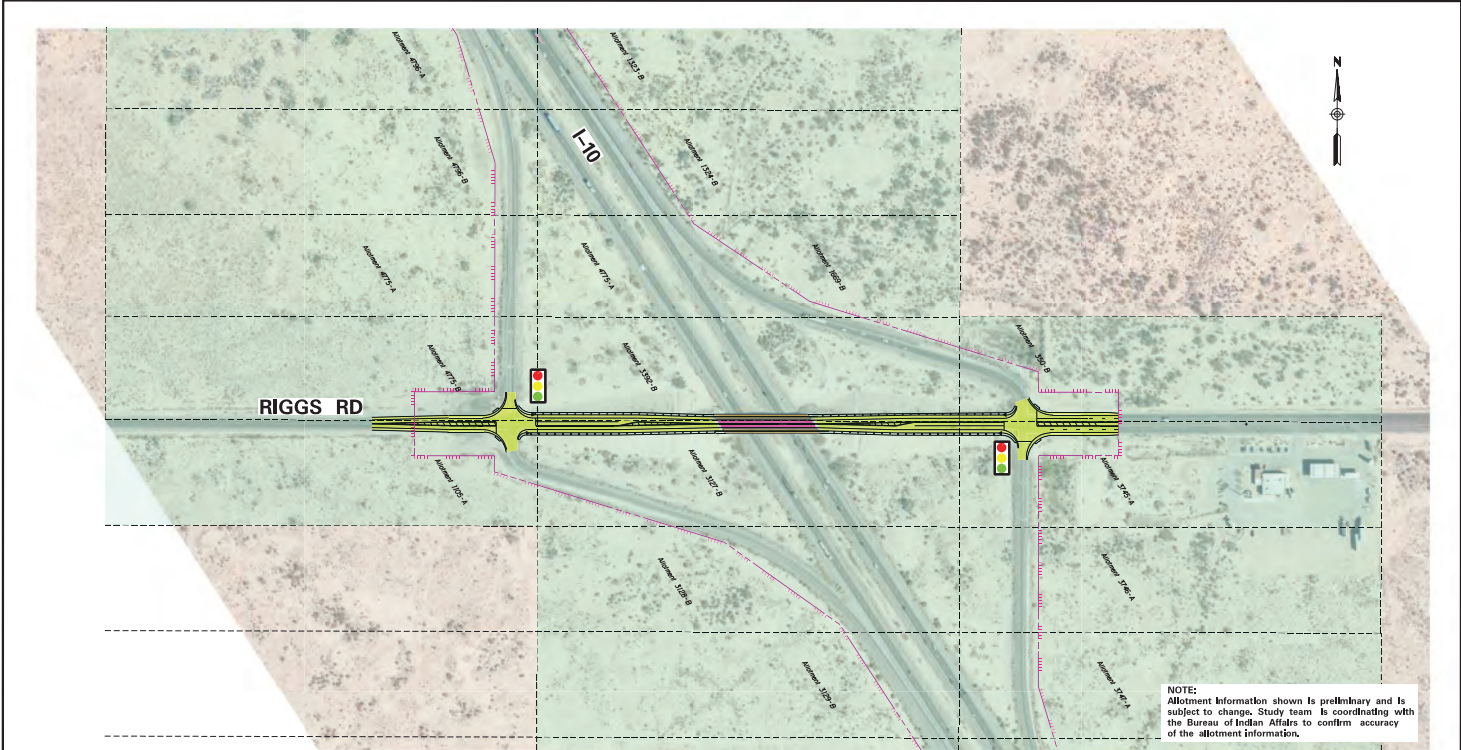


October 9, 2020

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

LEGEND					
Light Green	Allotment Parcels	Blue	Temporary Construction Easements	Dark Blue	New Permanent Easements
Yellow	New Pavement	Red/Yellow	Rehabilitated Bridge	Orange	New Bridge
Red/Yellow	Rehabilitated Bridge	Red Dashed	Existing Easement (Line)	Black Dashed	Land Boundary
		MP	MP		

OPTION RR3



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.

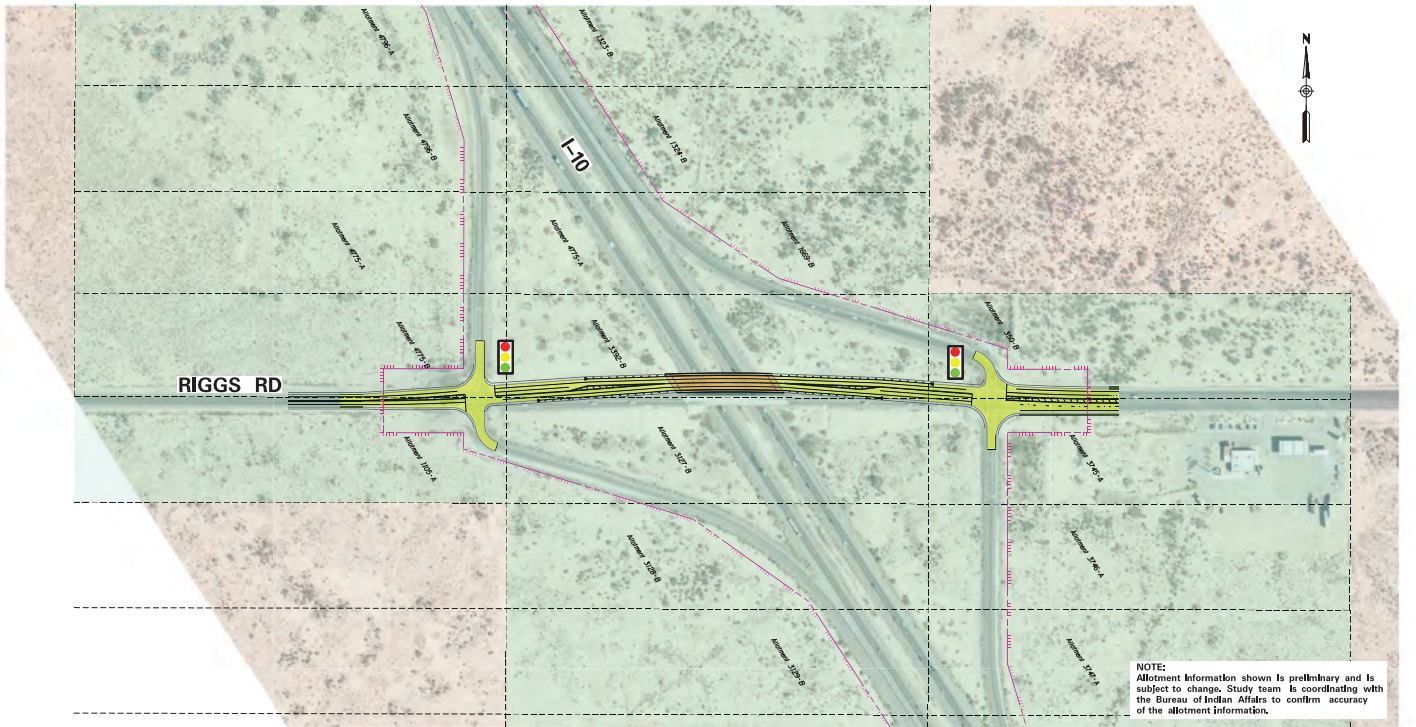


October 9, 2020

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

LEGEND	
Light Green	Allotment Parcels
Yellow	New Pavement
Pink	Rehabilitated Bridge
Blue	Temporary Construction Easements
Red Dashed	Existing Easement (Line)
Red Dashed	Control of Access (Hash Marks)
MP	Mailpost
Dark Blue	New Permanent Easements
Orange	New Bridge
Black Dashed	Land Boundary

OPTION RR4



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.

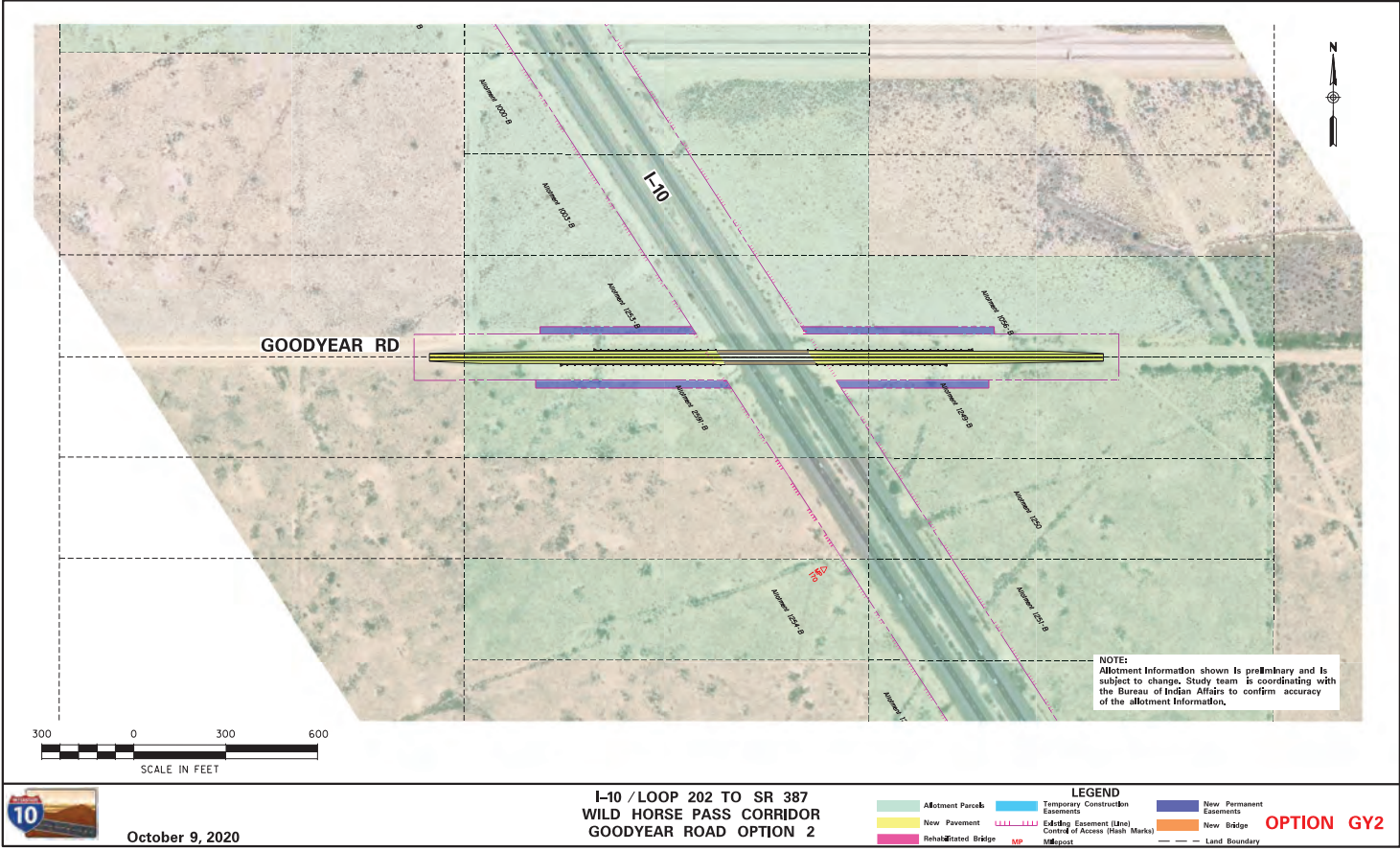


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I-10 / LOOP 202 TO SR 387
 RIGGS ROAD CORRIDOR
 RIGGS RD OPTION 5

LEGEND			
Green outline	Allotment Parcels	Blue outline	Temporary Construction Easements
Yellow outline	New Pavement	Blue outline	New Permanent Easements
Pink outline	Rehabilitated Bridge	Orange outline	New Bridge
Red dashed line	Existing Easement (Line)	Black dashed line	Land Boundary
Red dashed line	Control of Access (Hash Marks)	Black square	MP Milepost

OPTION RR5



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.



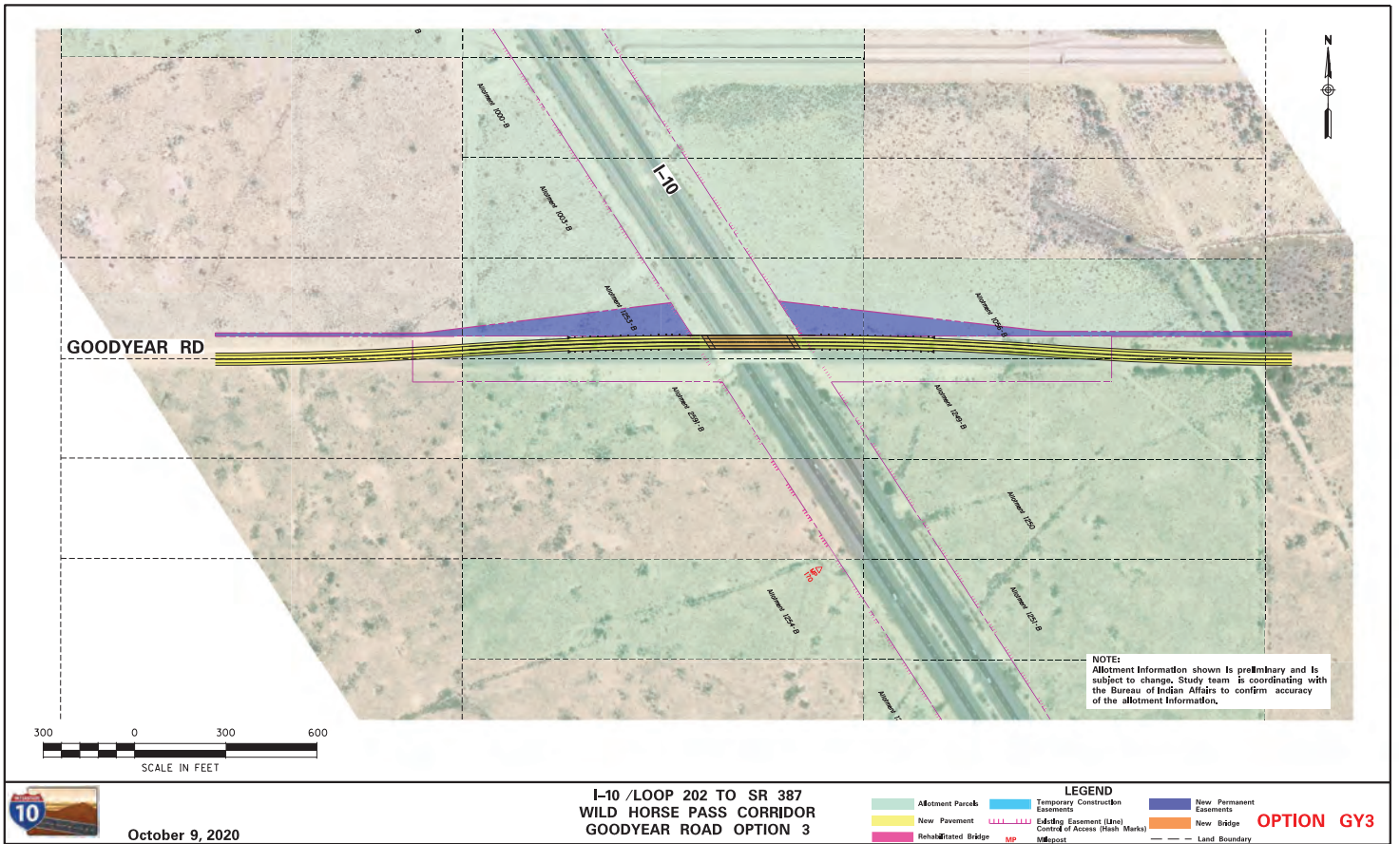
October 9, 2020

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

LEGEND

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

OPTION GY2

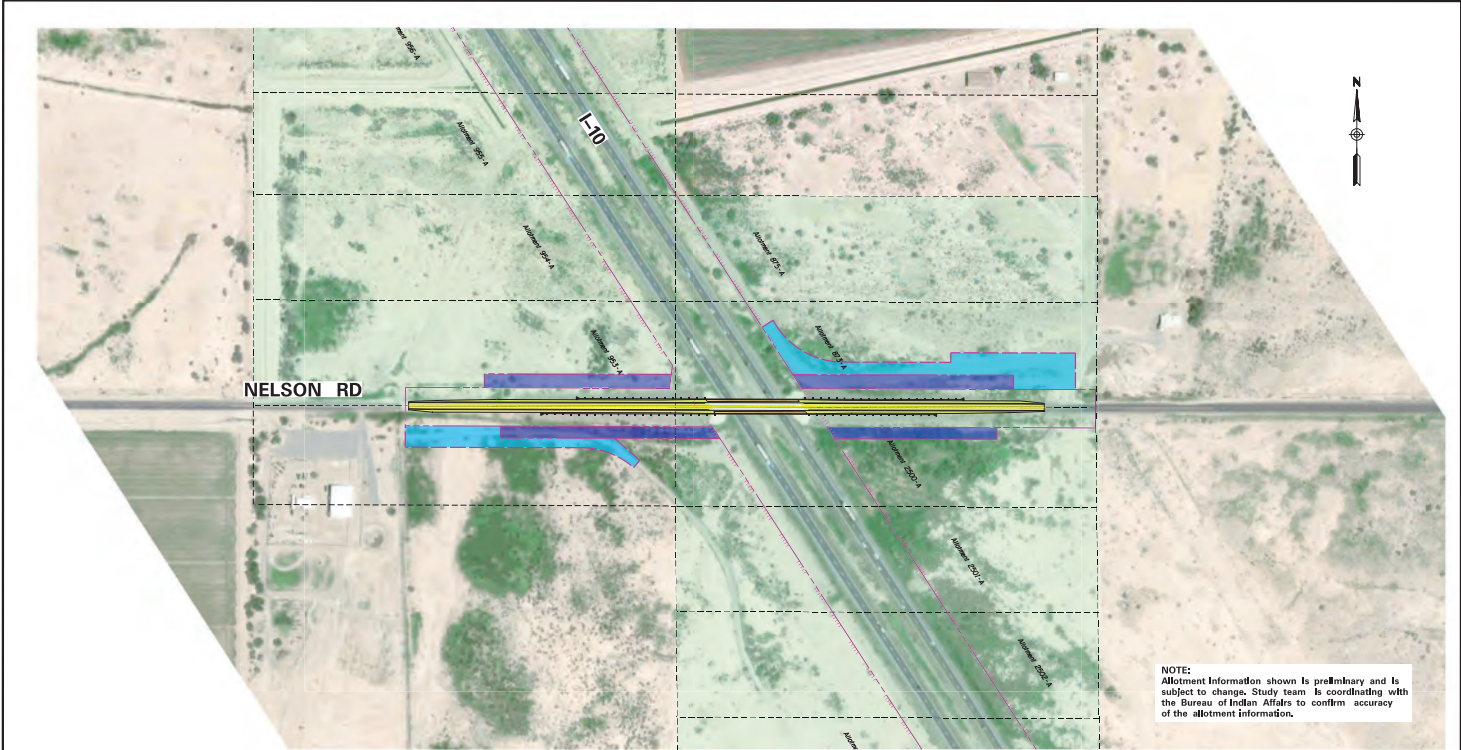


October 9, 2020

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

LEGEND	
 Allotment Parcels	 Temporary Construction Easements
 New Pavement	 Existing Easement (Line)
 Rehabilitated Bridge	 Control of Access (Hash Marks)
 New Permanent Easements	 Milepost
 New Bridge	 Land Boundary

OPTION GY3



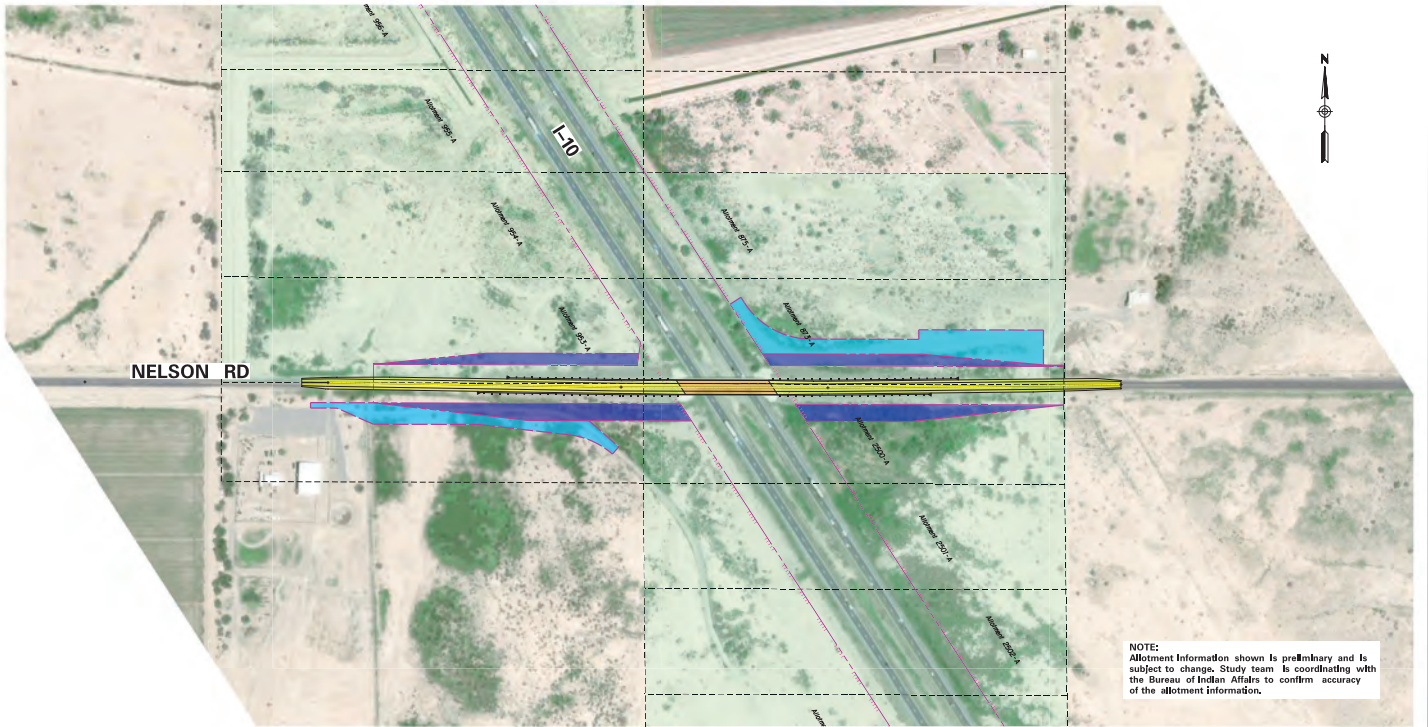
NOTE: Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.



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I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 NELSON ROAD OPTION 2

LEGEND	
 Allotment Parcels	 Temporary Construction Easements
 New Pavement	 Existing Easement (Line)
 Relocated Bridge	 New Permanent Easements
 New Bridge	 New Bridge
 Land Boundary	 OPTION NR2



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.

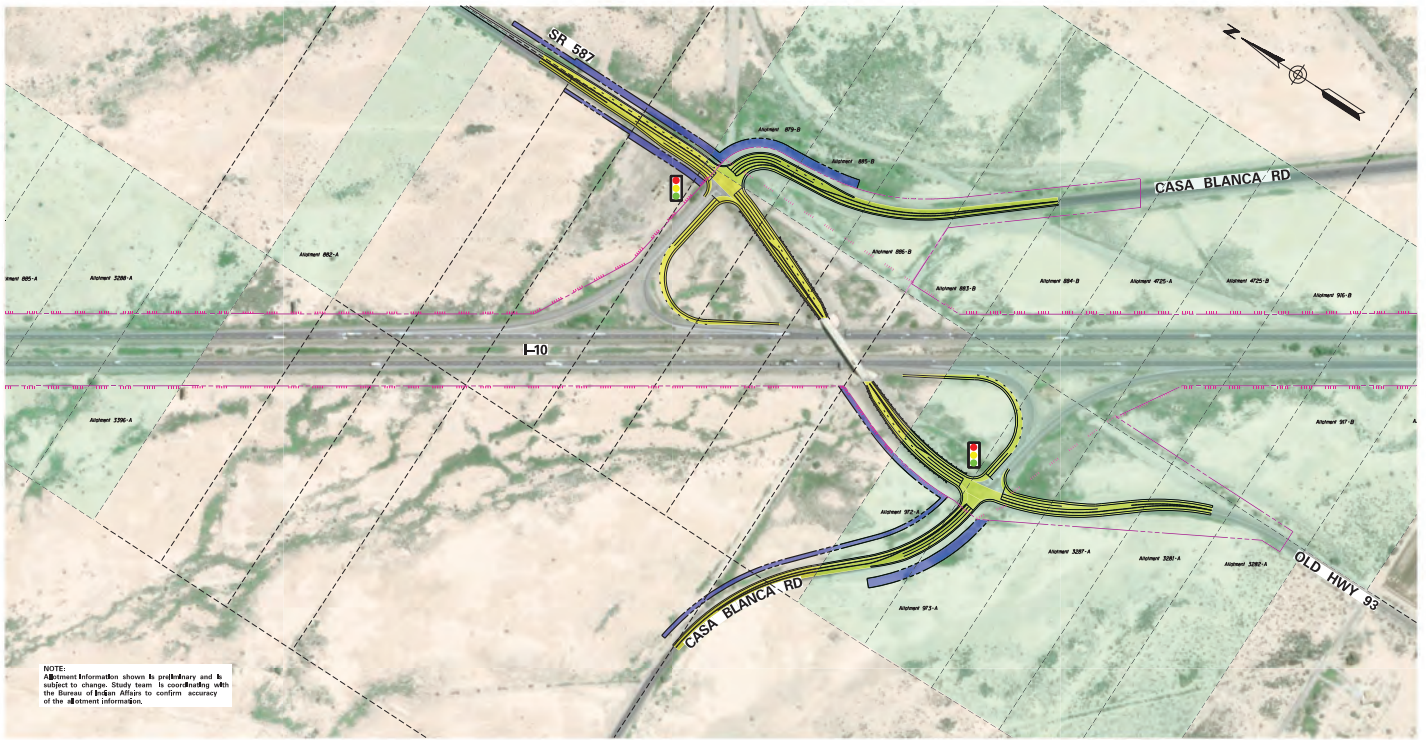


October 9, 2020

**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
NELSON ROAD OPTION 3**

LEGEND		
 Allotment Parcel	 Temporary Construction Easements	 New Permanent Easements
 New Pavement	 Existing Easement (Line) Control of Access (Hash Marks)	 New Bridge
 Relocated Bridge	 MP Milepost	 Land Boundary

OPTION NR3



NOTE:
 Alignment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of State Affairs to confirm accuracy of the alignment information.

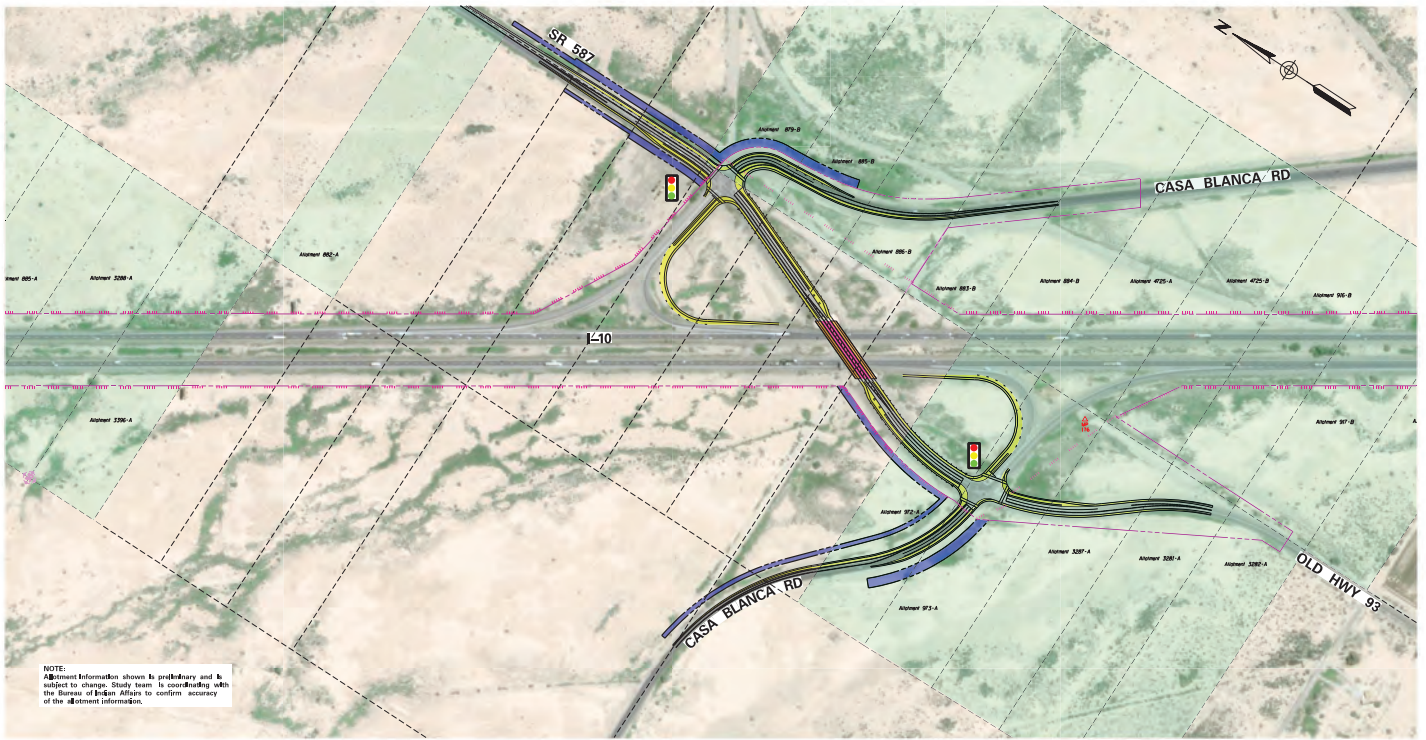


October 9, 2020

I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 587 / CASA BLANCA ROAD OPTION 2

LEGEND

- Abatement Parcels
- New Pavement
- Rehabilitated Bridge
- Temporary Construction Easements
- Existing Easement (Line Control of Access (Mark Marks))
- Land Boundary
- New Permanent Easements
- New Bridge
- OPTION CB2



NOTE:
Alignment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Public Affairs to confirm accuracy of the alignment information.



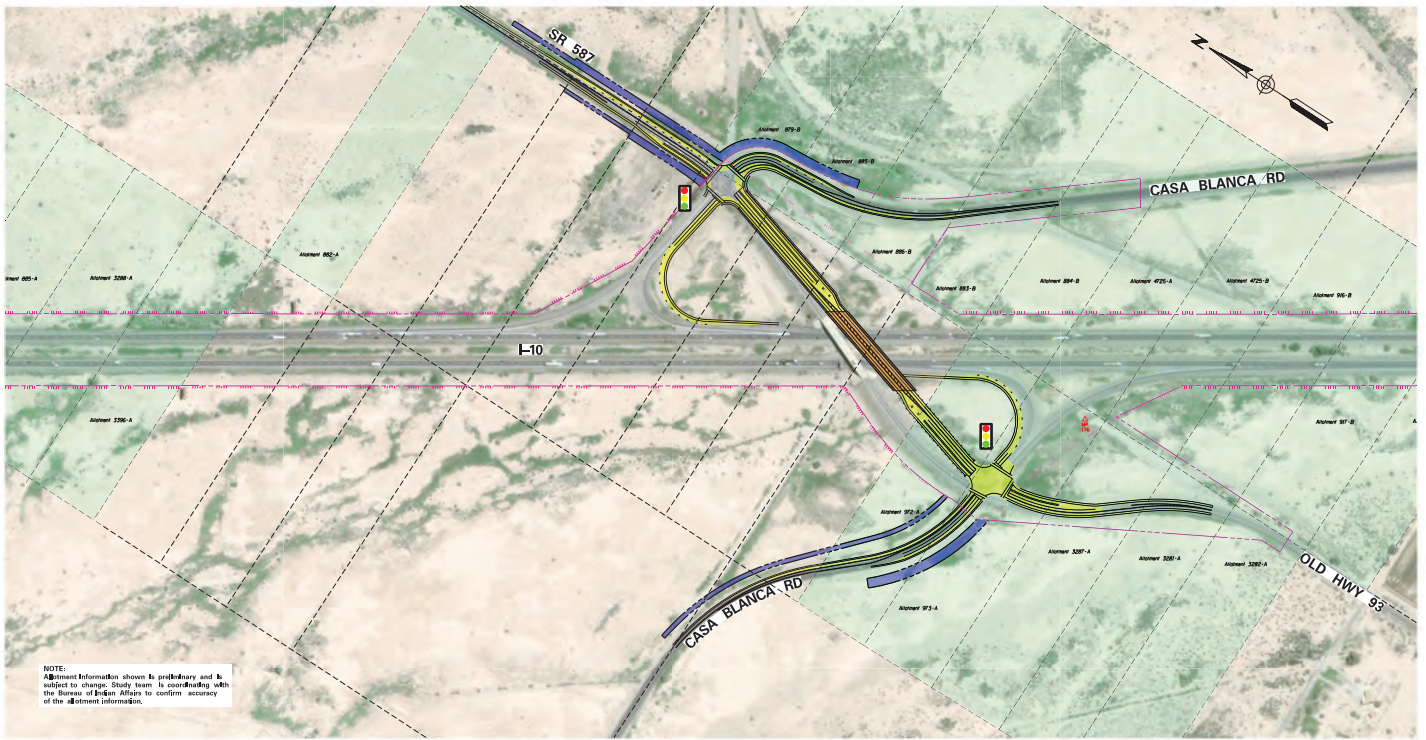
October 9, 2020

I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SR 587 / CASA BLANCA ROAD OPTION 3

LEGEND

- Alignment Parcels
- New Pavement
- Rehabilitated Bridge
- Temporary Construction Easements
- Existing Easement (Line Control of Access (Mark Marks))
- Milepost
- New Permanent Easements
- New Bridge
- Land Boundary

OPTION CB3



NOTE:
Alignment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Public Affairs to confirm accuracy of the alignment information.

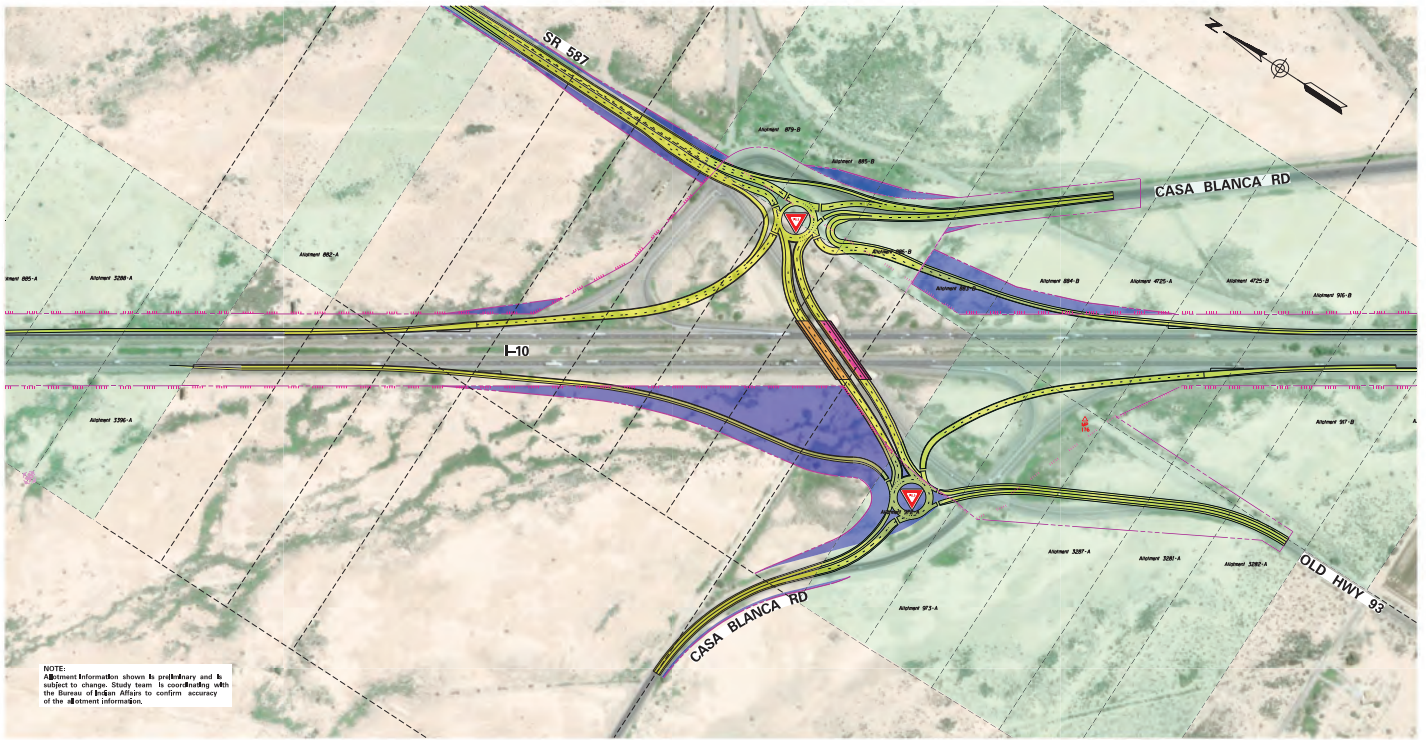


October 9, 2020

I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SR 587 / CASA BLANCA ROAD OPTION 4

LEGEND					
	Alignment Parcels		Temporary Construction Easements		New Permanent Easements
	New Pavement		Existing Easement (Line Control of Access (Mash Marks))		New Bridge
	Rehabilitated Bridge		Milepost		Land Boundary

OPTION CB4



NOTE:
 Alignment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the alignment information.

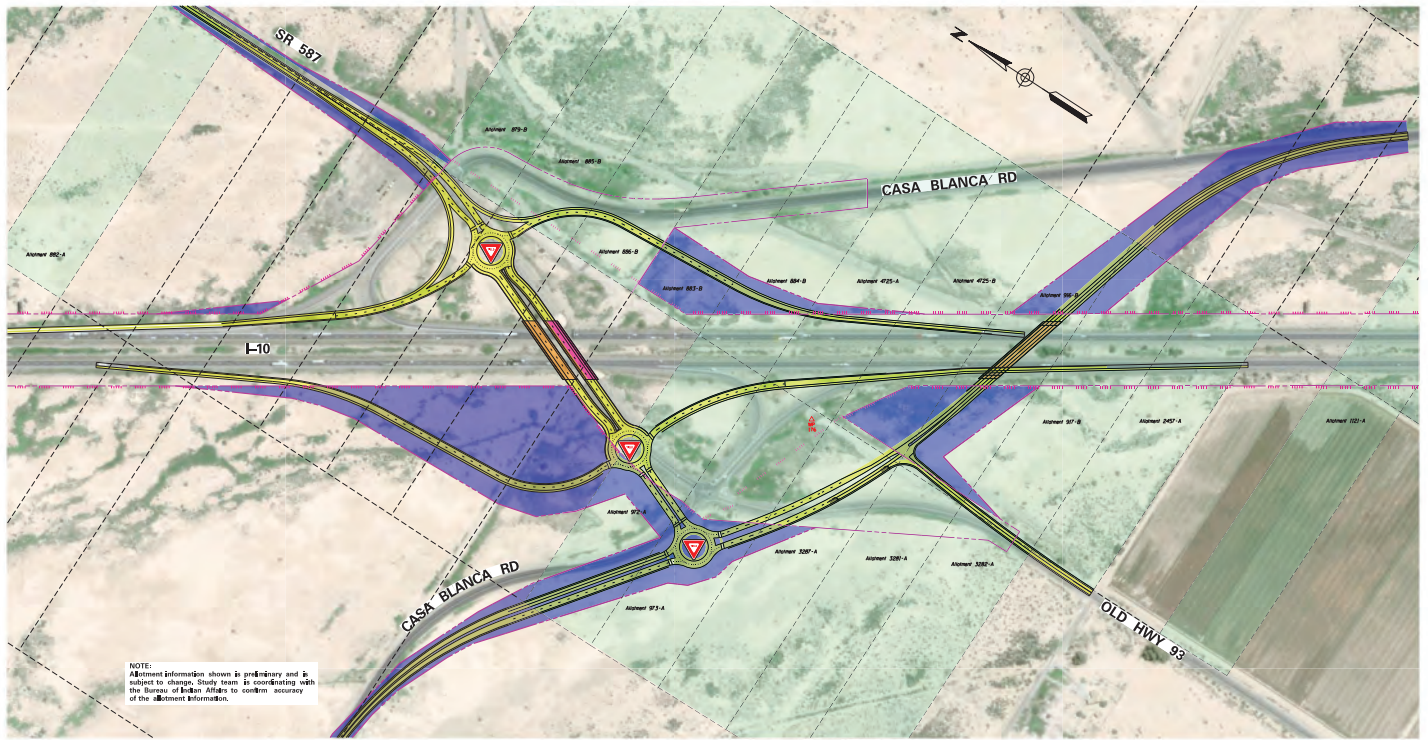


October 9, 2020

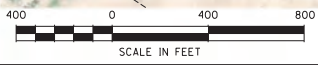
I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 587 / CASA BLANCA ROAD OPTION 5

LEGEND	
Light Green	Alignment Parcels
Yellow	New Pavement
Pink	Rehabilitated Bridge
Blue	Temporary Construction Easements
Light Blue	Existing Easement (Land Control of Access (Mark Marks))
Orange	New Bridge
Dark Blue	New Permanent Easements
Black	Land Boundary

OPTION CB5



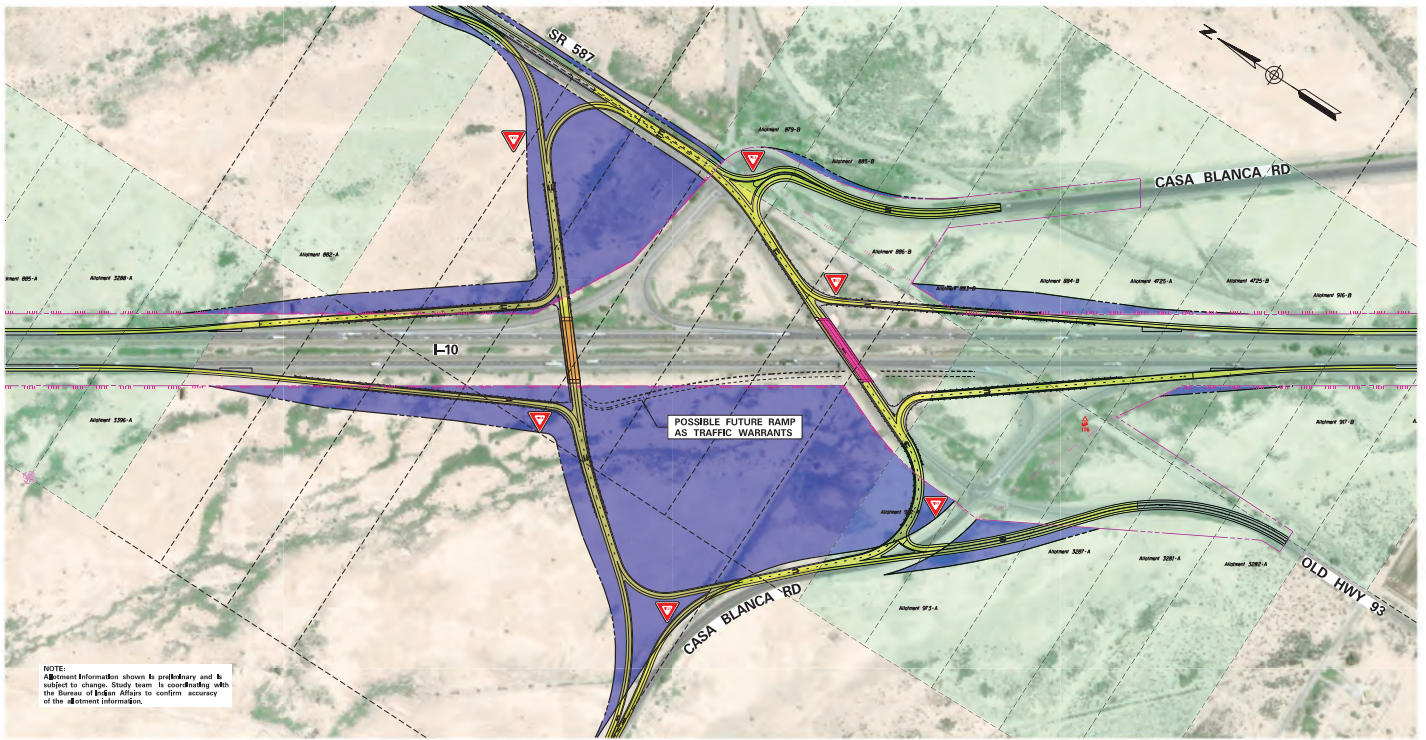
NOTE:
 Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Reclamation to confirm accuracy of the allotment information.



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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 Pavement	 Existing Easement (Line Control of Access (Mark Marks))
 Rehabilitated Bridge	 Millpost
 New Permanent Easements	 New Bridge
 Land Boundary	OPTION CB6



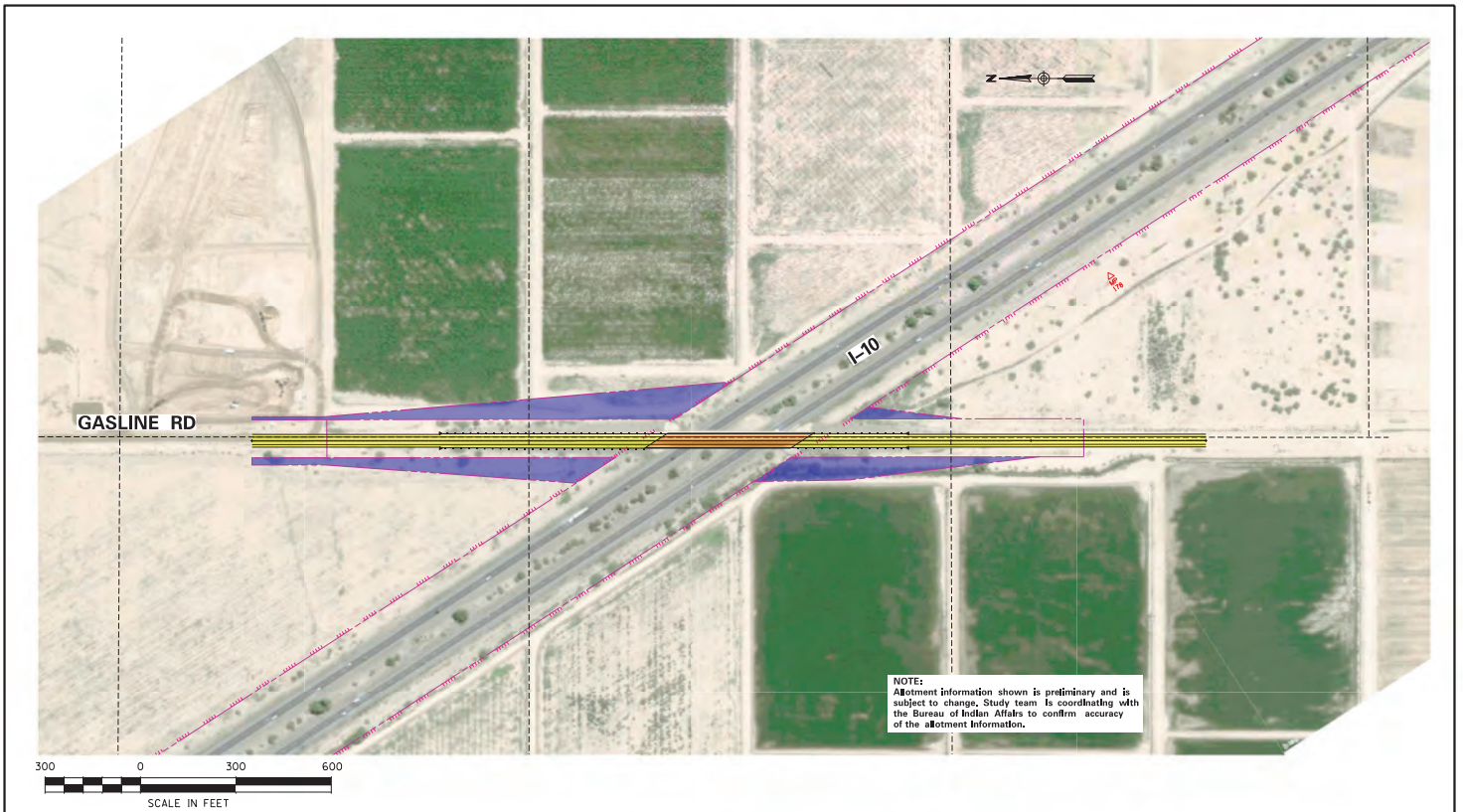
NOTE:
 Alignment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Right of Way to confirm accuracy of the alignment information.



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I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 587 / CASA BLANCA ROAD OPTION 7

LEGEND	
Alignment Parcels	Temporary Construction Easements
New Pavement	Existing Easement (Land Control of Access (Mark Marks))
Rehabilitated Bridge	Milepost
New Permanent Easements	New Bridge
Land Boundary	OPTION CB7



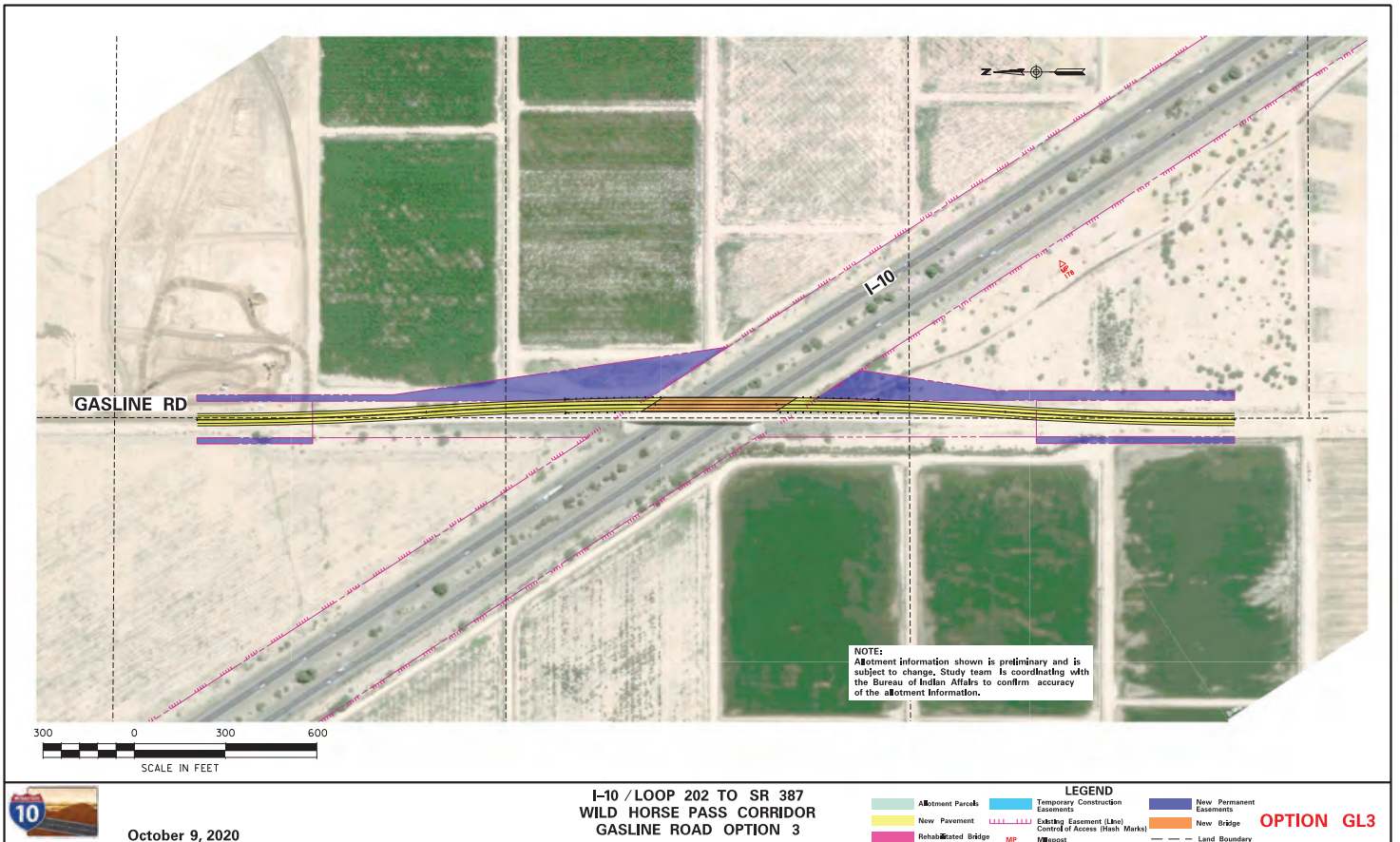
October 9, 2020

**I-10 /LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
GASLINE ROAD OPTION 2**

LEGEND

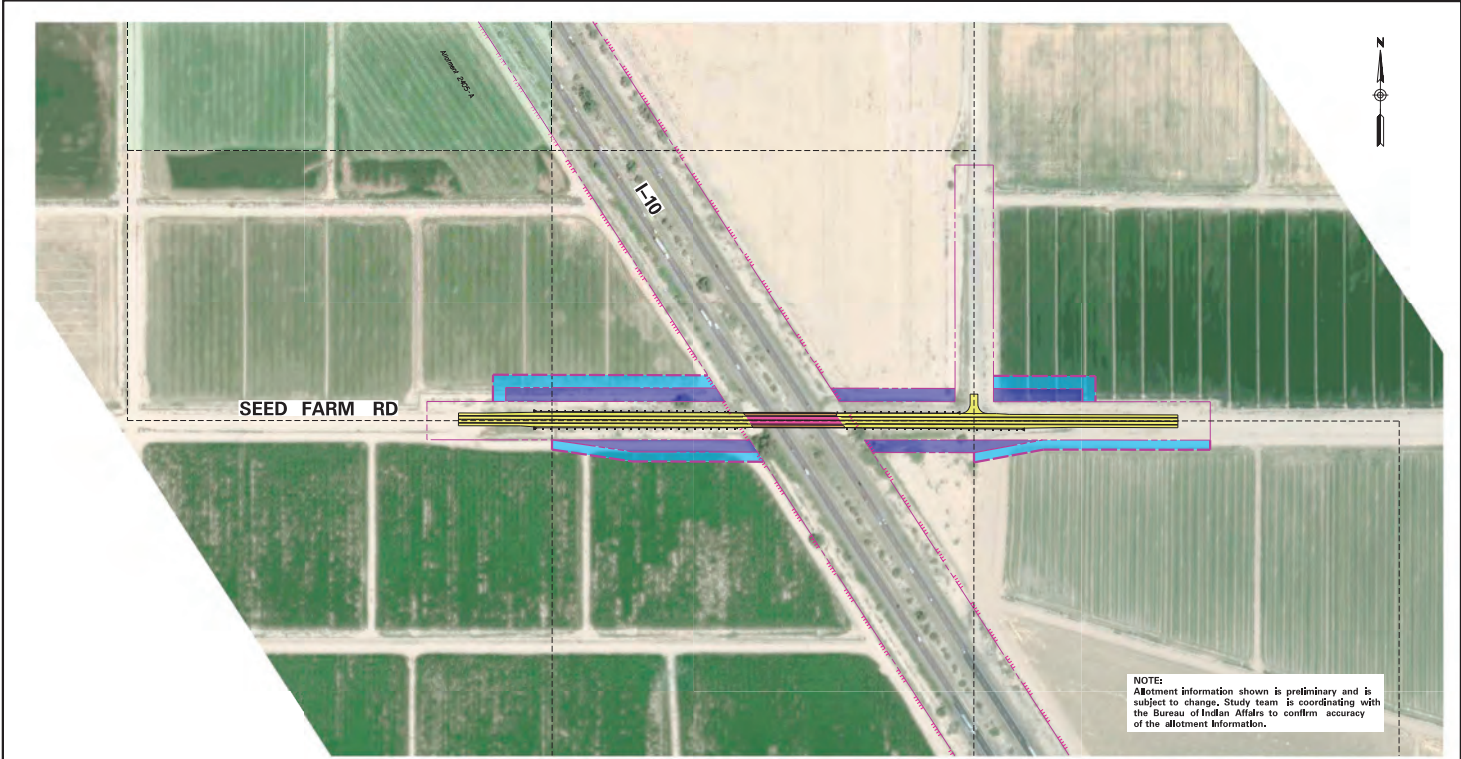
<ul style="list-style-type: none"> Abotment Parcels New Pavement Rehabilitated Bridge 	<ul style="list-style-type: none"> Temporary Construction Easements Existing Easement (Line Control of Access (Dash Marks)) MP MReport 	<ul style="list-style-type: none"> New Permanent Easements New Bridge Land Boundary
---	---	---

OPTION GL2



October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 GASLINE ROAD OPTION 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.

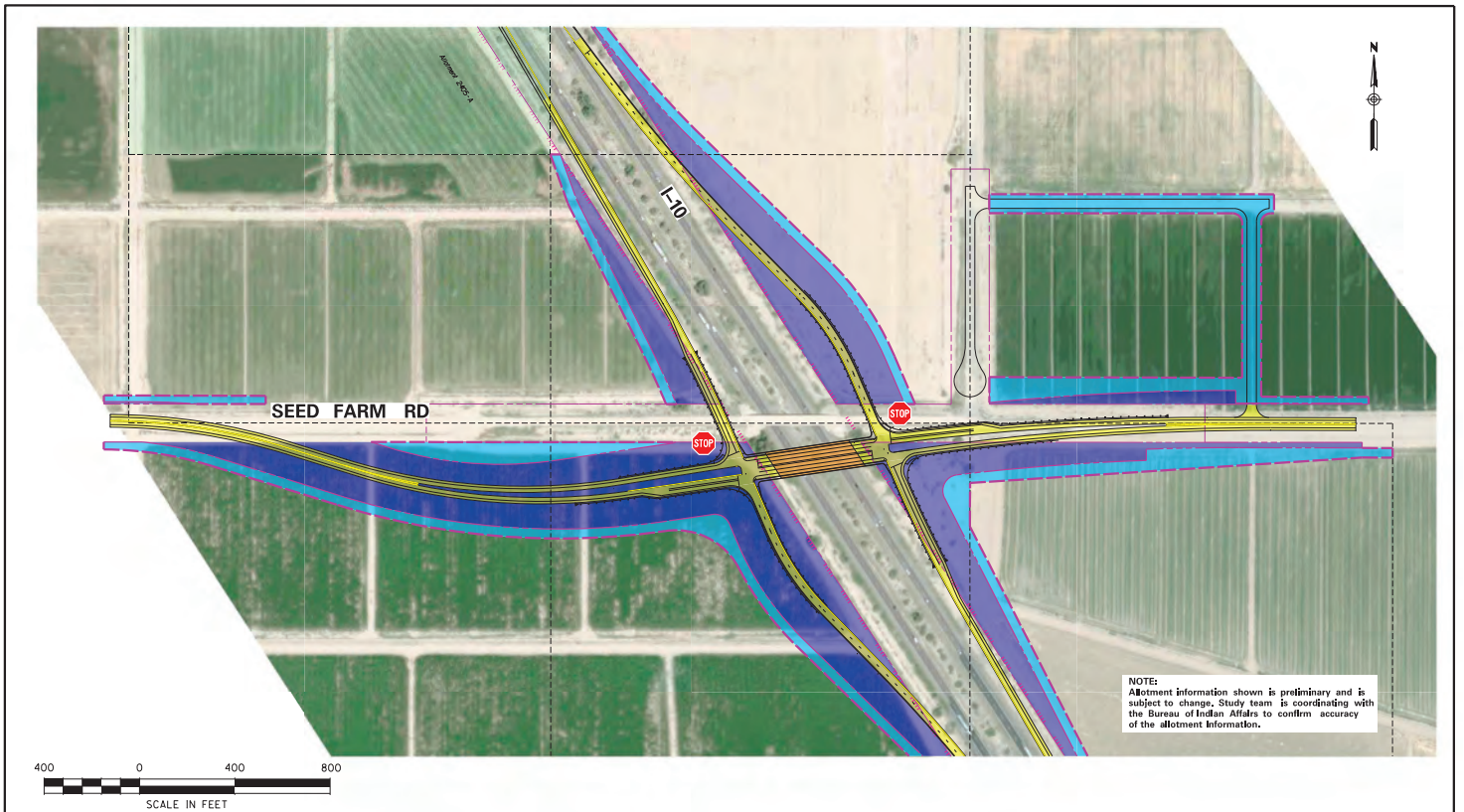


October 9, 2020

I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SEED FARM ROAD OPTION 2

LEGEND			
Light Green	Allotment Parcels	Blue	Temporary Construction Easements
Yellow	New Pavement	Dark Blue	New Permanent Easements
Pink	Rehabilitated Bridge	Orange	New Bridge
Red	Control of Access (Hash Marks)	Black Dashed	Land Boundary
Blue	Existing Easement (Line)	Blue	MP
Blue	Control of Access (Hash Marks)	Blue	MP

OPTION SF2

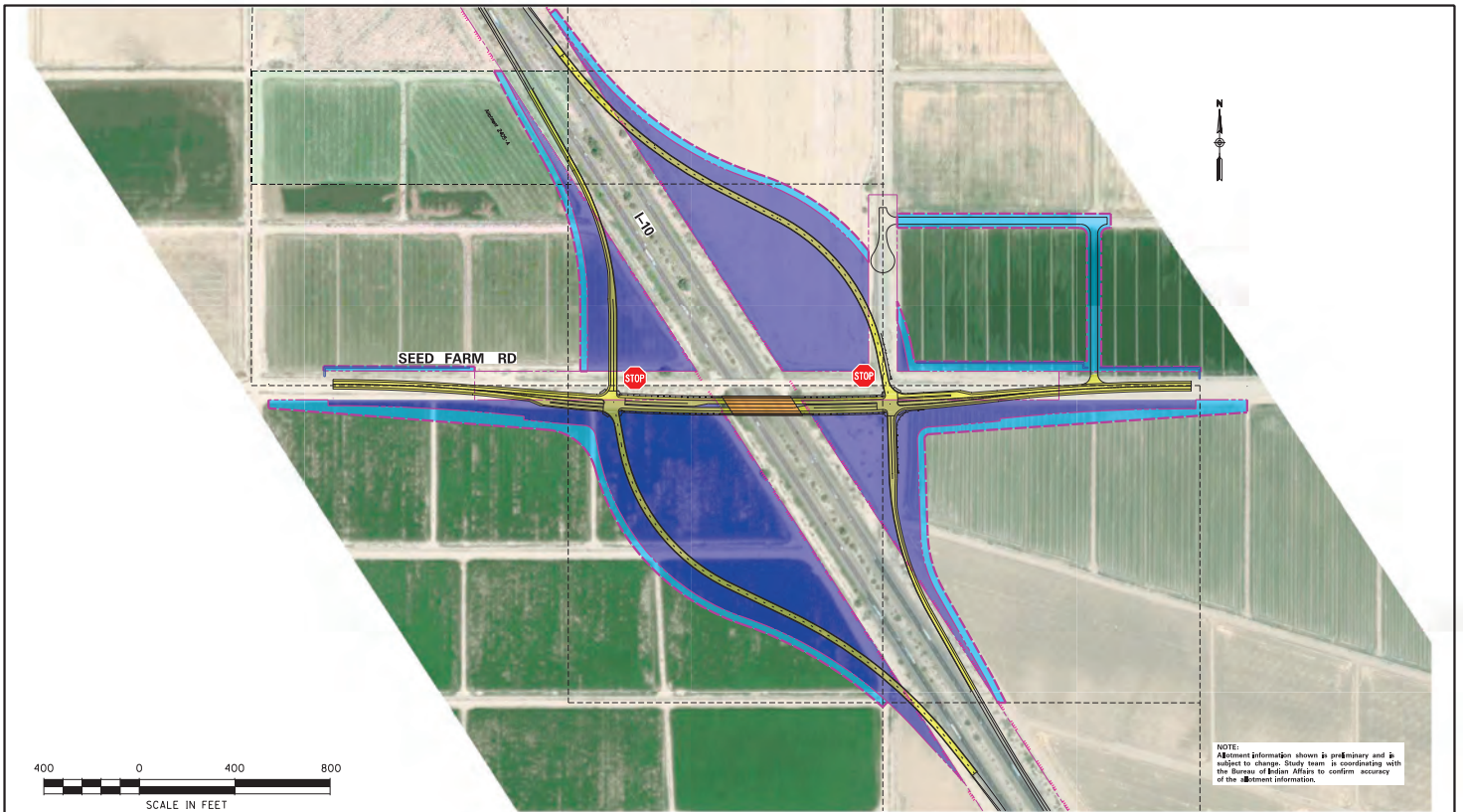


October 9, 2020

**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)	■ New Bridge
■ Relocated Bridge	--- Control of Access (Hash Marks)	--- Land Boundary
■ MP	■ MPost	

OPTION SF3



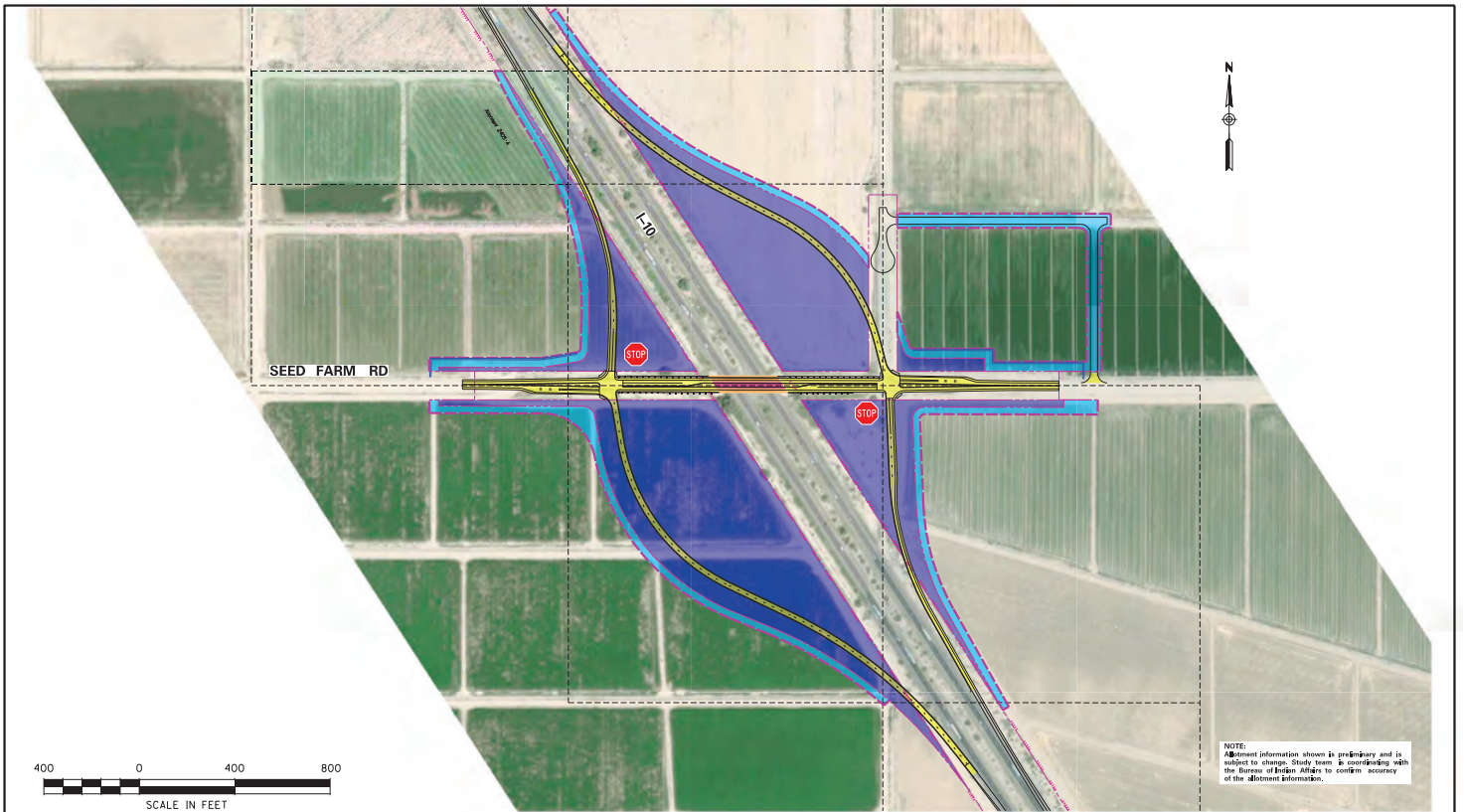
NOTE:
 Allment information shown is preliminary and is
 subject to change. Study team is coordinating with
 the Bureau of Indian Affairs to confirm accuracy
 of the Allment information.



October 9, 2020

**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SEED FARM ROAD OPTION 4**

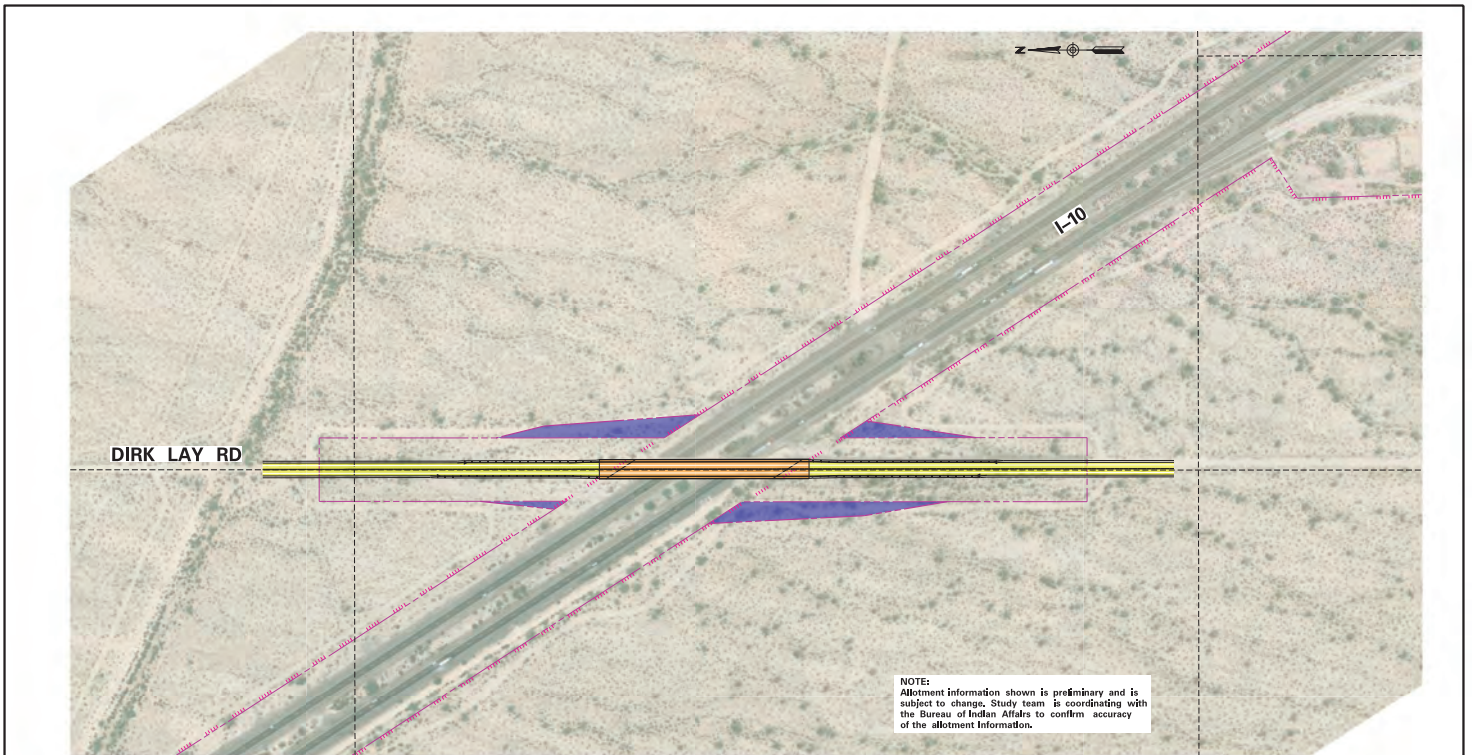
LEGEND	
—	Allment Parcels
—	New Pavement
—	Rehabilitated Bridge
—	Temporary Construction Easements
- - - -	Existing Easement (Line Control of Access (Mark Marks))
MP	MP
—	New Permanent Easements
—	New Bridge
—	OPTION SF4
- - - -	Land Boundary



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**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SEED FARM ROAD OPTION 5**

LEGEND			
■ Alignment Parcels	■ Temporary Construction Easements	■ New Permanent Easements	OPTION SF5
■ New Pavement	■ Existing Easement (Line Control of Access (Mark Marks))	■ New Bridge	
■ Rehabilitated Bridge	■ MP Milepost	--- Land Boundary	



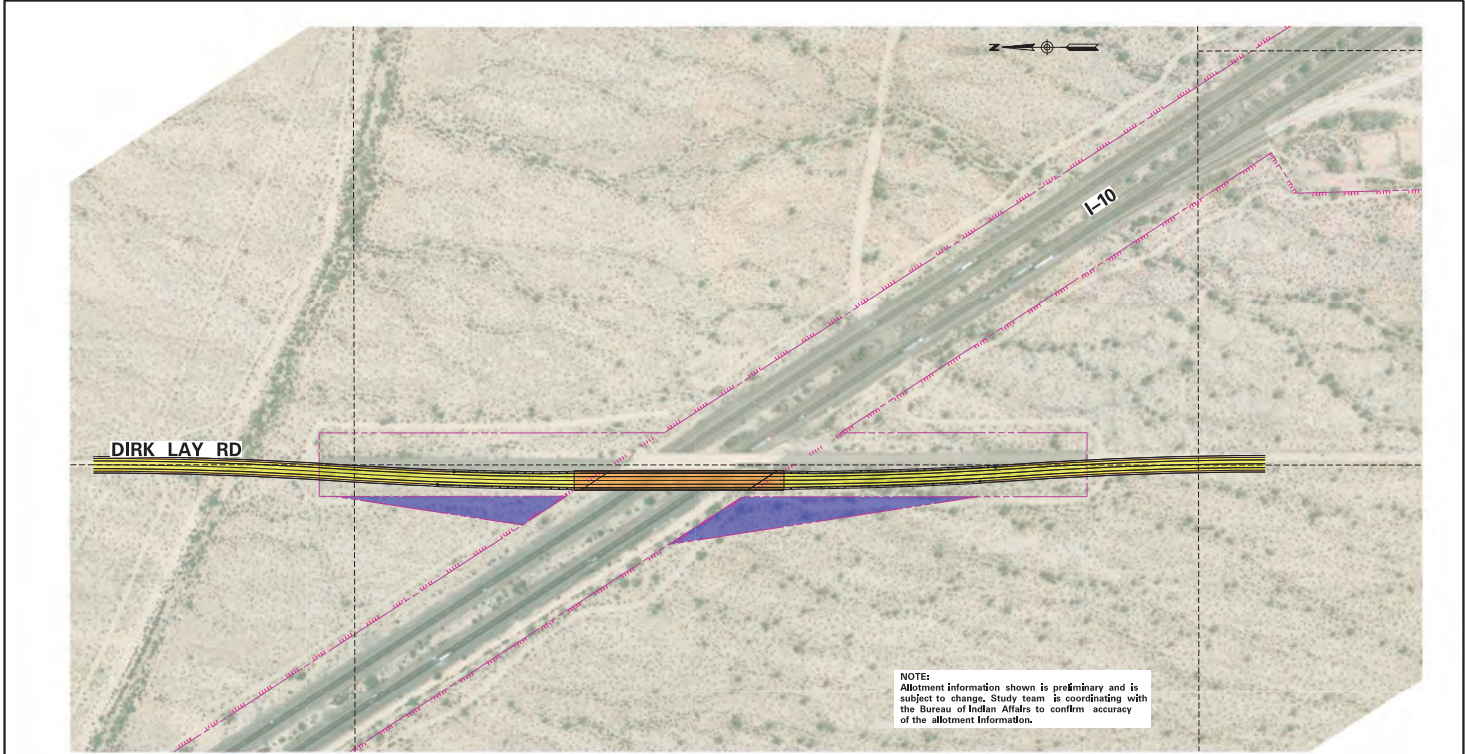
NOTE:
 Allotment information shown is preliminary and is subject to change. Study team is coordinating with the Bureau of Indian Affairs to confirm accuracy of the allotment information.



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**I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 DIRK LAY ROAD OPTION 2**

LEGEND	
Allotment Parcels	Temporary Construction Easements
New Pavement	Existing Easement (Line Control of Access (Mash Marks))
Rehabilitated Bridge	M/Report
New Permanent Easements	New Bridge
Land Boundary	OPTION DL2



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.

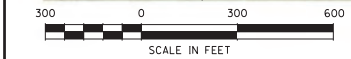
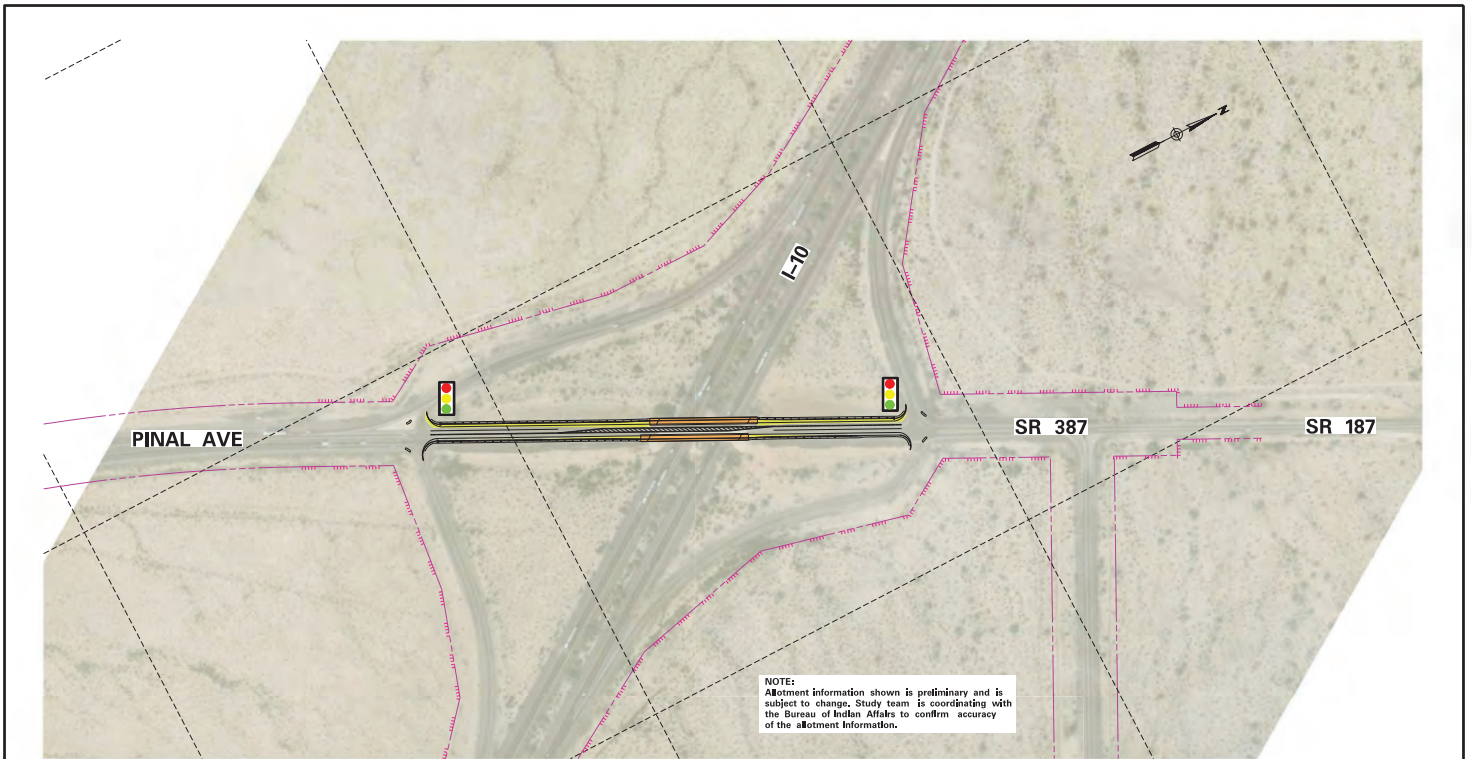


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I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 DIRK LAY ROAD OPTION 3

LEGEND	
Light Green	Allotment Parcels
Yellow	New Pavement
Pink Dashed	Rehabilitated Bridge
Blue	Temporary Construction Easements
Pink Dashed	Existing Easement (Land Control of Access (Lack) Marks)
MP	MP
Blue	New Permanent Easements
Orange	New Bridge
Black Dashed	Land Boundary

OPTION DL3

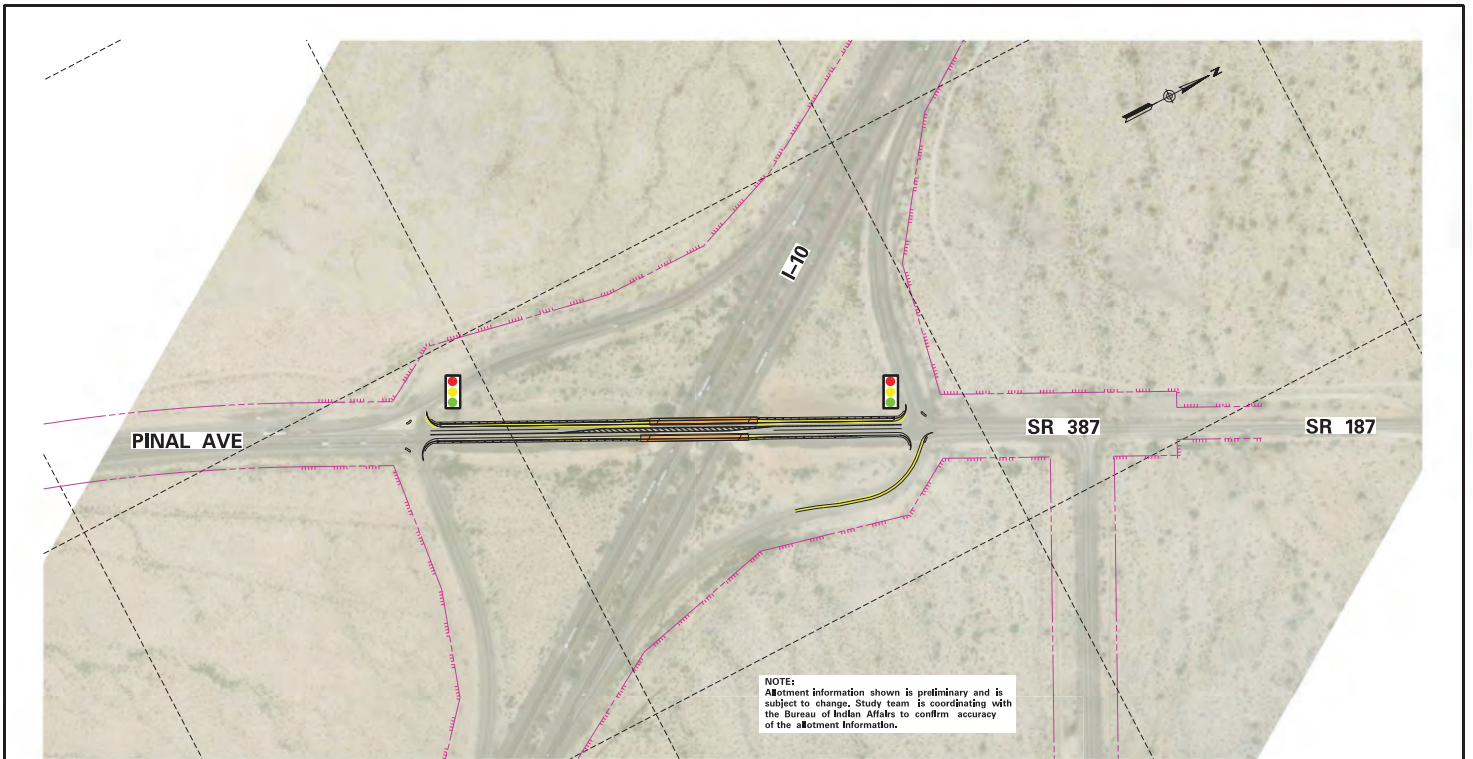


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**I-10 / LOOP 202 TO SR 387
WILD HORSE PASS CORRIDOR
SR 387 / SR 187 / PINAL AVE OPTION 2**

LEGEND		
Abatement Parcels	Temporary Construction Easements	New Permanent Easements
New Pavement	Existing Easement (Line Control of Access (Mash Marks))	New Bridge
Rehabilitated Bridge	MP / Mpost	Land Boundary

OPTION PA2



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.

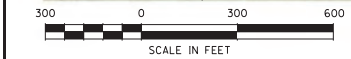
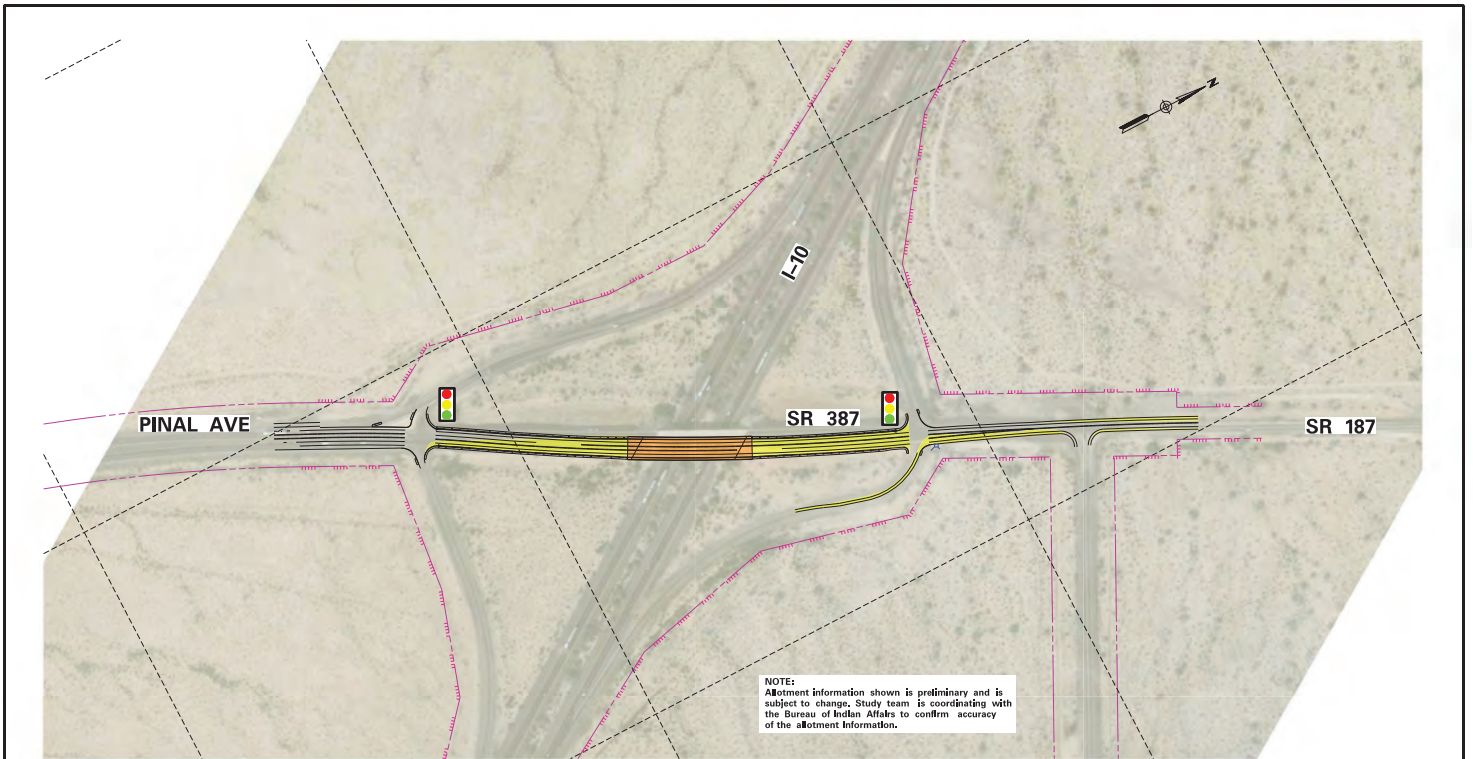


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I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 387 / SR 187 / PINAL AVE OPTION 3

LEGEND			
Light Green	Abotment Parcels	Blue	Temporary Construction Easements
Yellow	New Pavement	Dark Blue	New Permanent Easements
Pink	Rehabilitated Bridge	Orange	New Bridge
Red Dashed	Existing Easement (Line Control of Access (Mash Marks))	Black Dashed	Land Boundary
MP	MP	MP	MP

OPTION PA3



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I-10 / LOOP 202 TO SR 387
 WILD HORSE PASS CORRIDOR
 SR 387 / SR 187 / PINAL AVE OPTION 4

LEGEND			
Abotment Parcels	Temporary Construction Easements	New Permanent Easements	OPTION PA4
New Pavement	Existing Easement (Line Control of Access (Mash Marks))	New Bridge	
Rehabilitated Bridge	MP	Milepost	
		Land Boundary	



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 accommodations																								
WH3	Displaced Left Turn (DLT) Interchange with bike & ped accommodations																								
SR 347 / Queen Creek Road Interchange Options																									
QC1	No Build																								
QC2	Diverging Diamond Interchange (DDI) with bike & ped accommodations																								
QC3	Displaced Left Turn (DLT) Interchange with bike & ped accommodations																								

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

 = 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 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 accommodations	●	●	●	●	○	○	●	●	●	●	○	○	○	○	○	○	○	○	○	○	○	○	○
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 accommodations	○	○	○	○	○	○	○	◐	○	○	○	◐	○	○	○
WH3	Displaced Left Turn (DLT) Interchange with bike & ped accommodations	○	○	○	○	○	○	○	◐	○	○	○	◐	○	○	○
SR 347/Queen Creek Road Interchange Options																
QC1	No Build	○	○	○	○	●	○	○	○	○	○	○	○	○	○	○
QC2	Diverging Diamond Interchange (DDI) with bike & ped accommodations	○	○	○	○	○	○	○	◐	○	○	○	◐	◐	○	○
QC3	Displaced Left Turn (DLT) Interchange with bike & ped accommodations	○	○	○	○	○	○	○	◐	○	○	○	◐	◐	○	○

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)
Biggs 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 accommodations	○	○	○	○	○	○	◐	○	○	○	◐	◐	◐	◐	◐
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)
Birk 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
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.
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.
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.
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.
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.
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.
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.
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.
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.
10/23/2020	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.
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.
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.
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	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. In all sincerity, when the South Mountain Freeway opened, that helped - A LOT. 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. 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. 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.	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 make 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	Of the items outlined on this page, here is my opinion of them: - I-10 should be widened to 3 lanes in each direction, adding the lane to the outside of the existing freeway. - 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. The addition of the HOV to Riggs is also something I support using the median space for the extension. - Traffic in that area has increased significantly in the last few years from what I can tell, and I think these lanes do help. 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. 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.	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 that they did not cooperate in letting the Rt 202 w/b extension (Santan freeway) go thru. 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 Atlasa 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	Ouallette	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 65 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.

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
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 lanes 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.
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.
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.
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.
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.
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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10/21/20 to 12/4/20 Public Comment Log

Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
11/5/2020	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.
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.
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.
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.
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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10/21/20 to 12/4/20 Public Comment Log

Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
11/5/2020	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, CBS 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/357/187 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.
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, CBS 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/357/187 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.
11/5/2020	Web Map Comment Tool	Paul	Gayer	ML2/ML3	I-10 Build Support (6-Lane), 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.
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.
11/5/2020	Web Comment Form	Diane	Plunkett	ML2/ML3	I-10 Build Support (6-Lane), 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.
11/5/2020	Web Map Comment Tool	JACK	MILLIGAN	ML2/ML3	I-10 Build Support (8-Lane), 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.
11/6/2020	Web Comment Form	Gary	Word	ML2/ML3	I-10 Build Support (6-Lane), 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.
11/7/2020	Web Map Comment Tool	Garnett	Frey	NR2	Crossroad/Interchange Build Support		Alternatives	
11/7/2020	Web Map Comment Tool	Garnett	Frey	GL2	Crossroad/Interchange Build Support		Alternatives	
11/7/2020	Web Map Comment Tool	Garnett	Frey	SF2	Crossroad/Interchange Build Support		Alternatives	
11/7/2020	Web Map Comment Tool	Garnett	Frey	DL2	Crossroad/Interchange Build Support		Alternatives	
11/7/2020	Web Map Comment Tool	Garnett	Frey	PA2	Crossroad/Interchange Build Support		Alternatives	
11/7/2020	Web Map Comment Tool	Garnett	Frey	SF2	Crossroad/Interchange Build Support		Alternatives	
11/7/2020	Web Map Comment Tool	Garnett	Frey	WH2	Crossroad/Interchange Build Support		Alternatives	

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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.
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.
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)
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.i10dodgeproject.com .
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.
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 I01 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.
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.
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.
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 upgraded 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.
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.
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.
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.
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.
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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Date Received	Received Via	First Name	Last Name	Preference	Sentiment/Theme	Comment	Period	Response
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.
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.
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.
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.
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.
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.
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 proposed 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.
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.
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.
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.
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.
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.
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.
11/17/2020	Web Map Comment Tool	Clint	Lotz	ML3	I-10 Build Support (6-Lane)		Alternatives	
11/17/2020	Web Map Comment Tool	Clint	Lotz	QC3	Crossroad/Interchange Build Support		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
11/17/2020	Web Map Comment Tool	Clint	Lotz	RR5	Crossroad/Interchange Build Support		Alternatives	
11/17/2020	Web Map Comment Tool	Clint	Lotz	GY2	Crossroad/Interchange Build Support		Alternatives	
11/17/2020	Web Map Comment Tool	Clint	Lotz	NR2	Crossroad/Interchange Build Support		Alternatives	
11/17/2020	Web Map Comment Tool	Clint	Lotz	CB5	Crossroad/Interchange Build Support		Alternatives	
11/17/2020	Web Map Comment Tool	Clint	Lotz	GL2	Crossroad/Interchange Build Support		Alternatives	
11/17/2020	Web Map Comment Tool	Clint	Lotz	SF5	Crossroad/Interchange Build Support		Alternatives	
11/17/2020	Web Map Comment Tool	Clint	Lotz	DL2	Crossroad/Interchange Build Support		Alternatives	
11/17/2020	Web Map Comment Tool	Clint	Lotz	PA4	Crossroad/Interchange Build Support		Alternatives	
11/17/2020	Web Comment Form	MICHAEL	MARIETTI		Other	Please keep us informed.	Alternatives	Added to email list (sent to ADOT)
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.
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. Yea, I thought it was much more important to expand the number of lanes between Casa Grande and Phoenix. Travelling 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 sometimes. 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.
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.
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.
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.
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.
11/17/2020	Web Map Comment Tool	Craig	McFarland	ML2	I-10 Build Support (6-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.
11/17/2020	Web Map Comment Tool	Craig	McFarland	PA3	Crossroad/Interchange Build Support, Other	All Bridge T'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.
11/17/2020	Web Map Comment Tool	MATTHEW	HERMAN	ML2/ML3	I-10 Build Support (6-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.
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.

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
11/17/2020	Web Map Comment Tool	Sally	Slitt	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.
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.
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.
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.
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.
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.
11/18/2020	Public Meeting	Jon	Hammond		Request for Information	Is milling the median being favored over widening the outside of existing lanes?	Alternatives	See public meeting transcript on page 265 of Appendix C.
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 I-10 traffic will not have to sit!	Alternatives	See public meeting transcript on page 260 of Appendix C.
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.
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.
12/01/2020	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.
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.
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.
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.
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.
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.
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.
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.
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.
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 is 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.
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.
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
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 I-10 through Arizona is growing rapidly, I have r ve 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.
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.
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.
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 10wildhorsepassconnector@hdhmc.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 provide 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?
11/19/2020	Web Map Comment Tool	Elisha	Bishop	SF5	Crossroad/Interchange Build Support		Alternatives	
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.
11/19/2020	Web Map Comment Tool	Elisha	Bishop	NR2	Crossroad/Interchange Build Support		Alternatives	
11/19/2020	Web Map Comment Tool	Elisha	Bishop	WH2	Crossroad/Interchange Build Support		Alternatives	
11/19/2020	Web Map Comment Tool	Elisha	Bishop	QC3	Crossroad/Interchange Build Support		Alternatives	
11/19/2020	Web Map Comment Tool	Elisha	Bishop	RR3	Crossroad/Interchange Build Support		Alternatives	
11/19/2020	Web Map Comment Tool	Elisha	Bishop	GY2	Crossroad/Interchange Build Support		Alternatives	
11/19/2020	Web Map Comment Tool	Elisha	Bishop	NR2	Crossroad/Interchange Build Support		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
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 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.	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	Weishaupt	ML2	I-10 Build Support (6-Lane)	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)	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 6th 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.

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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	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.
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.
11/25/2020	Web Map Comment Tool	Donald	Mamula	PA1	Crossroad/Interchange No Build Support	We 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.
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.
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.
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.
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.
11/25/2020	Web Map Comment Tool	Rand	Bitter	WH2	Crossroad/Interchange Build Support		Alternatives	
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.
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.
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.
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.
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.
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
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.
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 PA24. 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.
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.
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.
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.
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.
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.
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.
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.
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 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.
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.
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 a sidewalk is 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	Cekarnis	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 QY1, QY2, and QY3 have been proposed as part of this project for this crossing. In response to the commenters 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	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. 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. 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. Thank you for the opportunity to provide input. If only the timeline 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.
203	12/2/2020	Web Comment Form	Katie	Young	WH2	Crossroad/Interchange Build Support	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. 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. 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. Thank you for the opportunity to provide input. If only the timeline 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.
204	12/2/2020	Web Comment Form	Katie	Young	QC2	Crossroad/Interchange Build Support	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. 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. 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. Thank you for the opportunity to provide input. If only the timeline 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.
205	12/2/2020	Web Comment Form	Katie	Young	CB6	Crossroad/Interchange Build Support	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. 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. 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. Thank you for the opportunity to provide input. If only the timeline 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.
206	12/2/2020	Web Comment Form	Katie	Young	SF3/SF4/SF5	Crossroad/Interchange Build Support	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. 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. 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. Thank you for the opportunity to provide input. If only the timeline 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.

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
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.

**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	
222	12/3/2020	Web Comment Form	Aaron	Heidt	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) isn't 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 throughput area between California/Tucson and the midwest...so its not an issue of we would "wait" 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	Im 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 anal 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 piece 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 to go to Phoenix I use NVY 77-90 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
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
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
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
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
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
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
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
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

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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 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 that they did not cooperate in letting the Rt 202 w/b extension (Santan freeway) go through. 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

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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

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David Thatcher
Green Valley AZ

From: [Annlouise Ferguson](#)
To: [i10wildhorsepasscorridor](#)
Subject: Traffic Congestion I-10..
Date: Wednesday, November 25, 2020 2:10:52 PM

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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

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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,

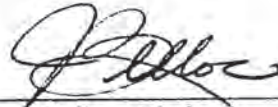
WHEREAS, the concern over the increasing amount of crashes on I-10, specifically between Casa Grande and Chandler, causing complete shut downs of the I-10 corridor affect not only the Sun Corridor MPO region, but all of Arizona, freight mobility and traveling visitors; and,

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.

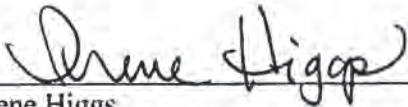
IT IS FURTHER RESOLVED that this Resolution is effective upon approval and execution of this Resolution.

PASSED AND ADOPTED this 9 day of May, 2017, by the SUN CORRIDOR METROPOLITAN PLANNING ORGANIZATION.



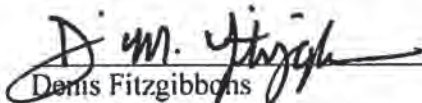
Joel Belloc, Chair
Sun Corridor MPO Executive Board
Mayor, City of Eloy

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.

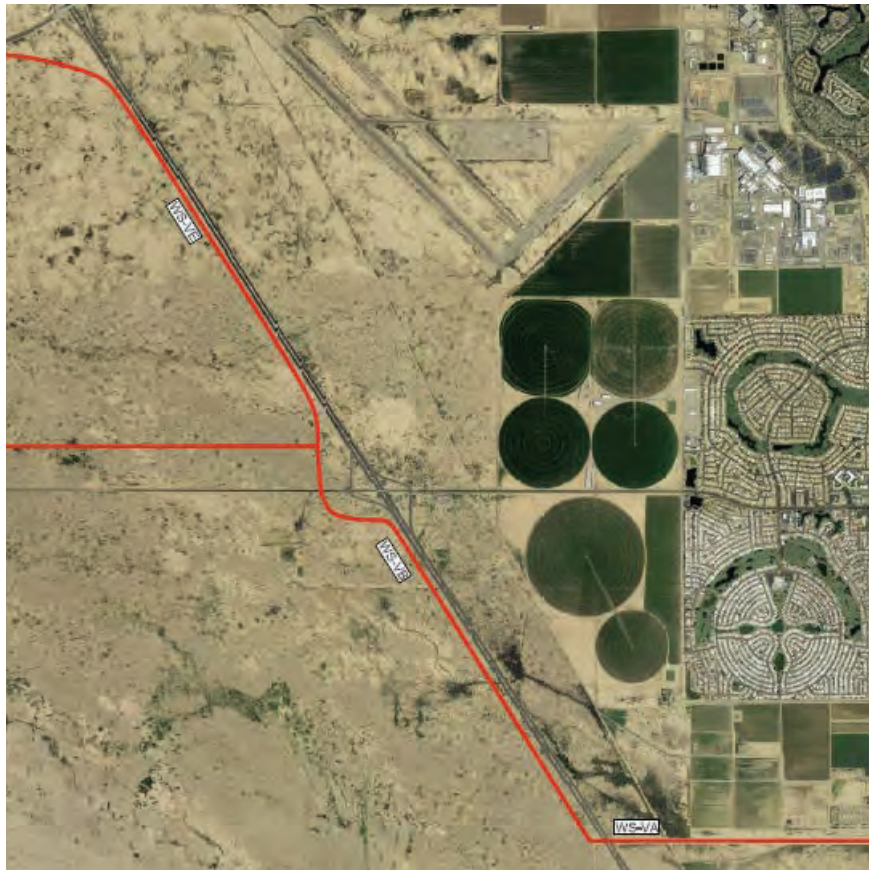


Figure 3: Future reaches between Goodyear Road and Queen Creek Road.

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.

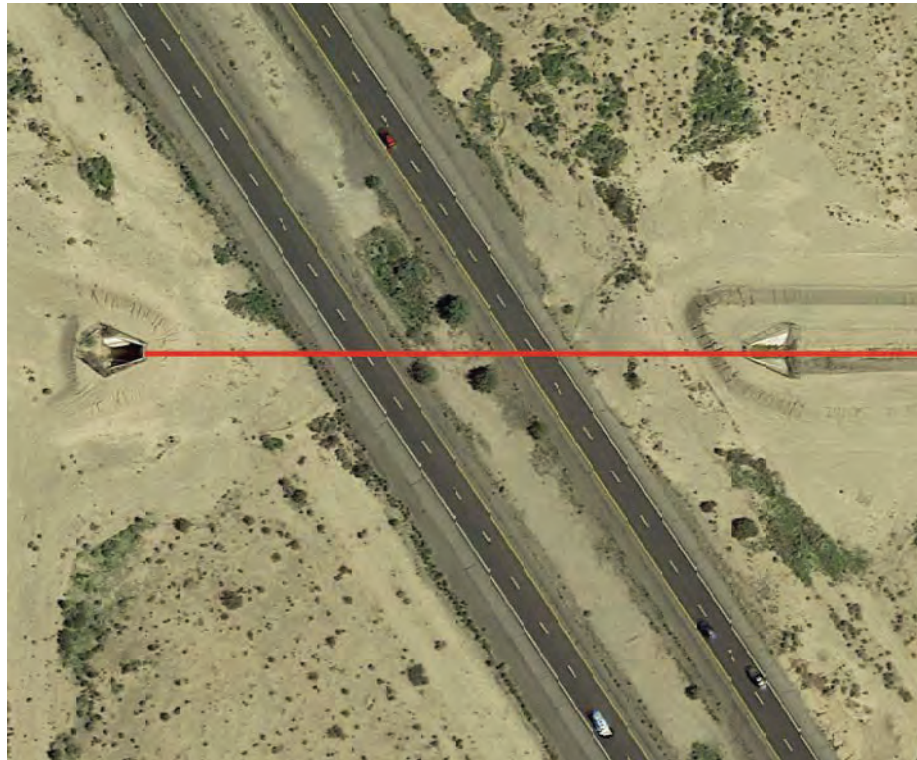


Figure 4: Westside VA pipeline under I-10 north of Goodyear Road

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.

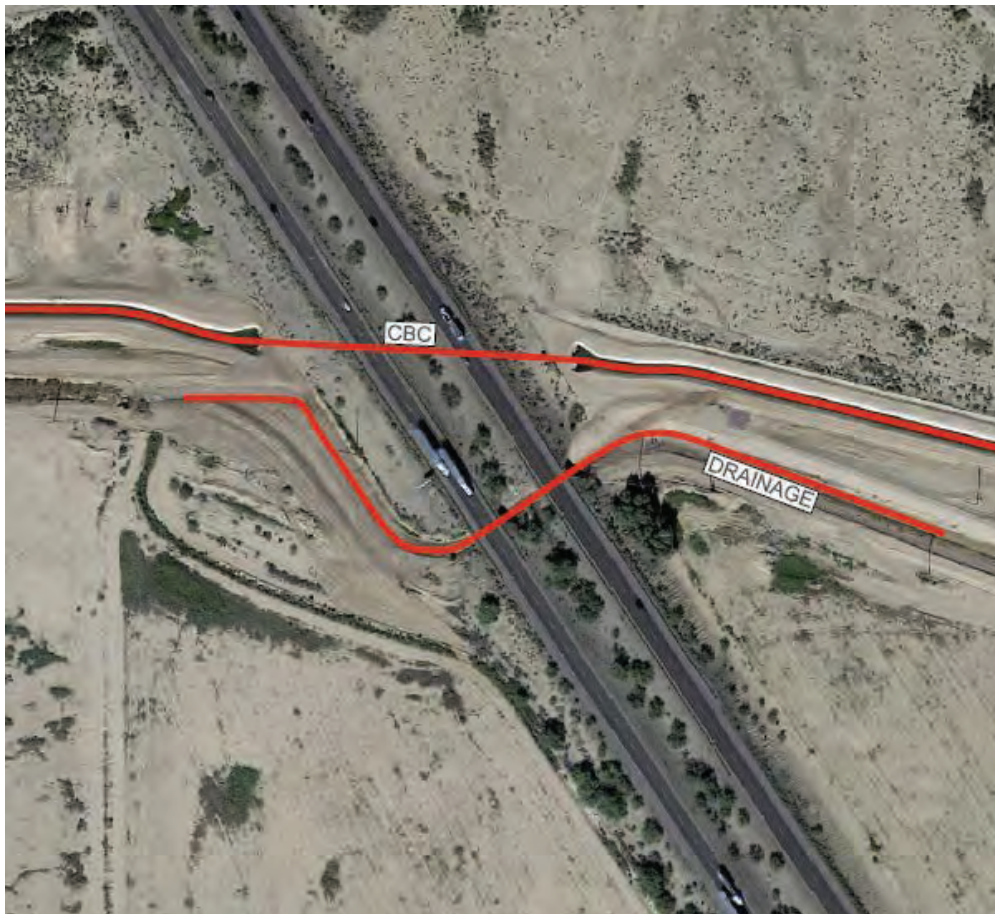


Figure 6: Casa Blanca Canal and Drainage Channel Impacts south of Casa Blanca Road.

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.

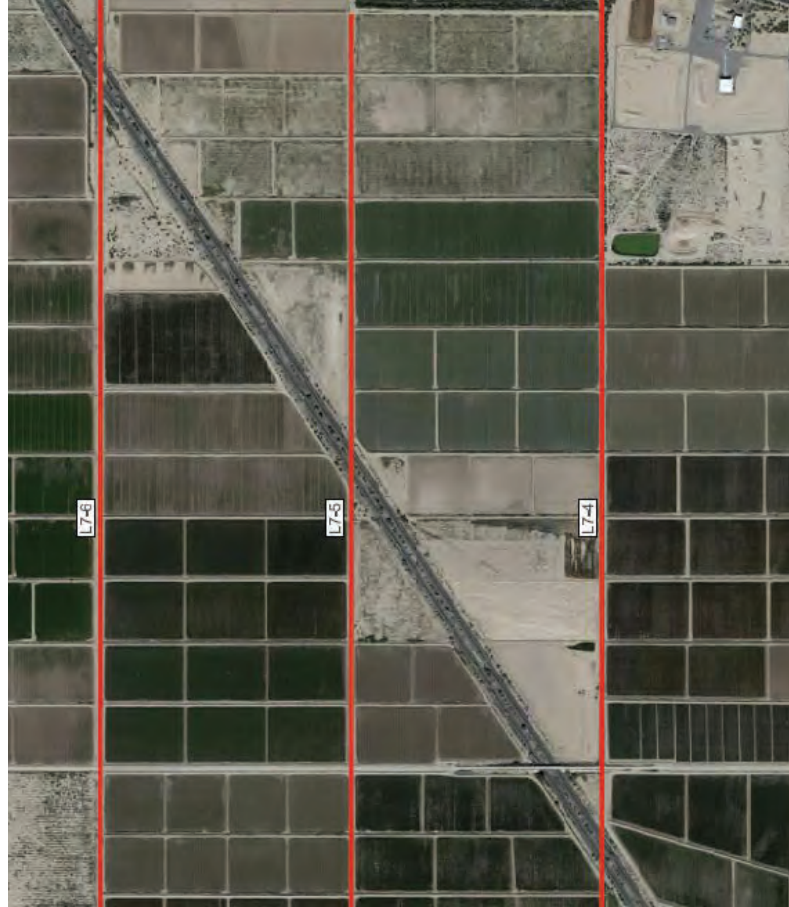


Figure 7: Gila River Farms laterals and I-10 Impacts.

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.

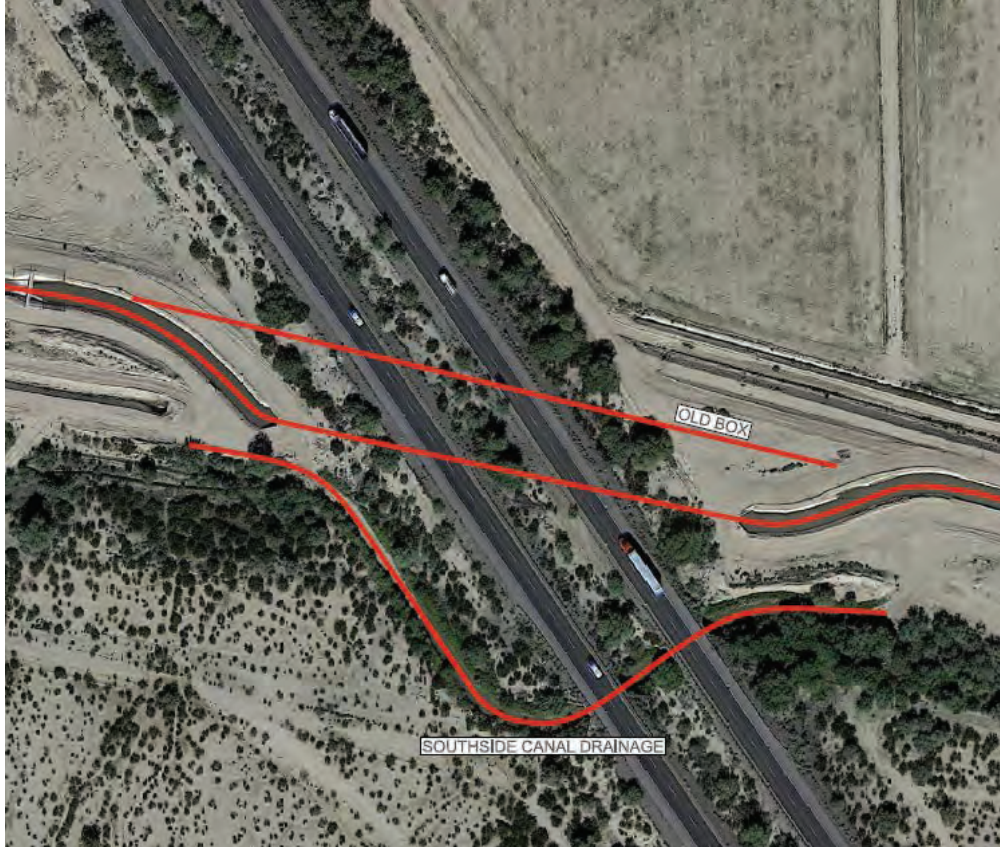


Figure 8: Southside Canal unused and current box culvert and drainage channel under I-10.

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%7C95946f419ffa4bfdd6f908d8993b146c%7C3667e201cbdc48b39b425d2d3f16e2a9%7C0%7C1%7C637427826318730051%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%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.

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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?

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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.

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

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 Seaver 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.