



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

Draft Environmental Assessment and
Design Concept Report

Public Hearings

September 7, 13, 15, and 20, 2022

Welcome!

- Restroom locations
- Emergency exits
- Evacuation muster point
- Mute cellphones
- Project team members
- Interpreters available upon request

Public Hearing Format

- **Formal Public Hearing**
 - Formal presentation.
 - Public comment period where study team members will act as a listening panel.
 - The panel will be present to listen but cannot respond.
- **Open House**
 - View display boards, exhibits, and videos at your own pace.
 - Ask study team members questions and submit comments.



In-Person Hearing Schedule

- **5:30 p.m. to 6 p.m.**
 - Open House
- **6 p.m. to 6:30 p.m.**
 - Formal Presentation
- **6:30 p.m. to 7:30 p.m.**
 - Formal Public Comments
 - Open House

Public Hearing Ground Rules

To allow everyone to hear information and participate:

Formal Public Hearing/ Comment Area

- Please remain quiet and leave the area for side conversations.
- Please don't interrupt speakers.

Open House Area

- Please refrain from interrupting conversations between study team members and meeting attendees.

Agenda

- Project overview
- Environmental process
- Alternatives process
- Recommended alternative
- Project funding status
- Next steps
- How to provide input

ADOT

Carlos Lopez
Project Manager



ARIZONA DEPARTMENT OF TRANSPORTATION

I-10, Loop 202 to SR 387 Study

- Engineering and environmental study
- 26-mile corridor between Phoenix and Casa Grande
- I-10 mainline widening
- Interchange and crossroad improvements
- Fiber optic connectivity



Study Purpose and Need



- Increase the capacity of I-10 to meet the projected travel demand. Decrease congestion and improve travel time reliability.
 - Minimize traffic detouring off I-10 onto the Gila River Indian Community during traffic incidents.
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- Improve the I-10 corridor, interchanges and crossroads to reduce the number and frequency of crashes.
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- Upgrade the infrastructure to current standards, where practical, and replace aging or poor-condition elements.

NEPA Requirements

- National Environmental Policy Act (NEPA) requires agencies to analyze, disclose, avoid, minimize, or mitigate adverse environmental impacts for projects with federal involvement.
- NEPA requires that applicable federal agencies review the project's impacts and mitigations documented during the NEPA process.
- An Environmental Assessment (EA) is the NEPA-level document that has been prepared to evaluate potential impacts of the I-10 Study.
- The EA describes the need for the proposed action, alternatives developed for the proposed action and the environmental impacts of the Build Alternative and No-Build Alternative.

NEPA Disclosure

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 Apr. 16, 2019 and executed by the Federal Highway Administration and ADOT.

What is the No-Build Alternative?

- The No-Build Alternative represents the existing transportation system with ongoing maintenance.
- The No-Build Alternative provides a basis against which social, environmental and economic impacts can be measured.
- The No-Build Alternative is used as a baseline, or a benchmark, to compare against the build alternatives.

Range of Alternatives

Locations	No-Build	Build Alternatives (2) / Options (30)					
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	DL4			
SR-387/SR-187/Pinal Ave.*	PA1	PA2	PA3	PA4			

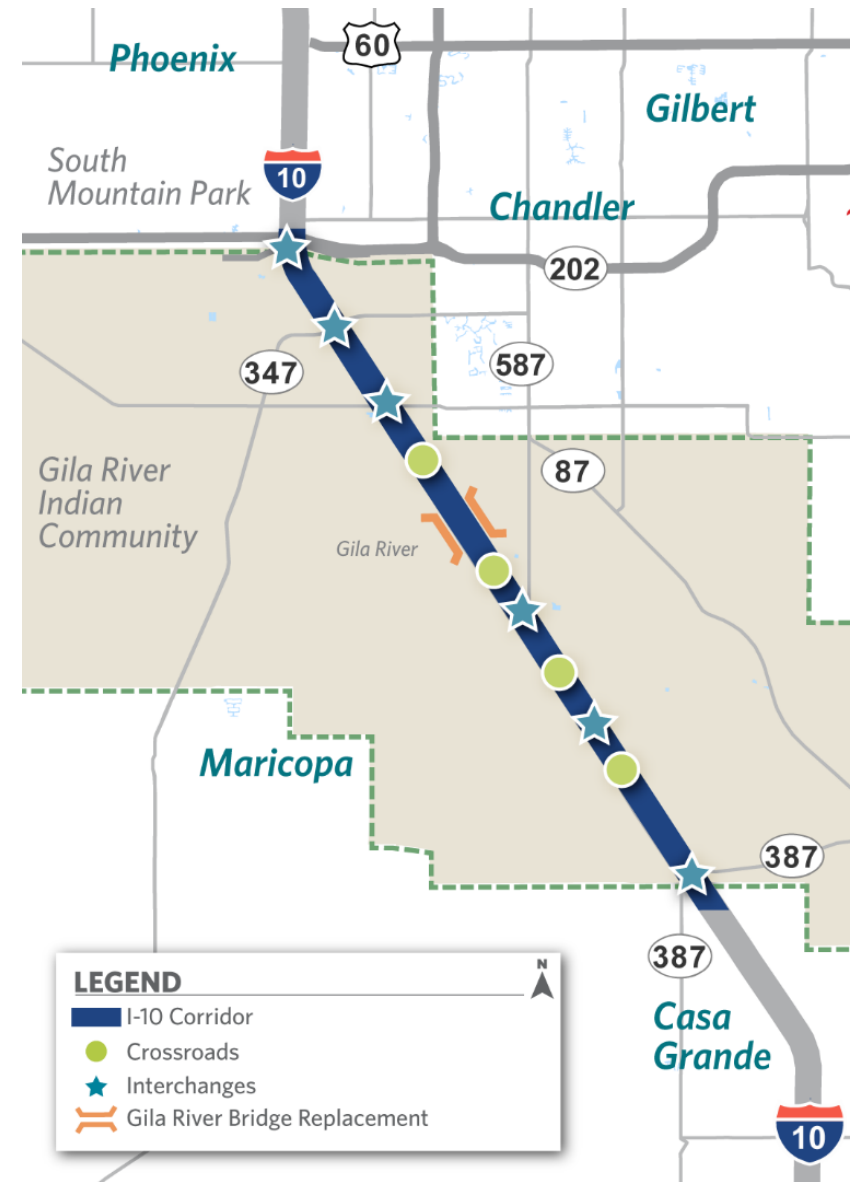
**Existing Interchange*

Recommended Build Alternative (RBA)

- An RBA for the I-10 study was developed from the environmental and engineering analyses, as well as agency and public input on the range of alternatives.
- The design features of the proposed alternatives and options considered were presented to the public for review and input in fall 2020.
- The RBA is presented in the draft Environmental Assessment and the Design Concept Report for public comment.

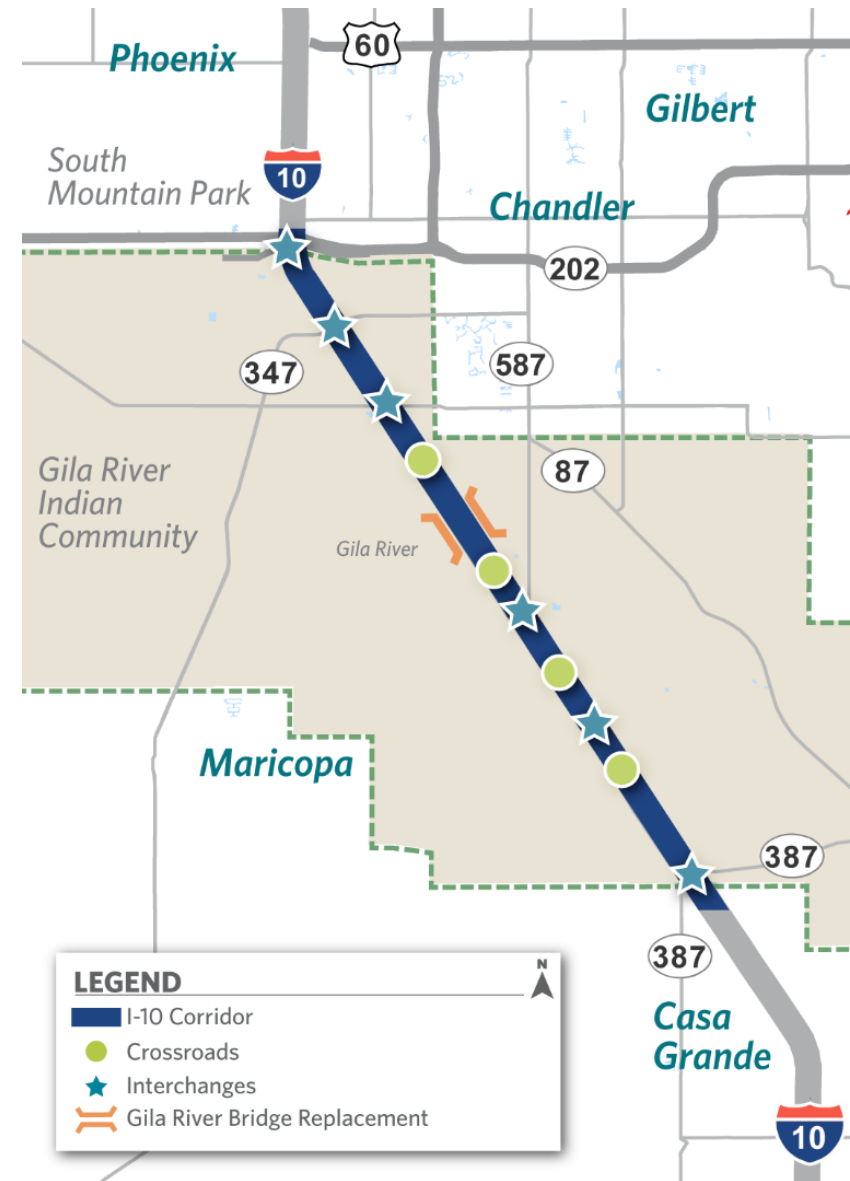
Recommended Build Alternative (RBA)

- I-10 median widening
- Reconstructed interchanges
 - Wild Horse Pass Blvd.
 - SR 347/Queen Creek Rd.
 - Riggs Rd.
 - SR 587/Casa Blanca Rd.
 - SR 387/SR 187/Pinal Ave.
- New Interchange
 - Seed Farm Rd.



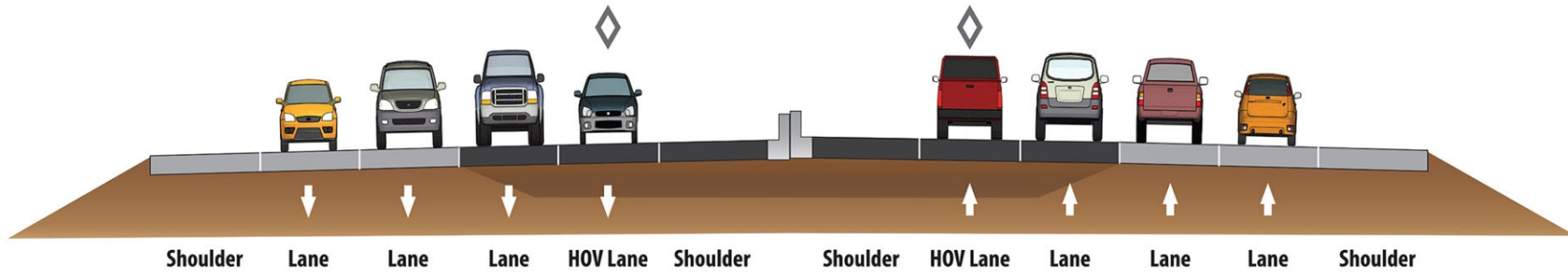
Recommended Build Alternative (RBA)

- Upgraded crossroads
 - Goodyear Rd.
 - Nelson Rd.
 - Gasline Rd.
- Removed crossroad
 - Dirk Lay Rd. (returning easement)
- Fiber Optic Conduits
 - Will include freeway management technology

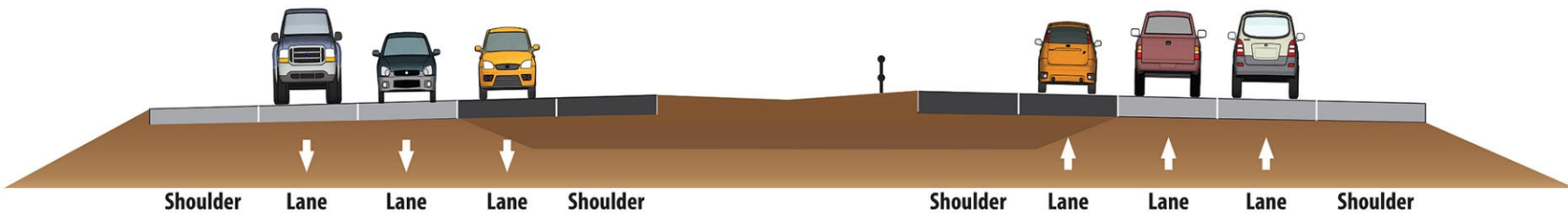


Recommended Build Alternative: I-10 Freeway

Loop 202 to Riggs Road



Riggs Road to SR 387



Recommended Build Alternative: Crossroad Examples

ADOT

Wild Horse Pass Blvd.



SR 587/Casa Blanca Rd.



Seed Farm Rd.



Recommended Alternative (RA)

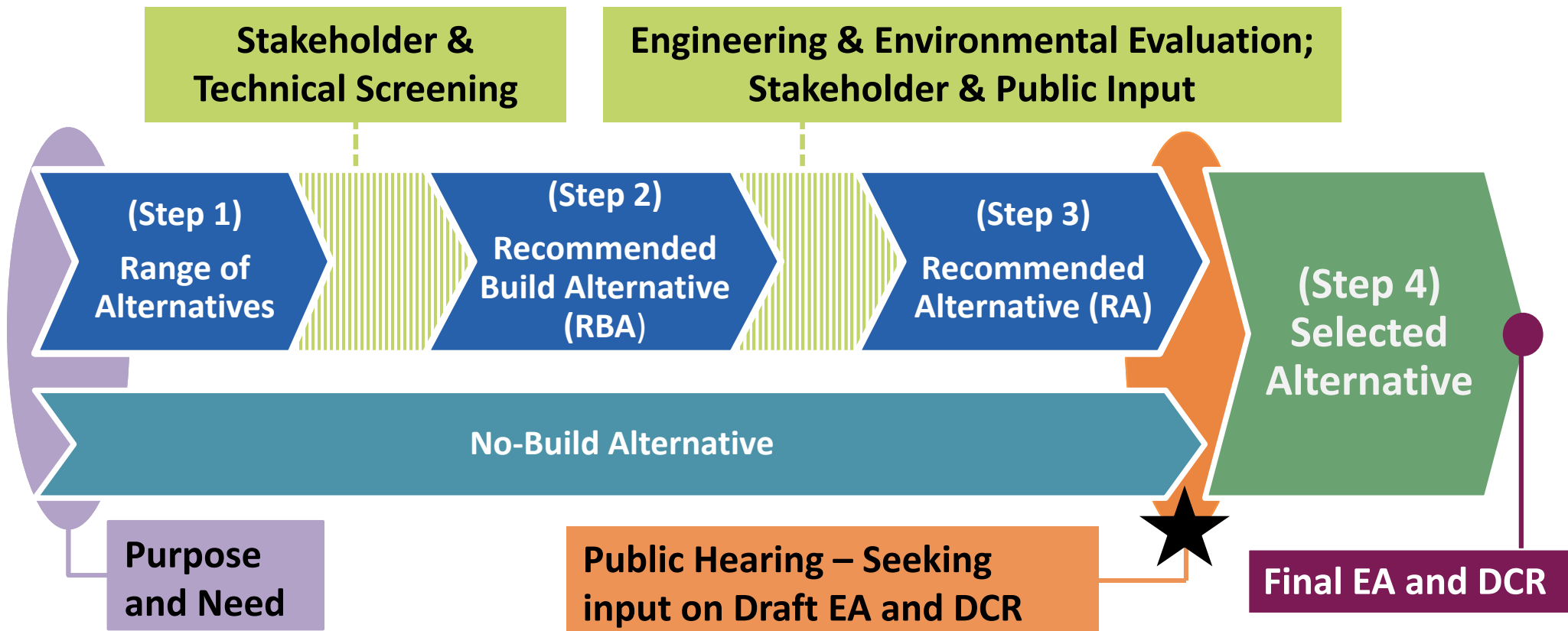
The RBA is the Recommended Alternative

- The RA is documented in the draft Environmental Assessment and Design Concept Report for your review and comment.
- The RA was developed **using a consensus-based process** between ADOT, the Gila River Indian Community, Bureau of Indian Affairs, Maricopa Association of Governments and FHWA.
- The **No-Build Alternative does not meet study's purpose and need** and received **no notable support** from the stakeholders or from the public feedback.

Recommended Alternative (RA)

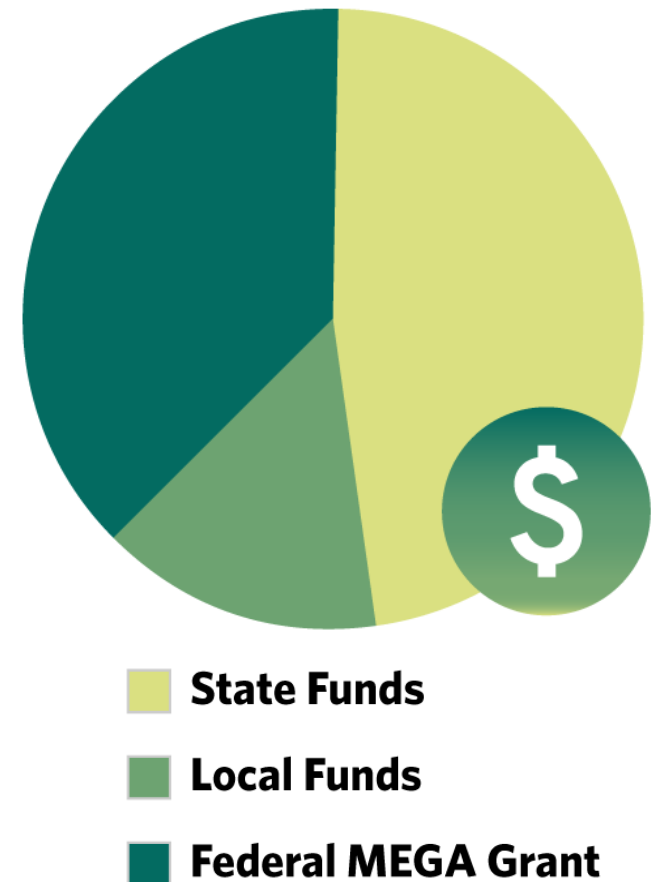
- The RA **satisfies the study's purpose and need.**
 - Increases I-10's capacity reducing congestion and travel times.
 - Adds wide shoulders and a median barrier system reducing crashes and minimizes traffic backups and detouring due to incidents.
 - Improves interchange and crossroad operations and provides bike and pedestrian accessibility.
 - Rehabilitates or replaces pavements and bridges, reducing maintenance.

Alternatives Screening Process



Project Funding Status

- Expected cost: \$990 million.
- Agencies have partnered to identify and apply for the necessary funding.
- State Legislature allocated \$400M.
- ADOT submitted for a federal MEGA Grant requesting \$360M.
- MEGA Grant selection fall 2022.
- If successful, 100% of the project would be funded.



Next Steps

- Following the close of our comment period on **Oct. 9, 2022**, the study team will review, evaluate and respond to all comments from the partner agencies and the public.
- ADOT, in cooperation with the Gila River Indian Community and Bureau of Indian Affairs, will then select the final alternative.
- This selection, combined with the input from the public comment period, will be documented in the final EA and DCR documents.



Public Comment Period: Aug. 19 – Oct. 9

Ways to submit comments:

- Public verbal comments at the public hearings, documented by a court reporter.
- Private verbal comments directly to a court reporter.
- Written comments.
- Email, mail or phone.
- Location-specific comments through online map tool.

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All comment methods are equal

Instructions For Giving Formal Public Comments

Speakers:

- **Register** – Please sign-up at the speaker registration table.
- **Order of Speakers** – Speakers will be called in the order in which they sign up.
- **Introduction** – Please state your name and speak clearly for the court reporter.
- **Schedule** - All speakers registered by the scheduled close of the hearing will have the opportunity to speak.

Panelists:

- Panelists are not allowed to respond. Discussions are welcome in the open house area.

Thank You for Your Participation!

- Please stay here to make a comment to the panel or listen to the speakers. Please register to speak first.
- Visit the open house area to review the study materials and ask questions of the study team members before commenting.
- Paper or online forms are available for written comments.
- Court reporters are also available to make verbal comments for the record.
- Ask a study team member for assistance.