

ADOT



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

Environmental Assessment and
Design Concept Report

Virtual Public Information Meeting

November 18, 2020

1

i10wildhorsepasscorridor.com

ARIZONA DEPARTMENT OF TRANSPORTATION

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.

ADOT

Opening Remarks

2

ADOT

Director John S. Halikowski



I10wildhorsepasscorridor.com



Governor Stephen Roe Lewis



ARIZONA DEPARTMENT OF TRANSPORTATION

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

DIRECTOR HALIKOWSKI:

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

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

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

Governor Lewis?

GOVERNOR LEWIS:

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

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

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

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

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

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



ADOT's Nondiscrimination Notice to the Public

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

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

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

Thank you Director Halikowski and Governor Lewis for your remarks.

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.



National Environmental Policy Act Disclosure

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

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

Agenda

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

ADOT

Carlos Lopez
Project Manager



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!

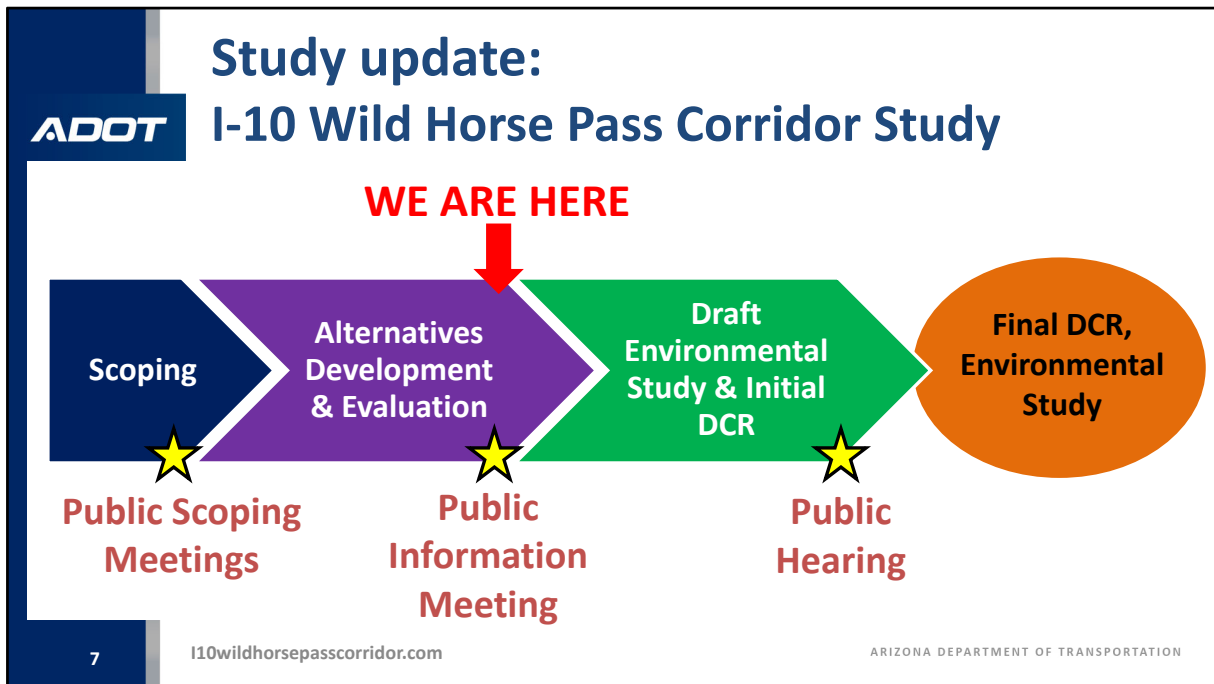
Purpose of this meeting

- 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.



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.



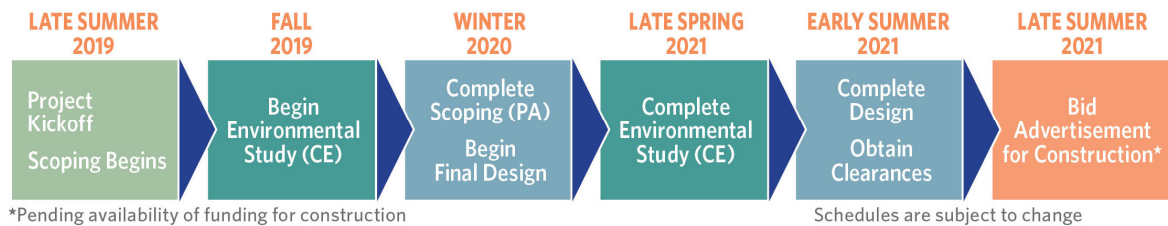
This diagram illustrates the process that this study team is following. Currently we are about halfway through the study as you can see by the red arrow near the end of the alternative’s development and evaluation phase. This public meeting is focused on the menu of alternatives and options, and we are 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.



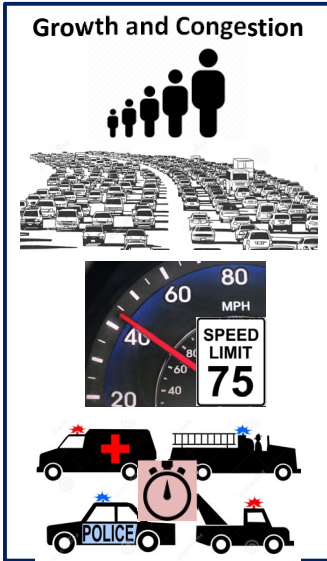
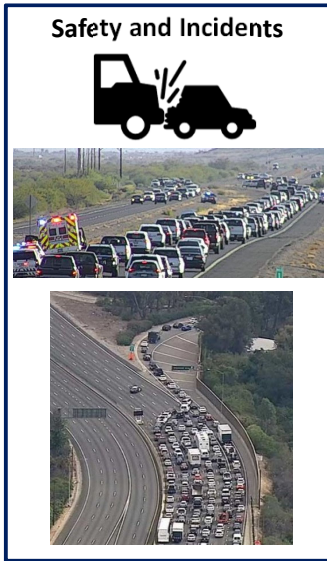
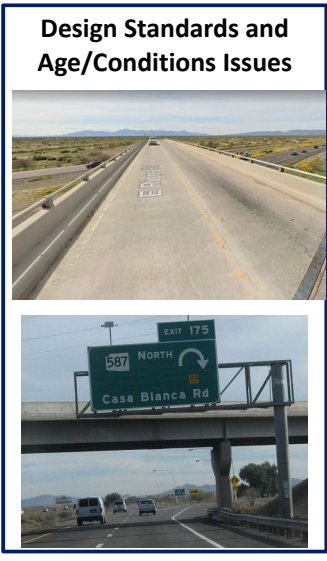
Study update: Bridges over the Gila River



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; font-size: 0.9em;">Growth and Congestion</p>  <p style="font-size: 0.8em; text-align: center;">i10wildhorsepasscorridor.com</p>	<p style="text-align: center; font-weight: bold; font-size: 0.9em;">Safety and Incidents</p> 	<p style="text-align: center; font-weight: bold; font-size: 0.9em;">Design Standards and Age/Conditions Issues</p>  <p style="font-size: 0.8em; text-align: center;">ARIZONA DEPARTMENT OF TRANSPORTATION</p>
---	---	--

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.

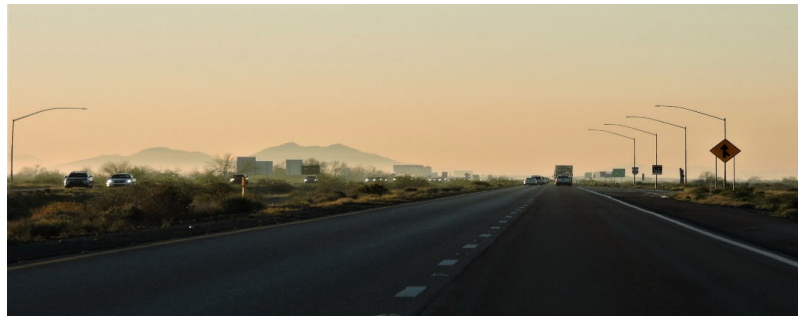
The purpose of this study is to improve Interstate 10 to reduce the number and frequency of incidents that detour traffic off Interstate 10, as well as improving the interchanges and crossroads along the Interstate 10 corridor to meet the travel demand and accommodate those events.

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.

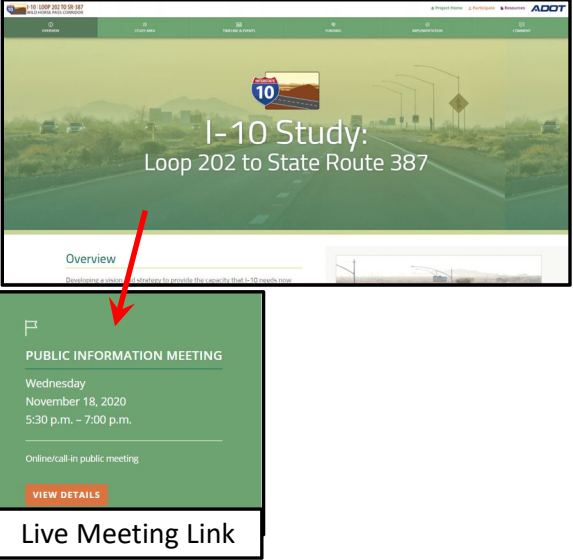
As an analogy, the organization of the study's alternatives and options is a lot like a restaurant menu where the Interstate 10 mainline alternatives represent the choices for

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 image shows a screenshot of the website www.i10wildhorsepasscorridor.com. The main heading is "I-10 Study: Loop 202 to State Route 387". Below this, there is a 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
[VIEW DETAILS](#)

Below the green box is a white box with the text "Live Meeting Link".

12

ARIZONA DEPARTMENT OF TRANSPORTATION

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

Comments and Questions

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

Live Meeting Link

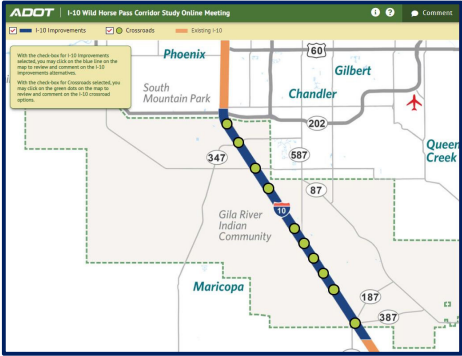
ARIZONA DEPARTMENT OF TRANSPORTATION

The image shows a composite of three screenshots from the study website. The top screenshot is the main landing page with a green header and a road scene background. A red arrow points from the 'Comments and Questions' link in the top right corner of this page to a second screenshot. The second screenshot is a 'Leave a Comment' form with fields for name, email, phone number, and a text area for the comment. A red arrow also points from the 'Public Information Meeting' section of the landing page to a third screenshot. The third screenshot is a green box containing the meeting details: 'PUBLIC INFORMATION MEETING', 'Wednesday, November 18, 2020, 5:30 p.m. - 7:00 p.m.', and a 'VIEW DETAILS' button. Below this box is a 'Live Meeting Link' section.

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.

Level 1:
Basic Overview

Interactive Map Commenting Tool



I10wildhorsepasscorridor.com
ARIZONA DEPARTMENT OF TRANSPORTATION

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

The screenshot displays the ADOT Interactive Map Commenting Tool interface. On the left, a map shows the I-10 corridor through Phoenix, Chandler, and Gilbert, with a blue line indicating the I-10 alternatives and green dots for crossroad options. The main area shows two detailed views:

- I-10 IMPROVEMENTS ALTERNATIVES:** Shows a cross-section of the proposed I-10 widening (ML2 - Proposed I-10 Widening - SR 202L to Riggs Road) with lane configurations (Shoulder, Lane, HOV Lane, Shoulder) and an evaluation criteria table.
- SR-587 / CASA BLANCA ROAD OPTIONS:** Shows three options (C01, C02, C04) with diagrams and an evaluation criteria table.

ADOT logo is visible in the top left of the map area. The URL 10wildhorsepasscorridor.com is at the bottom left, and ARIZONA DEPARTMENT OF TRANSPORTATION is at the bottom right.

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.

Level 1:
Basic Overview

Interactive Map Commenting Tool

The screenshot displays the ADOT Interactive Map Commenting Tool. On the left is a map of the I-10 corridor from Phoenix to Gilbert, with a blue line indicating the study area. Three callout boxes provide details:

- Top Right:** "I-10 IMPROVEMENTS ALTERNATIVES" for "ML2 - Proposed I-10 Widening - SR 202L to Riggs Road". It shows a cross-section of the road with lanes and shoulders, and a table of evaluation criteria.
- Bottom Center:** "SR-587 / CASA BLANCA ROAD OPTIONS" showing three alternatives: "No Build", "Added Signals and Turn Lanes on Current Alignment", and "Bridge Rehabilitation and Widening with Alternative Signal, and Turn Lane on Current Alignment". It includes a "Submit a comment" pop-up form with fields for name, address, phone, and a comment box.
- Bottom Left:** "SR-587 / Casa Blanca Road Evaluation Criteria" table.

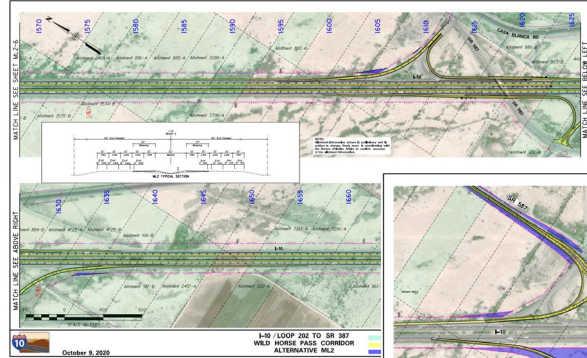
18

I10wildhorsepasscorridor.com

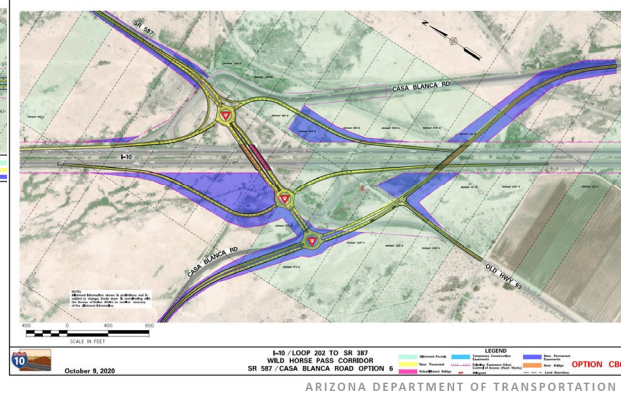
ARIZONA DEPARTMENT OF TRANSPORTATION

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



I10wildhorsepasscorridor.com

ARIZONA DEPARTMENT OF TRANSPORTATION

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 corridor look like in more detail and the potential areas where additional right-of-way and easements would be needed for each of the alternatives and options, these exhibits will display that information in the purple shaded areas.

Engineering/Cost/Right of Way evaluation

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

**Level 2:
Detailed Overview**

I-10: SR 202L to SR 387

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

○ = Most desirable or least impacts ◐ = Average desirability or average impacts ● = Least desirable or most impacts

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

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

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

Environmental evaluation

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

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ML2	Median Widening + Ramp Upgrades	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ML3	Outside Widening + Ramp Upgrades	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

ALTERNATIVES and OPTIONS		ENGINEERING IMPACTS						
		Median/Shoulder Widening	Drainage Considerations	Utility/Overhead in 2040	Safety	Accessibility/Measurement of Traffic	Utility Considerations	Accessibility/Measurement of Traffic
I-10 Mainline Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)								
M1	to build	No changes to existing geometry. Existing geometric design features will be maintained, whether or not they meet current design standards.	Median/shoulder maintenance, no change to existing conditions.	AW travel time approximately 42 minutes through project limits. PM travel time approximately 30 minutes through project limits. LOS D/F at all segments.	No improvements over existing conditions.	No impacts.	No impacts.	Median maintenance functions will be performed as it does today, but will increasingly become greater as the corridor ages without improvements.
M2	Median Widening + Ramp Upgrades	Mainline: One-lane design standards with all mainline shoulders, 12' additional outside lane, 1.5% cantment cross slope maintained; however, special junctions may have to be modified to a crowned section for each direction to avoid undesirable vertical clearance impacts under select bridges that remain, most notably Riggs Road, Douglas Road, Nelson Road, Casa Blanca Road, Lind Farm Road, and SR 202L/ SR202L and HOV lane extended south to Riggs Road. Parallel overpasses, upper corrected, increased shoulder lengths, all entrance ramps, upgraded to revised configurations. Casa Blanca Road spans over one ramp extended through bridge and gan to create a long deceleration lane.	Median/shoulder maintenance, no change to existing conditions. Additional drainage infrastructure. All low culverts and pipe structures will be extended to the new outer edge of the outside lane to create a long deceleration lane.	AW travel time approximately 32 minutes through project limits. PM travel time approximately 21 minutes through project limits. LOS D or better south of Riggs Road, but LOS F/G north of Riggs Road.	Median widening will require median barrier - CMF 0.3 from CPS. New General Purpose Lane - CMF 0.9 from CPS. Ramp modifications - CMF 0.3 from CPS. Shoulder widening - CMF 0.44 from CPS.	Majority of mainline work can be accomplished with only a single-lane closure, with occasional single lane closures. Short term (2-4 weeks) 1/2 ramp closures. Ramp closures necessary to complete ramp modifications.	Minimal to no utility impacts associated with the I-10 median widening.	New pavement from widening, post-construction preservation of existing pavement and new concrete median barrier in the shoulders will reduce near-term maintenance. Median cable barrier for 30 years will increase maintenance.
M3	Shoulder Widening + Ramp Upgrades	Mainline: One-lane design standards with all general purpose mainline shoulders to the outside, 12-18' wide/shoulder shoulders, 12' additional outside lane, 1.5% cross slope maintained; however, special junctions may have to be modified to a crowned section for each direction to avoid undesirable vertical clearance impacts under select bridges that remain, most notably Riggs Road, Douglas Road, Nelson Road, Casa Blanca Road, Lind Farm Road, and SR 202L/ SR202L and HOV lane extended south to Riggs Road. Parallel overpasses, upper corrected, increased shoulder lengths, all entrance ramps, upgraded to revised configurations. Casa Blanca Road spans over one ramp extended through bridge and gan to create a long deceleration lane.	Median/shoulder maintenance, no change to existing conditions. Additional drainage infrastructure. All low culverts and pipe structures will be extended to the new outer edge of the outside lane to create a long deceleration lane.	AW travel time approximately 32 minutes through project limits. PM travel time approximately 21 minutes through project limits. LOS D or better south of Riggs Road, but LOS F/G north of Riggs Road.	New General Purpose Lane - CMF 0.9 from CPS. Ramp modifications - CMF 0.3 from CPS. Shoulder widening - CMF 0.44 from CPS. No barrier from median barrier south of Riggs Road, but north of Riggs Road - CMF 0.44 from CPS.	Majority of mainline work can be with a shoulder closure and some mainline closures, with occasional single lane closures. Ramp closures necessary to complete ramp modifications.	Minimal to no utility impacts associated with the I-10 shoulder widening.	New pavement from widening and pavement preservation reduces near-term maintenance. Six miles of median cable barrier in Maricopa County will increase maintenance.

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

Cost and Right of Way technical analysis

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

I-10: SR 202L to SR 387

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

ALTERNATIVES and OPTIONS	COST (Excluding right of way and easements)		RIGHT OF WAY (TRIBAL LAND)				RIGHT OF WAY (ALLOTMENT LAND)				RIGHT OF WAY (NON-TRIBAL LAND)			
	Design and Construction Cost (\$Millions)	Utility Cost (\$Millions)	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations	New Permanent Easement (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations	New Permanent ROW (Acres)	Temporary Easements (Acres)	Residential Relocations	Business / Billboard Relocations
I-10 Mainline Widening Alternatives (1 added lane each direction + HOV lanes from SR 202L to Riggs Road)														
ML1 No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ML2 Median Widening + Ramp Upgrades	\$ 5307 (must also add one of the build options at Gasline and Dirk Lay to make ML2 fit)	\$ -	0.2	0.0	0.0	0.0	0.93 4 parcels would require silver takes at the Queen Creek/SR 387 and Riggs Road TJs.	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ML3 Outside Widening + Ramp Upgrades	\$ 5338 (must also add one of each the options at Riggs, Goodyear, Nelson, SR-587/Casa Blanca, Gasline, Seed Farm, Dirk Lay, and SR-387/758-187 that involve a full bridge replacement to make ML3 fit)	\$ -	42.3	0.0	0.0	9.0	42.92 190 parcels would be required to provide new ROW for additional ADOT easement.	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Wild Horse Pass / Sundust Road Interchange Options														
WH1 No Build	\$ -	\$ -	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
WH2 Diverging Diamond Interchange (DDI) with bike & 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, 2, and 3 Summary

www.i10wildhorsepasscorridor.com/resources.html

Level 1 (Simple)

Website

Level 2 (Detailed)

PDF

Level 3 (Technical)

Google Earth KMZ

PDF

i10wildhorsepasscorridor.com

ARIZONA DEPARTMENT OF TRANSPORTATION

26

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

ARIZONA DEPARTMENT OF TRANSPORTATION

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:

► 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

31

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>>