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

## Public Involvement and Hearing Summary <br> Draft Environmental Assessment and Design Concept Report

Interstate 10 Study: State Route Loop 202 to State Route 387

Public Comment Period:
Aug. 19 - Oct. 9, 2022

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

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## 1. Introduction

In collaboration with the Gila River Indian Community (Community), the Bureau of Indian Affairs (BIA), the Federal Highway Administration (FHWA) and the Maricopa Association of Governments (MAG), the Arizona Department of Transportation (ADOT) prepared a draft Environmental Assessment (EA) and Design Concept Report (DCR) for the Interstate 10 (I-10) Study: State Route (SR) Loop 202 to SR 387.

This corridor is located primarily within the Community, with smaller segments within the cities of Phoenix, Chandler and Casa Grande. This study is important because l-10 supports significant commercial and economic growth for the region, state and nation, and is considered a Key Commerce Corridor.

Over the last three years, the project team has sought feedback from the public, stakeholders, agencies and partners to help guide the study evaluation process and the development of the draft EA and DCR. Proposed improvements include widening $\mathrm{I}-10$ towards the median with one additional general purpose lane in each direction between Loop 202 and SR 387, adding a High Occupancy Vehicle (HOV) lane in each direction in the median between Loop 202 and Riggs Road and modifying the interchanges and crossroads over l-10.

### 1.1 Title VI Accommodations

The entire outreach effort was conducted in compliance with Title VI and Environmental Justice guidelines approved for the project in the I-10: SR Loop 202 to SR 387 Public Involvement Plan, on record with ADOT Communications.

## 2. Public Review and Comment

Beginning Aug. 19, 2022, the draft EA and DCR were made available to the public on the study website 110 wildhorsepasscorridor.com. Hard copies were provided at 10 repository locations throughout the study area, as listed below:

## Public Repositories

- Casa Grande Public Library - 449 N Drylake St., Casa Grande, AZ 85122
- Ironwood Library - 4333 E Chandler Blvd., Phoenix, AZ 85048


## Gila River Indian Community Repositories

- Governance Center - 525 W Gu U Ki Rd., Sacaton, AZ 85147
- District 1 Service Center - 15747 N Shegoi Rd., Coolidge, AZ 85128
- District 2 Service Center - 8070 Park St., Sacaton, AZ 85147
- District 3 Service Center - 18 E Pima St., Sacaton, AZ 85147
- District 4 Service Center/Multipurpose Building - 2230 N Home Run Dr., Sacaton, AZ 85147
- District 5 Multi Service Center - 3456 W Casa Blanca Rd., Bapchule, AZ 85121
- District 6 Komatke Center - 5230 St Johns Rd., Laveen Village, AZ 85339
- District 7 Service Center - 8035 S 83rd Ave., Laveen Village, AZ 85339

Throughout the public review and comment period (Aug. 19 through Oct. 9, 2022), comments were accepted in the following ways:

- Public Hearings: Providing written/verbal comments at one of four public hearings (three in-person and one virtual)
- Study website: Online through our comment form or comment map
- Email: i10wildhorsepasscorridor@hdrinc.com
- Phone: 602-522-7777
- Mail: I-10 Wild horse Pass Corridor Study Team c/o HDR Inc.

20 E. Thomas Rd., Suite 2500
Phoenix, AZ 85012

## 3. Public Hearings

The public hearings were a significant component of the public review and comment process to provide information about the draft EA and DCR and to gather comments on the study and draft documents. The public hearing dates, times, locations and attendance are listed in Table 1.

Table 1. Public Hearing Dates and Locations

| Date | Time | Location | Attendance |
| :---: | :---: | :--- | :---: |
| Wednesday, Sept. 7, 2022 | 5:30-7:30 p.m. | Valley Christian High School <br> 6900 W Galveston St., <br> Chandler, AZ 85226 | 31 |
| Tuesday, Sept. 13, 2022 | 5:30-7:30 p.m. | Vista Grande High School <br> 1556 N Arizola Rd., <br> Casa Grande, AZ 85122 | 25 |
| Thursday, Sept. 15, 2022 | 5:30-7:30 p.m. | District 4 Service Center/ <br> Multipurpose Building <br> 2230 N Home Run Dr., <br> Sacaton, AZ 85147 | 49 |
| Tuesday, Sept. 20, 2022 | 5:30-7:30 p.m. | Virtual (Call-in/Online <br> through Webex) | 49 |

### 3.1 Public Hearing Notification

### 3.1.1 Newspaper Advertisements

The team prepared and arranged for the publication of print advertisements that described the study, provided information on how to provide comments on the draft EA and DCR and invited the public to attend the public hearings. The advertisements - which included the dates and locations of the hearings, a listing of repository locations where the draft EA and DCR could be reviewed and the dates of the public comment period - were published in the following newspapers:

- Gila River Indian News - English (published Aug. 5, 2022)
- Ahwatukee Foothills News - English (published Aug. 10, 2022)
- Chandler Arizonan - English (published Aug. 7, 2022)
- Arizona Republic (Statewide and Zones 5,6, and 10) - English (published Aug. 19, 2022)
- Prensa Arizona - Spanish (published Aug. 18, 2022)
- Tri-Valley Dispatch - English (published Aug. 18, 2022)

Copies of print advertisements can be found in Appendix A, Public Hearing Notifications.

### 3.1.2 Website and Online Public Hearing Tool

The study website and online public hearing tool were updated on Aug. 19, 2022, and again following the public hearings to include the draft EA and DCR; dates, times and locations of the public hearings; and information about the study and comment period. All materials for the public hearings were posted on the website in English and Spanish and are listed below:

- Display boards and banners
- Online hearing tool
- Visualizations
- Draft EA and DCR
- Participant guide
- Frequently Asked Questions (FAQs)
- Virtual public hearing recording
- Public hearing presentation

In addition, once the Final EA and DCR are finalized, they will also be added to the project website.

Copies of the public hearing materials are included in Appendix B, Public Hearing Materials.

### 3.1.3 News Release/GovDelivery

The dates, times and locations of the public hearings were distributed by ADOT and MAG on Aug. 19, 2022, via a GovDelivery notice and a news release. The GovDelivery notice was shared with 56,176 email addresses and posted on the ADOT website. The news release was distributed to local media outlets and posted on the MAG website. Four additional GovDelivery notices were distributed to remind the public of the hearing opportunities and to comment on the draft EA and DCR before the Oct. 9, 2022, deadline. The following distribution dates were:

- Sept. 6, 2022
- Sept. 12, 2022
- Sept. 19, 2022
- Oct. 6, 2022

Copies of the News Release and GovDelivery can be found in Appendix A, Public Hearing Notifications.

### 3.1.4 Social Media

A social media calendar was created with content and graphics and posted between Aug. 19 and Oct. 9 using the ADOT social media accounts on Facebook, Twitter, Linkedln and Nextdoor to promote the comment period and the public hearings. MAG and the Community also
shared/posted social content to their accounts during this time. The social media posts were uploaded on the following dates:

- Aug. 19, 2022
- Aug. 31, 2022 • Sept. 22, 2022
- Aug. 20, 2022
- Sept. 2, 2022
- Sept. 27, 2022
- Aug. 24, 2022
- Sept. 6, 2022
- Sept. 29, 2022
- Aug. 26, 2022
- Sept. 8, 2022
- Oct. 2, 2022
- Aug. 29, 2022
- Sept.13, 2022
- Oct. 8, 2022

Copies of the social media posts can be found in Appendix A, Public Hearing Notifications.

### 3.1.5 Direct Mailer

A direct mailer was sent by U.S. Mail to 3,050 Gila River Indian Community addresses in the study area to inform them of the public hearings and on how to provide comments. The mailer (in English) was distributed between Aug. 12 and Aug. 19. A copy of the direct mailer can be found in Appendix A, Public Hearing Notifications.

### 3.2 Public Hearing Format

### 3.2.1 In-Person Public Hearings

The first three public hearings were held in person on Sept. 7, 13 and 15, 2022. The purpose of the public hearings was to provide an overview of the draft EA and DCR, share ADOT's preliminary recommendation and accept public comment. The public hearings were advertised extensively to the public through various methods described in section 3.1. The in-person public hearings were held from 5:30-7:30 p.m. and followed the format in Table 2.

Table 2. In-Person Public Hearing Agenda

| 5:30-6:00 p.m. | Open House |
| :--- | :--- |
| 6:00-6:30 p.m. | Formal Presentation |
| 6:30-7:30 p.m. | Formal Public Comments/Open House |

A sign-in table was available for public hearing attendees, which provided the following:

- Sign in at the door (optional and not required for attendance)
- Participant guide in English and Spanish
- Instructions on how to provide verbal comments in front of a listening panel and attendee audience; staff members registered these commenters
- Optional self-identification cards for people to fill out
- Title VI

The public hearings were held as an open house, with two rooms ${ }^{1}$ designated as follows:

- Area 1: open house
- Area 2: formal presentation and formal public comments

In Area 1, attendees were encouraged to view display boards, visualizations and large-format maps. Study team members were available to answer questions one-on-one. Laptops, iPads and comment forms were available so that attendees could submit written comments on a comment form. In Area 2, following the formal presentation, speakers who had registered to make a formal public comment could speak to a listening panel consisting of ADOT and MAG staff. All public statements were recorded by a court reporter. An audience area was also available, and attendees were welcome to listen to others speak.

Spanish interpreters and court reporters were provided at all four public hearings. In addition, an O'odham interpretation was offered at the in-person public hearing on the Gila River Indian Community (held on Sept. 15, 2022).

### 3.3 Virtual Public Hearing

The fourth public hearing was hosted virtually through Webex on Sept. 20, 2022. The purpose of the virtual public hearing, like the in-person public hearings, was to provide an overview of the draft EA and DCR, share ADOT's preliminary recommendation and accept public comment. The public hearing was advertised extensively to the public through various methods described in section 3.1.

The virtual public hearing was held from 5:30-9:00 p.m. Attendees joined the virtual public hearing through their Webex internet browser, Webex mobile app, Webex computer application or by calling into the meeting. Spanish-speaking attendees could also join by calling into the Spanish audio line. Each method of joining provided opportunities for the attendees to ask questions and provide formal public comments. The hearing was simultaneously held in both English and Spanish. The English public hearing had 48 attendees and the Spanish public hearing had one.

The format included two hearings starting at 5:30 p.m. and 7:30 p.m. See agenda in Table 3.
Table 3. Virtual Public Hearing Agenda

| 5:30 p.m. | Formal Presentation \#1 |
| :--- | :--- |
| 6:00 - 6:15 p.m. | Questions and Answers |
| 6:15-7:15 p.m. | Formal Public Comments |
| 7:30-8:00 p.m. | Formal Presentation \#2 |
| 8:00 - 8:15 p.m. | Questions and Answers |
| 8:15 - 9:00 p.m. | Formal Public Comments |

[^0]Spanish interpreters and court reporters were provided at the virtual public hearing.

### 3.4 Public Hearing Materials

A variety of materials were made available at the public hearings. These materials are provided in Attachment B and include:

- Comment forms (English and Spanish)
- Title VI/civil rights information and self-identification cards (English and Spanish)
- Participant guide (English and Spanish)
- Large-format maps of the I-10 corridor and the interchanges/crossroads
- Display boards
- Visualizations (English and Spanish)


### 3.4.1 Display Boards

Display boards at the public hearings were titled as follows:

- Welcome
- Meeting Format
- Safety Protocol
- Provide Your Comments
- Guidelines For Giving Formal Public Comments
- Study Overview/Timeline
- What is NEPA?
- Purpose and Need
- What is a No-Build Alternative?
- What is a Recommended Build Alternative?/RBA Quick Facts
- Recommended Alternative (RA)
- Cultural Resources Findings
- Section 4(f) Findings
- Recommended Alternative Findings
- Recommended Alternative Justification
- ADOT's Right-of-Way Acquisition Process
- Right-of-Way Acquisition FAQs
- Next Steps
- Funding

A copy of the display boards can be found in Appendix B, Public Hearing Materials.

### 3.4.2 Large-Format Maps

Tables displaying large-format maps of the recommended alternative for $\mathrm{I}-10$ and the proposed interchanges and crossroads were set up and staffed with study team members to help guide discussion and allow attendees to ask questions. Copies of the large-format maps can be found in Appendix B, Public Hearing Materials.

### 3.4.3 Visualizations

Two visualization videos were created for this public hearing process. Each visualization was narrated and close-captioned in English and Spanish, creating a total of four visualizations.

- An I-10 fly-through corridor visualization video illustrating the existing and proposed recommended alternative for the $\mathrm{I}-10$ widening and the proposed interchanges and crossroads. This video was approximately 17 minutes long.
- An instructional drive-through visualization of how the SR 347/Queen Creek Road diverging diamond interchange would operate if built. Several different traffic movements were simulated from a driver's perspective. This video was approximately six minutes long.

The two English visualizations were edited to run sequentially and looped. The same was done for the two Spanish visualizations. These looped videos were played continuously on their own separate monitors in the open house area at all three in-person public hearings. At the virtual public hearing, the English video was played and translated into Spanish through the Spanish virtual hearing audio channel. The four English and Spanish videos are available for viewing in the resources section of the study website.

### 3.4.4 Participant Guide

A participant guide was created to provide information about the draft EA and DCR, to describe how the public hearings were organized, to convey the ground rules for verbal comments and to communicate the other public input opportunities and methods available during the comment period. The participant guide (in English and Spanish) was given to public hearing attendees and is posted on the study website. The participant guide included:

- Study background/EA and DCR overview
- How to comment
- Overview/ground rules of the public hearing
- Public hearing locations and repository locations
- Guidelines for giving formal public comments
- FAQs
- Map of the study area
- Title VI

A copy of the Participant Guide is included in Appendix B, Public Hearing Materials.

### 3.4.5 Formal Presentation

A formal presentation was given to attendees at all four public hearings. The presentation can be found in Appendix B, Public Hearing Materials, and covered the following slide titles:

- Welcome
- Public Hearing Format
- Hearing Schedule
- Public Hearing Ground Rules
- Agenda
- I-10, Loop 202 to SR 387 Study
- Study Purpose and Need
- NEPA Requirements
- NEPA Disclosure
- What is the No-Build Alternative?
- Range of Alternatives
- Recommended Build Alternative (RBA) - 3 slides
- Recommended Build Alternative: I-10 Freeway
- Recommended Build Alternative: Crossroad Examples
- Recommended Alternative (RA) - 2 slides
- Alternatives Screening Process
- Project Funding Status
- Next Steps
- Public Comment Period: Aug. 19 - Oct. 9
- Instructions For Giving Formal Public Comments


### 3.5 Public Comment Review

All comments received during the formal comment period were reviewed for the specific issues or recommendations raised by commenters. A total of 79 comments were received by Oct. 9, 2022, the last day of the comment period, through the following methods:

- Seventeen (17) comments were received through the study email
- Forty-five (45) comments were submitted through the study website
- Fourteen (14) public statements were made at the public hearings recorded by a court reporter and one (1) additional verbal comment was received outside of the hearings
- Two (2) paper comments were received at the in-person public hearings

Some of the common themes that were found throughout the comments are listed below:

- Extending high-occupancy vehicle lane throughout the corridor
- Support for the study and for construction to begin
- Concerns over future capacity along the corridor with the proposed improvements
- Concern over right-of-way acquisition footprint
- Concern over increased traffic and safety issues with the addition of the proposed Seed Farm Road Traffic Interchange

The Final EA will provide responses to all comments received during the public review and comment period. The Final EA and DCR are expected to be complete and available for public review in early 2024.

A comment matrix highlighting all comments, responses and themes can be found in Appendix C.

## 4. Next Steps

After the public hearings have been held, the comment period has closed and comments have been addressed (and included in the Final EA), ADOT makes a formal determination regarding whether the impacts evaluated in the EA are significant, including whether mitigation measures
can be used to avoid, minimize or reduce adverse impacts to levels that are not significant. If ADOT determines-based on the evaluation of impacts and public and agency review and input-that the Recommended Alternative would not result in significant impacts, a Finding of No Significant Impact (FONSI) is prepared and the Recommended Alternative becomes the Selected Alternative. The FONSI documents the decision for the project. It discusses the environmental issues and reaches appropriate decisions regarding mitigation and commitments.

According to FHWA Technical Advisory T6640.8A, formal distribution of the FONSI is not required; however, a notice of availability should be sent to involved federal, state and local government agencies, and the FONSI should be made available to the public upon request [23 CFR 771.121(b)]. The Final EA and FONSI are made available at ADOT, on the ADOT Environmental Planning Approved Environmental Documents webpage, and on the study website.

The Final EA and DCR are expected to be published in early 2024.

## Appendices

Appendix A: Public Hearing Notifications
Appendix B: Public Hearing Materials
Appendix C: Public Comments

## Appendix A: Public Hearing Notifications

## YOUR INPUT IS IMPORTANT!

## Interstate 10 Study: Loop 202 to State Route 387 Public Hearings

In collaboration with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration (FHWA) and the Maricopa Association of Governments, the Arizona Department of Transportation (ADOT), is preparing an Environmental Assessment (EA) and Design Concept Report (DCR) for the Interstate 10 (I-10) Study: Loop 202 to State Route 387 (SR 387). Proposed improvements include widening I-10 between Loop 202 and SR 387, adding High Occupancy Vehicle (HOV) lanes between Loop 202 and Riggs Road, and modifying interchanges and crossroads over $\mathrm{I}-10$.

## DRAFT EA AND DCR AVAILABLE FOR PUBLIC REVIEW AND COMMENT

The draft EA and DCR will be published and available for public review and comment from Aug. 19, 2022 through Oct. 9, 2022. The draft EA and DCR evaluate the Recommended Build Alternative as compared to the No-Build Alternative. Select technical reports associated with the draft EA will be available upon request. Please email i10wildhorsepasscorridor@hdrinc.com or call 602-522-7777 to make a request. The draft EA and DCR can be reviewed at the following repository locations and on the study website at i10wildhorsepasscorridor.com:

- Casa Grande Public Library

449 N Drylake St., Casa Grande, AZ 85122 | 520-421-8710

- Ironwood Library


## 4333 E Chandler Blvd., Phoenix, AZ 85048 |602-262-4636

## PUBLIC HEARINGS|OPEN HOUSES

In-person and virtual public hearings will be held to provide an overview of the draft EA and DCR, share ADOT's preliminary recommendation and accept public comment. The same information will be presented at each meeting. The public hearing presentation and materials can also be viewed on the study website.

## COMMENT ON THE DRAFT EA AND DCR:

Submit your comments on the I-10 Study draft EA and DCR through Oct. 9, 2022. All comments received during the public comment period will be documented and responded to in the I-10 Study Final EA and Final DCR. All comment methods are considered equal.

- Attend a public hearing: Provide written/verbal comments at the virtual and in-person public hearings
- Online through our comment form or comment map: i10wildhorsepasscorridor.com
- Email: i10wildhorsepasscorridor@hdrinc.com
- Call: 602-522-7777
- Maila l-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc.

20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012
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 FHWA and ADOT.
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 Kim Larson at 855.712.8530 or klarson@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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.
De acuerdo al Tituluo VI de la Ley de Derechos Civiles de 1964, la Ley para Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras leyes y autoridades contra la discriminación, ADOT no discrimina por raza, color, origen nacional, edad, género o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Kim Larson al KLarson@azdot.gov oal 855.712.8530. Las solicitudes deben hacerse lo más pronto posible para asegurar que ADOT tenga oportunidad de hacer los arreglos necesarios.

FOR MORE INFORMATION:
602-522-7777|i10wildhorsepasscorridor@hdrinc.com
ADOT TRACS No. F0252 01L and 02L | Federal Aid No. 010-C(222)S

## In-Person Public Hearing Dates and Locations



## Virtual Public Hearing (Call-in/Online through Webex)

Tuesday, Sept. 20, 2022|5:30-9 p.m.

1. In-Person Public Hearing \#1 Wednesday, Sept. 7, 2022 5:30-7:30 p.m.
Valley Christian High School 6900 W Galveston St., Chandler, AZ 85226
2. In-Person Public Hearing \#2 Tuesday, Sept. 13, 2022 5:30-7:30 p.m. Vista Grande High School 1556 N Arizola Rd., Casa Grande, AZ 85122
3. In-Person Public Hearing \#3 Thursday, Sept. 15, 2022 5:30-7:30 p.m.
District 4 Multipurpose Building 2230 N Home Run Dr, Sacaton, AZ 85147
This venue will comply with current COVID-19 Executive Orders for public facilities and requires masks. Masks will be available.

English
Online: bit.lyWHP-EN
Phone: $+1-408-418-9388$
Meeting number (access code):
24844716549
Webinar password:WHP2022
(9472022 from phones)
PUBLIC HEARINGS AGENDA SCHEDULE

## IN-PERSON PUBLIC HEARING AGENDA* <br> 5:30-6 p.m. Open House <br> 6-6:30 p.m. Formal Presentation <br> 6:30-7:30 p.m. Formal Public Comments/Open House

*At the Sept. 15 hearing at District 4, the presentation will be continuously repeated and the open house and formal comment period will be available throughout the hearing.

| VIRTUAL PUBLIC HEARING AGENDA** |  |
| :---: | :---: |
| 5:30 p.m. | Formal Presentation |
| 6-6:15 p.m. | QSA |
| 6:15-7:15 p.m. | Formal Public Comments |
| 7:30-8 p.m. | Formal Presentation |
| 8-8:15 p.m. | Q\&A |
| 8:15-9 p.m. | Formal Public Comments |

**As a part of the virtual public hearing, we are allowing two opportunities to hear the presentation, provide formal comment and ask questions.

Chandler Arizonan| Aug. 7, 2022

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## Interstate 10 Study：Loop 202 to State Route 387 Public Hearings

In collaboration with the Gila River Indian Community，the Bureau of Indian Affairs，the Federal Highway Administration（FHWA）and the Maricopa Association of Governments，the Arizona Department of Transportation （ADOT），is preparing an Environmental Assessment（EA）and Design Concept Report（DCR）for the Interstate 10 （I－10）Study：Loop 202 to State Route 387 （SR 387）．Proposed improvements include widening I－10 between Loop 202 and SR 387，adding High Occupancy Vehicle（HOV）lanes between Loop 202 and Riggs Road，and modifying interchanges and crossroads over $\mathrm{I}-10$ ．

## DRAFT EA AND DCR AVAILABLE FOR PUBLIC REVIEW AND COMMENT

The draft EA and DCR will be published and available for public review and comment from Aug．19， 2022 through Oct．9，2022．The draft EA and DCR evaluate the Recommended Build Alternative as compared to the No－Build Alternative．Select technical reports associated with the draft EA will be available upon request．Please email i10wildhorsepasscorridor＠hdrinc．com or call 602－522－7777 to make a request．The draft EA and DCR can be reviewed at the following repository locations and on the study website at i10wildhorsepasscorridor．com：
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## PUBLIC HEARINGS｜OPEN HOUSES

In－person and virtual public hearings will be held to provide an overview of the draft EA and DCR，share ADOT＇s preliminary recommendation and accept public comment．The same information will be presented at each meeting．The public hearing presentation and materials can also be viewed on the study website．

## COMMENT ON THE DRAFT EA AND DCR：

Submit your comments on the I－10 Study draft EA and DCR through Oct．9，2022．All comments received during the public comment period will be documented and responded to in the I－10 Study Final EA and Final DCR．All comment methods are considered equal．
－Attend a public hearing：Provide written／verbal comments at the virtual and in－person public hearings
－Online through our comment form or comment map：i10wildhorsepasscorridor．com
－Email：i10wildhorsepasscorridor＠hdrinc．com
－Call：602－522－7777
－Mail：I－10 Wild Horse Pass Corridor Study Team c／o HDR，Inc．
20 E．Thomas Rd．，Suite 2500 Phoenix，AZ 85012
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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 Kim Larson at 855．712．8530 or klarson＠azdot．gov．Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation．

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## In－Person Public Hearing Dates and Locations



Virtual Public Hearing
（Call－in／Online through Webex）
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Vista Grande High School 1556 N Arizola Rd．， Casa Grande，AZ 85122
3．In－Person Public Hearing \＃3 Thursday，Sept．15， 2022 5：30－7：30 p．m．
District 4 Multipurpose Building 2230 N Home Run Dr， Sacaton，AZ 85147
This venue will comply with current COVID－19 Executive Orders for public facilities and requires masks．Masks will be available．

English Spanish
Online：bit．ly／WHP－EN Enlace（Inglés）：bit．ly／WHP－EN
Phone：＋1－408－418－9388
Meeting number（access code）：
24844716549
Webinar password：WHP2022
（9472022 from phones）
PUBLIC HEARINGS AGENDA SCHEDULE

\section*{IN－PERSON PUBLIC HEARING AGENDA＊ <br> 5：30－6 p．m．Open House <br> | 6－6：30 p．m． | Formal Presentation |
| :--- | :--- | <br> | 6：30－7：30 p．m． | Formal Public Comments／Open House |
| :--- | :--- |}

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| 6－6：15 p．m． | Q\＆A |
| 6：15－7：15 p．m． | Formal Public Comments |
| 7：30－8 p．m． | Formal Presentation |
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Ahwatukee Foothills｜Aug．10， 20222022

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English
Spanish
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Phone: +1-408-418-9388
Meeting number (access code):
24844716549
Webinar password: WHP2022
(9472022 from phones)

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[^1]MAAICOPA

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

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Arizona Republic Zone 5 | Aug. 19, 2022

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- Gila River Indian Community Governance Center

525 W Gu U Ki Rd, Sacaton, AZ 85147 | 520-562-9500

- Gila River Indian Community District 1

15747 N Shegoi Rd., Coolidge, AZ 85128 | 520-215-2110

- District 2 Service Center

8070 Park St., Sacaton, AZ 85147 | 520-562-3450

- District 3 Service Center

18 E Pima St., Sacaton, AZ 85147 | 520-562-3334

- Gila River District 4 Service Center/Multipurpose Bldg.

2230 N Home Run Dr., Sacaton, AZ 85147 | 520-418-3661 - District 5 Multi Service Center

3456 W Casa Blanca Rd., Bapchule, AZ 85121 | 520-315-3441

- Gila River Indian Community District 6 Komatke Center 5230 St Johns Rd., Laveen Village, AZ 85339 | 520-550-3805 - Gila River Indian Community District 7 Service Center 8035 S 83rd Ave., Laveen Village, AZ 85339 | 520-430-4780


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maricopa

## ¡SU OPINIÓN ES IMPORTANTE!

## Estudio de la Interestatal I-10: Audiencia Pública de la Vuelta 202 de la Ruta Estatal 387

En colaboración con la Comunidad Indígena del Río Gila, la Oficina de Asuntos Indígenas, la Administración Federal de Carreteras (FHWA) y la Asociación de Gobiernos de Maricopa, el Departamento de Transporte de Arizona (ADOT), está preparando una Evaluación Ambiental (EA) y un Informe de Concepto de Diseño. (DCR) para el Estudio de la Interestatal 10 (I-10): Vuelta 202 hasta la Ruta Estatal 387 (SR 387). Las mejoras propuestas incluyen la ampliación de la I-10 entre la Vuelta 202 y SR 387, la adición de carriles para vehículos de alta ocupación (HOV) entre la Vuelta 202 y Riggs Road, y la modificación de intercambios y cruces sobre la l-10.
BORRADOR DE EA Y DCR DISPONIBLES PARA REVISIÓN Y COMENTARIOS
El borrador de EA y DCR se publicará y estará disponible para revisión y comentario público desde el 19 de agosto de 2022 hasta el 9 de octubre de 2022.
El borrador de EA y DCR evalúa la alternativa de construcción recomendada en comparación con la alternativa de no construir. Los informes técnicos seleccionados asociados con el borrador de EA estarán disponibles a pedido. Envíe un correo electrónico a i10wildhorsepasscorridor@hdrinc.com o llame al 602-522-7777 para hacer una solicitud. El borrador de EA y DCR se puede revisar en las siguientes ubicaciones de depósito y en el sitio web del estudio en i10wildhorsepasscorridor.com:

- Biblioteca Pública Casa Grande

449 N Drylake St., Casa Grande, AZ 85122 | 520-421-8710

- Bilbioteca Ironwood

4333 E Chandler Blvd., Phoenix, AZ 85048 | 602-262-4636

COMENTARIO SOBRE EL BORRADOR DE EA Y DCR:
Envie sus comentarios sobre el borrador de EA y DCR del estudio l-10 desde ahora hasta el 9 de octubre de 2022. Todos los comentarios recibidos durante el período de comentarios públicos se documentarán y responderán en el EA final y la DCR final del estudio de la l-10. Todos los métodos de comentarios se consideran iguales.

- Asistir a una audiencia pública: Proporcione por escrito/verbal comentarios en las audiencias públicas virtuales y presenciales
- En línea a través de nuestro formulario de
comentarios o mapa de comentarios:
i10wildhorsepasscorridor.com
- Email: i10wildhorsepasscorridor@hdrinc.com
- Call: 602-522-7777
- Correo: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

AUDIENCIAS PÚBLICAS | CASAS ABIERTAS
Se llevarán a cabo audiencias públicas en persona y virtuales para brindar una descripción general del borrador de EA y DCR, compartir la recomendación preliminar de ADOT y aceptar comentarios públicos. La misma información se presentará en cada reunión. La presentación y los materiales de la audiencia pública también se pueden ver en el sitio web del estudio.

Fechas y lugares de la audiencia pública en persona


Audiencia Püblica Virtual (Llamada/en línea a través de Webex) Martes,20 de sept. de 2022 5 5:30-9 p.m.
English Español
Online: bit.IV/WHP-EN Enlace (Inglés): bit.Iy/WHP-EN
Phone: +1-408-418-9388 Meeting number (access code): 24844716549
Webinar password: WHP2022
(9472022 from phones)

Teléfono: +1-408-418-9388 Número de Reunión (Código de acceso): Numero de Reun
24901708079
Clave: WHP2022
(9472022 desde teléfonos)

*En la audiencia del 15 de septiembre en el Distrito 4, la presentación se repetirá continuamente y la jornada de puertas abiertas y el período de comentarios formales estarán disponibles durante toda la audiencia.

| AGENDA DE AUDIENCIA PÚBLICA VIRTUAL** |  | **Como parte de la audiencia pública virtual, |
| :---: | :---: | :---: |
| 5:30 p.m. | Presentación Formal | estamos permitiendo |
| 6-6:15 p.m. | Preguntas y Respuestas | escuchar la presentación, |
| 6:15-7:15 p.m. | Comentarios Públicos Formales | hacer comentarios |
| 7:30-8 p.m. | Presentación Formal |  |
| 8-8:15 p.m. | Preguntas y Respuestas |  |
| 8:15-9 p.m. | Comentarios Pưblicos Formales |  |

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# Public Invited to Comment on I-10 Widening Study Near Wild Horse Pass 

## Public encouraged to attend public hearings and provide comments through Oct. 9 on recommendations for l-10 improvements between Loop 202 and SR 387

PHOENIX (August 19, 2022) — Members of the public can now review and comment on recommendations to improve traffic flow on a critical stretch of Interstate 10.

Draft study documents are available detailing recommended steps to widen and improve the Wild Horse Pass corridor, a 26 -mile stretch of Interstate 10 between Phoenix and Casa Grande.

The draft Environmental Assessment (EA) and Design Concept Report (DCR) for the I-10, Loop 202 (Santan Freeway) to State Route 387 study identifies the recommended approach for widening $\quad \mathrm{I}-10$ and modifying traffic interchanges and crossroads. The study is being conducted by the Arizona Department of Transportation, in coordination with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration, and the Maricopa Association of Governments.

This segment of I-10 is located primarily within the Gila River Indian Community, and includes smaller portions within the cities of Phoenix, Chandler and Casa Grande. Proposed improvements would widen I-10 from two to three lanes in each direction, providing three continuous lanes between Phoenix and Tucson. The proposed I-10 improvements also include High Occupancy Vehicle (HOV) lanes from Loop 202 to Riggs Road, as well as modifying all 10 interchanges and crossroads over I-10. ADOT is planning to replace the I-10 bridges over the Gila River, but that is covered as part of a separate study: i10bridgeproject.com.

The draft EA and DCR are available for public comment from Aug. 19, through Oct. 9. During the comment period, three in-person public hearings and one virtual public hearing will be held to provide information on the draft EA and DCR, share ADOT's preliminary recommendation, and receive public comment. Public hearings will be held:

- Wednesday, Sept. 7 | 5:30-7:30 p.m.

Valley Christian High School, 6900 W Galveston St., Chandler

- Tuesday, Sept. 13| 5:30-7:30 p.m.

Vista Grande High School, 1556 N Arizola Road, Casa Grande.

- Thursday, Sept. 15 | 5:30-7:30 p.m.

District 4 Multipurpose Building, 2230 N Home Run Drive., Sacaton.

- English

Online: bit.ly/WHP-EN
Phone: +1-408-418-9388

Meeting number (access code): 24844716549
Webinar password: WHP2022 (9472022 from phones)

## - Spanish

Enlace (Inglés): bit.ly/WHP-EN
Teléfono: +1-408-418-9388
Número de Reunión (Código de acceso): 24901708079
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Information presented at each hearing will be the same. More details about the public hearing, including the hearing agendas and presentation, is available for viewing on the study website at i10wildhorsepasscorridor.com.

Printed copies of the draft EA and DCR are available for review at the repository locations listed below. In addition, the documents are available for download from the study website at i10wildhorsepasscorridor.com. Select technical reports associated with draft EA will be available upon request.

## REPOSITORY LOCATIONS:

Casa Grande Public Library, 449 N. Drylake St., Casa Grande
Ironwood Library, 4333 E. Chandler Blvd., Phoenix

## Comments may be submitted in the following ways during the public comment period:

- Attend a public hearing: Provide written/verbal comments at the virtual and in-person public hearings
- Online through the I-10 comment form or comment map: i10wildhorsepasscorridor.com
- Email: i10wildhorsepasscorridor@hdrinc.com
- Call: 602-522-7777
- Mail: I-10 Wild Horse Pass Corridor Study Team | c/o HDR, Inc., 20 E. Thomas Rd., Suite 2500 | Phoenix, AZ 85012


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## Attached Files

News-Releases/2022/2022-08-19 Public-Comments-I10-Widening-Study v2.pdf 246.83 KB

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## Get In Touch

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㽗 FAX: 602-254-6490
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The Maricopa Association of Governments is committed to providing the best web experience possible for all users. We continue to make changes to improve the user experience for everyone and apply the relevant accessibility standards as stated in the MAG Web Accessibility

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## Draft study recommendations released for I-10 improvements between Loopr2ezanand State Route 387, beginning formal public comment period

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## ADOT



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

## Draft study recommendations released for l-10 improvements between Loop 202 and State Route 387, beginning formal public comment period <br> Public encouraged to attend the public hearings and provide comments


#### Abstract

Draft study documents to evaluate widening and making other improvements to a 26 -mile stretch of Interstate 10 (I-10) between Phoenix and Casa Grande - known as the Wild Horse Pass Corridor - will be released for formal public review and comments Aug. 19. The draft Environmental Assessment (EA) and Design Concept Report (DCR) for the I-10, Loop 202 (Santan Freeway) to State Route 387 study identifies the recommended approach for widening $\mathrm{l}-10$ and modifying traffic interchanges and crossroads to improve traffic flow on this stretch of l-10.

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

This segment of I-10 is located primarily within the Gila River Indian Community, and also includes smaller portions within the cities of Phoenix, Chandler and Casa Grande. Proposed improvements would widen I-10 from two to three lanes in each direction, providing three continuous lanes between Phoenix and Tucson. The proposed I-10 improvements also include High Occupancy Vehicle (HOV) lanes from Loop 202 to Riggs Road, as well as modifying all 10 interchanges and crossroads over I-10. ADOT is planning to replace the $\mathrm{I}-10$ bridges over the Gila River, which is included as part of a separate study: i10bridgeproject.com

The draft EA and DCR are available for public comment from Aug. 19 through Oct. 9. During the comment period, three in-person public hearings and one virtual public hearing will be held to provide information on the draft EA and DCR, share ADOT's preliminary recommendation and receive public comment. Public hearings will be held:


- Wednesday, Sept. 7 | 5:30-7:30 p.m.

Valley Christian High School, 6900 W. Galveston St., Chandler, Ariz.

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District 4 Multipurpose Building, 2230 N. Home Run Dr., Sacaton, Ariz.

- Tuesday, Sept. 20 | 5:30-9 p.m. (Virtual)

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Online: bit.ly/WHP-EN
Phone: +1-408-418-9388
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Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712 .8530 or go to azdot.gov/contact and select Projects from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at www.az511.gov, follow ADOT on Twitter@ArizonaDOT, or call 511 except while driving.

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## Reminder: First public hearing tomorrow for I-10 improvements between te Route 387

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## $A \sqrt{\square}$

## Reminder: First public hearing tomorrow (Sept. 7) for l-10 improvements between Loop 202 and State Route 387

The Arizona Department of Transportation (ADOT) will host its first public hearing tomorrow, Sept. 7, to seek public comments on ADOT's recommendations for improving a 26 -mile stretch of Interstate $10(\mathrm{l}-10)$ between Phoenix and Casa Grande - known as the Wild Horse Pass Corridor.
The hearing will be held:

- Wednesday, Sept. 7 from 5:30 to 8:30 p.m.
- Valley Christian High School, 6900 W. Galveston St. in Chandler

This is the first in a series of public hearings in September. Two additional in-person hearings, as well as a virtual hearing, will be held on the following dates:

- Tuesday, Sept. 13| 5:30-7:30 p.m.

Vista Grande High School, 1556 N. Arizola Rd., Casa Grande, Ariz.

- Thursday, Sept. 15| 5:30-7:30 p.m.

District 4 Multipurpose Building, 2230 N. Home Run Dr., Sacaton, Ariz.

- Tuesday, Sept. 20 | 5:30-9 p.m. (Virtual)

The virtual hearing can be accessed online or by phone.
Online: bit.ly/WHP-EN
Phone:+1-408-418-9388
Meeting number (access code): 24844716549
Webinar password: WHP2022 (9472022 from phones)
Information on how to access Spanish interpretation of the meeting is available on the study website.

Information presented at each hearing will be the same. More details about the public hearings are available on the study website at 110 wildhorsepasscorridor.com, including the hearing agendas and presentation, copies of the draft Environmental Assessment and Design Concept Report, locations of public repositories where printed versions of the documents can be viewed, as well as other study information.
Comments may be submitted in any of the following ways during the public comment period through Oct. 9.

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## Reminder: Two in-person hearings this week for I-10 improvements betw $\boldsymbol{f}$

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Reminder: Two in-person hearings this week for l-10 improvements between Loop 202 and State Route 387

## How Are We Doing Notifying You? Take Our Survey

ADOT places a high priority on keeping its customers informed of construction-related activities, restrictions and closures so they can plan their travels. Please take a short survey to tell us how we are doing. Your feedback will help us improve our efforts to keep customers informed.

The Arizona Department of Transportation (ADOT) will host two in-person hearings this week to seek public comments on ADOT's recommendations for improving a 26 -mile stretch of Interstate 10 (l-10) between Phoenix and Casa Grande - known as the Wild Horse Pass Corridor.

This week's hearings will be held:

- Tuesday, Sept. 13 | 5:30-7:30 p.m. Formal presentation at 6 p.m. Vista Grande High School, 1556 N. Arizola Rd., Casa Grande, Ariz.
- Thursday, Sept. 15|5:30-7:30 p.m. Formal presentation at 6 p.m. District 4 Multipurpose Building, 2230 N. Home Run Dr., Sacaton, Ariz.

In addition, a virtual public hearing will be held:

- Tuesday, Sept. 20|5:30-9 p.m. (Virtual). Formal presentations at 5:30 p.m. and 7:30 p.m.

The virtual hearing can be accessed online or by phone.
Online: bit.ly/WHP-EN
Phone: +1-408-418-9388
Meeting number (access code): 24844716549
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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.

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## Share Bulletin

## Virtual public hearing tomorrow for I-10 improvements between Loop 20 ${ }^{\circ}$, ${ }^{\prime}$ in

Arizona Department of Transportation sent this bulletin at 09/19/2022 12:37 PM MST. If you would like alerts on this and othernDO mews, sigh up above to receive our GovDelivery notices.

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

## Virtual public hearing tomorrow for l-10 improvements between Loop 202 and SR 387

The Arizona Department of Transportation (ADOT) will host a virtual public hearing on Tuesday evening (Sept. 20) to seek public comments on ADOT's recommendations for improving a 26 -mile stretch of Interstate 10 ( $\mathrm{I}-10$ ) between Phoenix and Casa Grande - known as the Wild Horse Pass Corridor.

The virtual public hearing will be held:

- Tuesday, Sept. 20 | 5:30 - 9 p.m.
- Formal presentations at 5:30 p.m. and 7:30 p.m.

The virtual hearing will offer two opportunities to hear the presentation, provide formal comments and ask questions. Information presented at each hearing will be the same.

Attendees can join the virtual hearing at any time. The agenda is as follows:

| 5:30-6 p.m. | Formal Presentation |
| :--- | :--- |
| $6-6: 15$ p.m. | Q\&A |
| 6:15-7:15 p.m. Formal Public Comments |  |
|  |  |
| $7: 30-8$ p.m. | Formal Presentation |
| $8-8: 15$ p.m. | Q\&A |
| $8: 15-9$ p.m. | Formal Public Comments |

The virtual hearing can be accessed online or by phone.

## ENGLISH

Online: bit.ly/WHP-EN
Phone: +1-408-418-9388
Meeting number (access code): 24844716549
Webinar password: WHP2022 (9472022 from phones)

## SPANISH

Enlace (Inglés): bit.ly/WHP-EN
Teléfono: +1-408-418-9388
Número de Reunión (Código de acceso): 24901708079
Clave: WHP2022 (9472022 from phones)
More details about the public hearings are available on the study website at i10wildhorsepasscorridor.com including the hearing agendas and presentation, copies of the draft Environmental Assessment and Design Concept Report, locations of public repositories where printed versions of the documents can be viewed, as well as other study information. The study website also features a visualization video for the Recommended Alternative, in both English and Spanish.
Comments may be submitted in any of the following ways during the public comment period through Oct. 9:

- Public hearings: Provide written/verbal comments at the virtual or in-person public hearings
- Online: Submit comments through the I-10 comment form/map at i10wildhorsepasscorridor.com
- Email: i10wildhorsepasscorridor@hdrinc.com
- Call: 602-522-7777
- Mail: I-10 Wild Horse Pass Corridor Study Team | c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 | Phoenix, AZ 85012


Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)
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 Kim Larson at 855.712 .8530 or klarson@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo al Título VI de la Ley de Derechos Civiles de 1964, la Ley para Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras leyes y autoridades contra la discriminación, ADOT no discrimina por raza, color, origen nacional, edad, género o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Kim Larson al kLarson@azdot.gov o al 855.712.8530. Las solicitudes deben hacerse lo más pronto posible para asegurar que ADOT tenga oportunidad de hacer los arreglos necesarios.

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## Last chance to provide public comments on I-10 improvements between $L$

Arizona Department of Transportation sent this bulletin at 10/06/2022 01:38 PM MST. If you would like alerts on this ata otheraDO news, sigh up above to receive our GovDelivery notices.

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## ADOT



Last chance to provide public comments on I-10 improvements between Loop 202 and SR 387


Sunday, Oct. 9 is the last day to provide public comments on the Arizona Department of Transportation's study recommendations for improving a 26 -mile stretch of Interstate 10 (I-10) between Phoenix and Casa Grande known as the Wild Horse Pass Corridor.

The study team is accepting public comments through Oct. 9, in any of the following ways:

- Online: Submit comments through the l-10 comment form/map at 110 wildhorsepasscorridor.com
- Email: i10wildhorsepasscorridor@hdrinc.com
- Call: 602-522-7777
- Mail: I-10 Wild Horse Pass Corridor Study Team | c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 | Phoenix, AZ 85012

The study website, 110 wildhorsepasscorridor.com, provides more information about the study's purpose and need, alternatives evaluated and the recommended improvements along this stretch of I-10 as part of the draft Design Concept Report (DCR) and Environmental Assessment (EA). Additional online study resources include the public hearing presentation and a recording of the Sept. 20 virtual public hearing, copies of the draft EA and DCR, locations of public repositories where printed versions of the documents can be viewed, as well as a video on the Recommended Alternative, in both English and Spanish.

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## Arizona DOT @ArizonaDOT

We want to hear from you!
Formal public comments are being accepted
through Oct. 9 for recommended
improvements to $1-10$ between Loop 202 and
SR 387 as part of the release of the draft
Environmental Assessment (EA) and Design Concept Report (DCR).
Details: http://10wildhorsepasscorridor.com pic.twitter.com/lsPolKs1dG

Impressions $\quad 3,176$
Total engagements 37
Detail expands 19
Link clicks 11
Likes 3
Retweets 2
Media engagements 2

Arizona DOT @ Ar... Aug 21
We want to hear from you!
Formal public comments are
being accepted through Oct.
9 for recommended
improvements to l-10
between Loop 202 and SR
387 as part of the release of
the draft Environmental
Assessment (EA) and Design
Concept Report (DCR).
Details:
i10wildhorsepasscorridor.co
m




## Arizona DOT

@ArizonaDOT
Join us for an in-person public hearing for the Interstate 10 Study from Loop 202 to State Route 387 TONIGHT from 5:307:30 p.m. at Valley Christian High School, 6900 W Galveston St., Chandler, Ariz.

Visit the I-10 study website to learn more:
bit.ly/36E9DwS


Lan Allen @lanallen
Replying to @ArizonaDOT
Amazing to me that the state only employs 9 people to clean/maintain l-10 in Pima County. Remove tire debris/trash and widen I-10 to at least 3 lanes in a city of 1 million people then we can talk about another new freeway for the State of Maricopa and your second favorite Pinal.


## Jason Miller @ijtube571 1d

Replying to @lanalien @Arizona...
This isn't a new freeway, its a much needed expansion.


## Lan Allen @lanallen

Replying to @j tube571 @Arizo... So you're saying that this is widening an existing freeway or taking it from one place to a new place?


Jason Miller
@j_tube571
Replying to @lanallen arizonaDOT
Widening from 2 lanes to 3 in each direction.


| Tweet activity |  |  | $\times$ |
| :---: | :---: | :---: | :---: |
| F | Arizona DOT @ArizonaDOT | Impressions | 4,122 |
|  | Join us for an in-person public hearing for the Interstate 10 Study from Loop 202 to State | Total engagements | 69 |
|  | Route 387 TONIGHT from 5:30-7:30 p.m. at Valley Christian High School, 6900 W | Link clicks | 47 |
|  | Galveston St., Chandler, Ariz. | Detail expands | 7 |
|  | Visit the l-10 study website to learn more: | Media engagements | 6 |
|  | nttps://bit.ly/36E9DwS <br> pic twitter.com/TVL140r4iv | Profile clicks | 6 |
|  |  | Replies | 1 |
|  |  | Retweets | 1 |
|  |  | Likes | 1 |

## Arizona DOT

@ArizonaDOT
Join us for an in-person public hearing for the
Interstate 10 Study from
Loop 202 to State Route 387
TONIGHT from 5:30-7:30
p.m. at Valley Christian High

School, 6900 W Galveston
St., Chandler, Ariz.

Visit the I-10 study website
to learn more:
bit.ly/36E9DwS


2:13pm - 7 Sep 2022 - TweetDeck
||| View Tweet Activity

2 Likes

| F | Arizona DOT @ArizonaDOT | Impressions | 2,884 |
| :---: | :---: | :---: | :---: |
|  | Join us for an in-person public hearing for the Interstate 10 Study from Loop 202 to State | Total engagements | 24 |
|  | Route 387 TONIGHT from 5:30-7:30 p.m. at Valley Christian High School, 6900 W | Link clicks | 11 |
|  | Galveston St., Chandler, Ariz. | Detail expands | 7 |
|  | Visit the I-10 study website to learn more: | Media engagements | 4 |
|  | https://bit.ly/36E9DwS pic.twitter.com/ngMa9Tz3jf | Likes | 2 |

## A

Published by Doug Pacey ( ) August 19 at 12:00 PM •
We want to hear from you!
Formal public comments are being accepted through Oct. 9 for recommended improvements to I-10 between Loop 202 and SR 387 as part of the release of the draft Environmental Assessment (EA) and Design Concept Report (DCR). Public comments on the l-10 Study draft EA and DCR can be made in several ways, including:

- On the study website at http://www.i10wildhorsepasscorridor.com/... See more

(4) Top fan

Jonathon Chase McCommack
I mean this project is only 20 years too late as it is...
Like Reply Hide $2 w$

## (1) Bobby Patricca

Jonathon Chase McCommack that's the fault of the GRIC who dug their heels in years ago and didn't want to work with ADOT. They have come around in the last couple years to give permission to make this happen.

Like Reply Hide $2 w$

(4) Top fan

Jonathon Chase McCommack
Bobby Patricca ADOT should have just "imminent domain"d them and did it anyway. That's what they did to everyone that lived along the path of the south mountain freeway. What does it affect them if they just put extra lanes in the median?

Like Reply Hide $2 w$ Edited
(C) Bobby Patricca

Jonathon Chase McCommack ADOT can't do literally anything on tribal
land without permission.
Like Reply Hide $2 w$
$\Rightarrow$ Top fan
Mark Thompson
Jonathon unfortunately sovereign lands have more power with the BIA and it would have taken two acts of Congress and a President signature to take 50 acres to improve a defense highway for 26 miles. The South Mtn was scrapped from the plans in 1997 and... See more

Like Reply Hide 2 w
A Reply to Jonathon Chase McCommack...

Stephanie Grier Bunker
Try fixing all the pos highways. My truck has a shimmy now that didn't have it before traveling down 117.

Like Reply Hide $2 w$
© Top fan
Mike Altland
We the people want and need a tram system between flagstaff and Phoenix. After that's been built we the American people also want and need a train system built between Phoenix to Vegas to Las Angeles back to Phoenix....
Like Reply Hide 2 w
Spring House III
It'll take twice as long and cost twice as much, done.
Like Reply Hide 2 w


## Post insights

We want to hear from you! Formal public comments are being accepted through Oct. 9 for recommended...

Published by Doug Pacey (3) August 19 at 12:00 PM (3)
(i) Some insights are only available when the total is at least 100 .

Post Impressions []
9,963
9,963
122
Post reach

Post Engagement (1)

Interactions

11

0

0

0

0

0
(3) Reactions ..... 11
C. Comments ..... 10
4. Link Clicks ..... 16
Shares ..... 0
Other Clicks ..... 67
Other(6)
$x$ Hide Post ..... 1

Published by Luis Lopez © Auqust 20 at 6:30 PM. (c)
Not able to attend our in-person or virtual public hearings for the I-10, Loop 202 to SR 387 Study? Visit http://www.i10wildhorsepasscorridor.com/ to use the online public hearing tool for easy access to information provided at the public hearings and provide comments on the interactive comment map.

## VISIT THE I-10 STUDY WEBSITE TO LEARN MORE: <br> I10wildhorsepasscorridor.com



See insights and ads
Boost post


## Ron Bogner

if they would only paint a third lane just north of QC road interchange WHERE THERE IS ALREADY PAVEMENT LAID then there would be room to merge from QC road


Like Reply Hide $2 w$

(4) Topfan

Jessie GF
This can't come soon enough - sat in traffic (at a dead stop occasionally) from Riggs Road up to Queen Creek Road yesterday afternoon!

Like Reply Hide 2 w

| $\leftarrow$ | Post insights | $x$ |
| :---: | :---: | :---: |
| Not able to attend our in-person or virtual public hearings for the l-10, Loop 202 to SR 387 Study? Visit... <br> Published by Luis Lopez August 20 at 6:30 PM . |  |  |
| Some insights are only available when the total is at least 100. |  |  |
| Post Impressions. 0 | Past reach 0 | Post Engagement 0 |
| 10,116 | 10,116 | 152 |
| Interactions |  |  |
| (1) | * \% | 38 |
| 15 | $0 \quad 0$ | 00 |
| (3) Reactions |  | 15 |
| Comments |  | 2 |
| 1. Link Clicks |  | 56 |
| A Shares |  | 0 |
| 1 Other Clicks |  | 65 |
| Other |  | 0 |
| $x$ Hide Post |  | 1 |

Published by Doug Pacey 0 . August 24 at 10:00 AM - (5)
The Arizona Department of Transportation, in collaboration with the Gila River Indian Community, Bureau of Indian Affairs, Federal Highway Administration and the Maricopa Association of Governments, is holding in-person and virtual public hearings in September to present recommended improvements to the I-10 Loop 202 to SR 387 as part of the draft Environmental Assessment and Design Concept Report and to accept formal public comments.

If you are unable to attend the public he... See more


## © Top fan

Kevin Stogner
Don't close the track its all we have left
Like Reply Hide 1w

## (1) Mike Strauss

Kevin Stogner unfortunately the last I heard was next yr is the last years of racing. 3
Like Reply Hide iw ..... $\because$

## Dan Frank

Kevin Stogner I believe that is more a decision of Gila River Indian Community and not ADOT.
Like Reply Hide Send Message id

(9) Top fan

Kevin Stogner
Dan Frank but the res is closing it for adot
Like Reply Hide Send Message 1d
Dan Frank
No, they want to develop it. There is plenty of room for the freeway.
https://www.dragzine.com/.../wild-horse-pass-in-phoenix.../
DRAGZINE.COM
Another One Bites the Dust? Wild Horse Pass In
Phoenix Slated For Commercial Redevelopment

Like Reply Hide Send Message Td

## Dan Frank

Kevin Stogner here is a great simulation of what ADOT is proposing for improvement. You can see they dont even extend past their current Right of Way at the track. That area starts at about 2 minutes into the video.
https://youtu.be/z5kffZsjueE
YOUTUBE.COM
1-10 Study, Loop 202 to SR 387 Corridor Fly-
Through - English

[^3]Tommy Barber
387 need to be a 3 lane freeway with exits...get rid of the stop lights $\geqslant>$
Like Reply Hide 1w
(1) Top fan

Carole Cerecedes
I appreciate the change needs to happen but I hope there's a way to keep the desert look and nature feel. Maybe color concrete.

Like Reply Hide 1w
(10) Sean Salesman

Any plans of extending the 303 ?
Like Reply Hide 1w
John Ward
Is this why we are losing Firebird/Wild Horse Pass dragway and the boat racing lake?
Like Reply Hide 1w
Jon Mann
The interchange at Queen Creek/387 needs to be a full freeway to freeway interchange with flyover lanes and a carpool lane exitadid:

Like Reply Hide $2 w$ Edited

## 需 Top fan

Mark Thompson
Jon this engineering and design study shows a future DDI at that location. Too much sovereign land would be taken for that large footprint and they likely won't allow it.

Like Reply Hide IW

## Brian Kube

Would you please resurface the new I-11, aka US-93, between Wickenburg and 1-40?
Like Reply Hide $2 w$
$0{ }^{5}$
A P'Author
Arizona Department of Transportation -
Brian Kube We have many projects planned and in the works on US 93
between Wickenburg and I-40. https://azdot.gov/.../northwest.../us-93-corridor-projects

46) Brian Kube

Arizona Department of Transportation, thank you. I wish I would see the resurfacing project listed. Sections of that highway desperately need to be scraped down to the concrete and new blacktop installed. The amount of bouncing around we experience ... See more
Like Reply Hide $1 w$ Edited
A Reply to Arizona Department of Transportation...(0) (6) (3)

©
Germ Mire
Brian Kube seriously. Every single time i lose my alignment there.

```
Like Reply Hide 2w
```

A Reply to Brian Kube...
$\leftarrow$ Post insights ..... XThe Arizona Department of Transportation, in collaboration with the Gila River Indian Community,...
Published by Doug Pacey O. August 24 at 10:00 AM. ©
(1) Some insights are only available when the total is at least 100 .

Post Impressions 0 Post reach 0
29,248
26,336

Post Engagement 0
1,083

## Interactions

(8) Reactions261. Link Clicks92
Shares38
1 Other Clicks ..... 757Other0
X Hide Post ..... 3

Arizona Department of Transportation $\odot$
Published by Kathleen M Cline $\boldsymbol{\theta}$. Auqust 29 at 4:00 PM -
We want to hear from you!
ADOT is accepting formal public comments on study recommendations for improving the I-10 corridor between Loop 202 and SR 387 as part of the draft Environmental Assessment (EA) and Design Concept Report public review and comment period through Oct. 9 .
Comments may be submitted several ways: ... See more

## YOUR COMMENTS ARE IMPORTANT!



See insights and ads
Boost post

Mike Strauss
The emphasis should be on the first 90 miles of I-10 e \& w bound near the Cali line. That section of road is over due for a paving job.

Like Reply Hide 1w
8 Scott Smith
Mike Strauss Put up a wall, close it.
Like Reply Hide tw
A Reply to Mike Strauss... (3) (0) (c) (B)

Matt Williams
Most maps say the road is closed on $1-95$ south of quartzsite both directions. Is this true ? I can't find any information anywhere

Like Reply Hide 7w
A Autbor
Arizona Department of Transportation $\theta$
Matt Williams A portion of I-10 in California was washed out during a recent storm. Please contact CalTrans for details. ( $1-10$ is open in Arizona.)

Like Reply 1w Edited

## Susan Young

How about 260?
Like Reply Hide Tw

## Post insights

We want to hear from you! ADOT is accepting formal public comments on study recommendations for...
Published by Kathleen M Cline © - August 29 at 4:00 PM - ©

Post Impressions 0
10,686

## Interactions

Post reach 10
10,458
Post Engagement 0
124

17

0

1


0
$\theta$
0
(9) Reactions ..... 18
Comments ..... 5

1. Link Clicks ..... 7
Shares ..... 4
Other Clicks ..... 82
Other6
$x$ Hide Post ..... 1
x Hide All Posts ..... 1

A

## Arizona Department of Transportation $\bigcirc$

Published by Doug Pacey © August 31 at 10:00 AM - ce
REMINDER: Join us for an in-person hearing for the Interstate 10 Study from Loop 202 to State Route 387 on Sept. 7, from 5:30-7:30 p.m. at Valley Christian High School, 6900 W. Galveston St., Chandler, Ariz.

Click the link to learn more:
http://www.i10wildhorsepasscorridor.com/


| $\leftarrow$ | Post insights | X |
| :---: | :---: | :---: |
| REMINDER: Join us for an in-person hearing for the Interstate 10 Study from Loop 202 to State Route 387 on... |  |  |
| Published by Doug Pacey © August 31 at 10:00 AM a |  |  |
| Some insights are only available when the total is at least 100. |  |  |
| Post Impressions | Post reach 0 | Post Engagement 0 |
| 27,818 | 27,818 | 1,580 |
| Interactions |  | 9 |
| (1) | 3 \% | * |
| 75 | 22 | 27 |
| (-) Reactions |  | 90 |
| Comments |  | 69 |
| 1. Link Clicks |  | 386 |
| A Shares |  | 11 |
| 18. Other Clicks |  | 934 |
| Other |  | 0 |
| X Hide Post |  | 1 |
| X Hide All Posts |  | - |

## Brad Dempsey

This live in person discussion loop 202 to hwy 387 ??? Why are you calling the 347 the 387??

Like Reply Hide 1 w
A
A Author
Arizona Department of Transportation $\theta$
Brad Dempsey Hi- This study is focused on the 26 -mile section of I-10
between the Loop 202 interchange south of Phoenix to just south of the State Route (SR) 387 interchange near Casa Grande (labeled as the Wild Horse Pass Corridor). The attached map f... See more


[^4]Rick Jones
Ken Raymond Do you just like to complain?
Complains about slowdowns on the road, then complains about slowdowns during the pre-con process. Lmao
Like Reply Hide iw Edited

## (5) Bobby Patricca

Rick Jones "Why don't they make this freeway better? Traffic is so bad!"
"Oh my God, this construction makes traffic so bad!!"
Like Reply Hide tw
(1) 9

## Bobby Patricca

Brad Dempsey calm down.
Like Reply Hide 1w
8) Michael Freeman

Brad Dempsey because they are two different highways.
Like Reply Hide iw

Will Kraft
Brad Dempsey You thought you did something $\Theta$ too good.
Like Reply Hide iw
Rick Socha
Rick Jones funny but I just called out someone doing the same thing in my old city.
Like Reply Hide Send Message 6d
Craig Mortimer Jr.
Brad Dempsey the 387 is further south, first Casa Grande exit. Round widens to three lanes shortly after that point

Like Reply Hide Send Message $6 d$
A Reply to Brad Dempsey:..

## Dale Lynn Franks

Where was the call out for the death trap installed on Miller Rd and the $1-10$ in Buckeye. What a s**t show. Designer should be fired.

Like Reply Hide 1 w
78. Gina Chavez

Dale Lynn Franks
Diversion Diamond....
People just need to learn how to use them.
Like Reply Hide 1 w
(1) 2
$\rightarrow 7$ Replies
(1) Top fan

Cary Todd
Dale Lynn Franks,.
DDIs are SAFER than conventional diamond interchanges, and there is data to back that up.
Like Reply Hide 1w if 6
$\rightarrow 8$ Replies
$\epsilon$ Top fan
Sally Anne
Dale Lynn Franks that's the easiest intersection in the area right now. Just gotta... y'know... be attentive.

Like Reply Hide 1w
A Reply to Dale Lynn Franks...

Ray Lacey
This is the crap they are going to destroy wild horse pass over
Like Reply Hide 1 w
(b) 3
4) April Schneider Mahar

Ray Lacey this has nothing to do with that!!
Like Reply Hide iw
Ray Lacey
April Schneider Mahar it absolutely does lol
Like Reply Hide iw
A Reply to Ray Lacey...

Kris Beduch
Finish pinnacle peak at 39th ave. Pot holes big enough to swallow a motorcycle.
Under construction for how long?
Like Reply Hide 1w
$\leftrightarrows 4$ Replies

## Bryan Gideon

How about fixing current interstates you have. I-40 across the whole state is a mess. Potholes, worn grooves, uneven road/bridge joints, etc... Enough excuses, we tax payers DEMAND results!!!
Like Reply Hide iw

## Okinawa Nah

What 202 when the Gila Bend Phoenix Bypass is the best part of driving through Phoenix is 4

Have to divert all the Texas and East Coast bound truck traffic when they don't have a single reason to even go through Phoenix.
Like Reply Hide 1w Edited

## Morgan Cherrios

Do it. Finish it. Complete it. It's needed. I'm for it
Like Reply Hide 1 w

Kevin Jackson
Arizona Department of Transportation is this the same project that is going to destroy our beloved Wildhorse Pass Motorsports park?

Like Reply Hide 1 w
(1) 2
*) Brian Thorn
Kevin Jackson, Ray Lacey. WHP put out their construction plans LONG before AZDOT even started discussing this. Take your issue up with the Tribe, not the State.

Like Reply Hide 1 w
(1). 3

A Reply to Kevin Jackson...
(6)

Ryan Self
SR30!!
Like Reply Hide iw
Mike You
Cassaundra Washington
Like Reply Hide 1 w

A Author
Arizona Department of Transportation 0
Mike Huffman The link is working fine for us. What are you seeing?
Like Reply 1w
(2) Caitlin Sada

Arizona Department of Transportation works for me
Like Reply Hide 1w
(b)
(1) Mike Huffman

Arizona Department of Transportation just says web page not available for me...

Like Reply Hide 1w
(4)

Rebecca Leilani Yoza
Mike Huffman works for me
Like Reply Hide iw
4. Tammy Suttle

Works good for me
Like Reply Hide 1 w
3
Mary Pallon
Mike Huffman works for me.
Like Reply Hide 1w
(2.) Jillian Klosowski

Mike Huffman it's an unsecured site, does your device have protections on it?
Like Reply Hide iw
6) Jim Heater

Mike Huffman works in Illinois
Like Reply Hide 1w
A Reply to Mike Huffman...

## Lisa Nichols

Arizona Department of Transportation when is anyone going to do something about the 347? That road is not equipped to handle the population here in Maricopa anymore. Are there any plans?We have one way in and out of here to connect to Phx metro unless we wanna go the long route through casa grande. That's just ridiculous. We need more lanes,
Maybe if the for profit corporations handing out illegal civil traffic citations weren't stealing money we could do more. What's your opinion?
Like Reply Hide 1 w

## Brian Thorn

Build it and they will drive. (b) 4
Like Reply Hide 7w
Robbie Turtle Berdley Velland
ADOT
Like Reply Hide 1w


A Reply to Robbie Turtle Berdley Velland...

Amy Lynne
Is the expansion going to include a rail between Phoenix and Tucson? We're still waiting on that one
Like Reply Hide 7w
(1) 7

Joe Eoj
Add a flyover interchange for the Maricopa traffic.
Like Reply Hide Iw
(1) 2

Published by David Woodfill (3) September 6 at 1:00 PM - $)$
NEW: A significant milestone has been reached toward improving Interstate 10 south of the metro-Phoenix area, known as the Wild Horse Pass Corridor. MORE: bit.ly/3RBMNMF


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| NEW: A significant milestone has been reached toward improving Interstate 10 south of the metro-Phoenix area... |  |  |
| Published by David Woodfill © September 6 at 1:00 PM-e |  |  |
| Post Impressions 0 | Post reach (1) | Post Engagement 0 |
| 45,353 | 44,548 | 3,194 |
| Interactions |  | 0 |
| (3) | * \% | $\Leftrightarrow$ |
| 211 | $7 \quad 7$ | $1 \quad 1$ |
| (7) Reactions |  | 235 |
| Comments |  | 74 |
| 1 Link Clicks |  | 1,006 |
| $\downarrow$ Shares |  | 30 |
| 1 Other Clicks |  | 1,685 |
| Other |  | 0 |
| X Hide Post |  | 1 |
| X Hide All Posts |  | 1 |

## Jenny Jones Duf

Widening and improving the corridor on 1-10 between Phoenix and Case Grande is sorely needed. As the city grows, two lanes in each direction are not enough to accommodate incoming and outgoing traffic. And when there is an accident on the corridor, wh... See more
Like Reply Hide Send Message 1d Edited 5
ㅇ․ John Pavich
Jenny Jones Duf Worse road I ever seen.
Like Reply Hide Send Message 1d
(2) Sandy Brown

Jenny Jones Duf, for 40 yrs now.
Like Reply Hide Send Message 20h
A Reply to Jenny Jones Duf...
9) Terry Rutherford

Thanks Joe for getting our roads and bridges upgraded.
Like Reply Hide Send Message id io 5
(3) Jimmy Levi James

Terry Rutherford mumbling joe has absolutely nothing to do with this. This project has been in development for the better part of a decade.
Like Reply Hide Send Message 1 d
(1) Chris Smith DeRouchey

Jimmy Levi James Right!
\#FJB
Like Reply Hide Send Message 20 h
Steven Ledbetter
Terry Rutherford
Like Reply Hide Send Message id
A Reply to Terry Rutherford...

## Jeff Burke

And don't forget to take the drag strip out that is not even close to the highway...... Like Reply Hide Send Message 2d ( ) 10

Brian Thorn
Jeff Burke Why don't you attend one of the public meetings so you can express your displeasure with the loss of the drag strip so that they in turn can respond to you in that public forum and tell you that decision came from the Tribe and not from AZDO... See more
EASTVALLEVTRIBUNECOM
Legendary Wild Horse raceway closing for good
Like Reply Hide Send Message $2 d$
Michelle Culpepper Planek
Brian Thorn Thank you for the link.
Like Reply Hide Send Message $2 d$

## Bobby Patricca

Jeff Burke that seems like it's all on the GRIC. They're just using ADOT as a convenient excuse to kill the property and redevelop it into more casinos and hotels.

Like Reply Hide Send Message 20
Brian Thorn
Bobby Patricca The Tribe has been working on this long before AZDOT made any announcements, and l've read nothing where the Tribe is using AZDOT as an excuse for anything. The Tribe is making changes that they feel is in the best future interests of th... See more
Like Reply Hide Send Message 2d
(2) Lomahongva Dewakuku

Bobby Patricca The Reservation act of 1882. Reservations are deemed as free public lands the land there no value to it already thanks to the federal government that's why Native Americans have casinos. Because we like to relinquish some of our sovereig... See more
Like Reply Hide Send Message $2 d$
Chase Oesterreich
Brian Thorn When they announced the closure of the track, their press release directly blamed it on ADOT needing the space to develop a new |10 interchange.

## Scott Smith

```
Brian Thorn You do know there are dozens of houses on the east side of the 10 north of Queen Creek, right. You can't see them from the road, but they're in there.
Like Reply Hide Send Message Id
```


## Bobby Patricca

```
Brian Thorn
We salimphutwnet
mentiontrarmus
```



```
Chinemisutuana
```





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Eatombary
Comentinn
falwequrtillotrvane
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fencolenowere
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-
ekenernimerelf.
-
\(-\)
neveren-al
Like Reply Hide Send Message 1d
Mike Strauss
Bobby Patricca e.
Like Reply Hide Send Message Id
Brian Thorn
Chase Oesterreich This Master Plan was written using 2016 traffic data and forecasting population in 2020. This indicates that the plan was published somewhere around 2017-2018 which means they were probably working on the actual details of the plan se... See more
WILDHORSEPASS.COM
Development | Welcome to Wild Horse Pass - Wild Horse Pass
Like Reply Hide Send Message 1d
```


## Chase Oesterreich

```
Brian Thorn I know. That's why we're calling it an excuse.
Like Reply Hide Send Message 1d

\section*{Brenda Allender Sargent}

What's happening for the State Route 30 ?
Like Reply Hide Send Message 1d

\section*{Wayne Cordon}

About dang time. Everyone's hanging out in the left lane forcing people to pass on the right es
Like Reply Hide Send Message id

\section*{Brett Dudley}

What is the timetable for any widening/junction upgrades on the 10 from the 19 east to vail? Seems to be a serious or fatal wreck in that stretch regularly. Or are we going to keep focusing on the Phoenix area.

Like Reply Hide Send Message 1d
© Sean Salesman
Brett Dudley most ppl in az live up here, not down in vail
Like Reply Hide Send Message 1d


3

\section*{Brett Dudley}

Sean Salesman got it. The citizens down here arent afforded the same benefits of paying the same state taxes. We just say our prayers before leaving the house each day and go drive in an interstate system thats at least 50 years old and hope we dont di... See more

Like Reply Hide Send Message 1d
Justin Remsburg
Sean Salesman pretty sure the name of the page is AZDOT Not Phoenix department of transportation.

Like Reply Hide Send Message to
18 Author
Arizona Department of Transportation ©
Brett Dudley Hi- At this time, there are no plans to widen I-10 in that area. We encourage you to submit your concerns to your state lawmakers (who partially determine how transportation dollars are spent), as well as local officials.
Like Reply 1d
(3) 12
\& Trisha Coyle
Arizona Department of Transportation The Valley needs another ' 10 ' to cope with excessive growth
Like Reply Hide Send Message id Edited il 2
A Reply to Arizona Department of Transportation...

\section*{Julie Phillips}

Brett Dudley ADOT did do a study from Phoenix to the New Mexico State line. It does highlight the need for safety improvements that you stated. I don't miss driving that section daily.
https://azdot.gov/m/08/i10-east-final-report-031717.pdf
Like Reply Hide Send Message 1d
\(\rightarrow 4\) Replies
©
Andy Fields
Brett Dudley What they are talking about is the oldest unimproved part of I-10 in the entire State complete with two original single lane bridges over the river
... For good measure it also happens to be the busiest piece of interstate anywhere in A... See more

Like Reply Hide Send Message 1d Edited
A Reply to Brett Dudley...

Davee M Jacobs
How about the 347, majority of traffic onto \(1-10\) is from the 347
Like Reply Hide Send Message 1d
Roger Dodger
Of course its 20 years too late.
Like Reply Hide Send Message id
J.D. Greenberg

What ever happened to plans for a high-speed rail system between Tucson and Phoenix?
Like Reply Hide Send Message Id

\section*{John Pavich}
J.D. Greenberg That's what happens when you don't have any Tax money. Just keep giving more Tax breaks to lure Corporations.
Like Reply Hide Send Message 1d
A Reply to J.D. Greenberg...

John Debottis
Robbie Foshee
Like Reply Hide Send Message Id

\section*{Line ncpiy shue senir rvicsoryc ru}

\section*{Matthew Kobold}

Congratulations on this it's awesome, a serious question about 117 though. Are there any plans other than the reverse lanes to/from Sunset Point under consideration? I know the reverse lanes are coming and I hope they work great, but how come we don't... See more

Like Reply Hide Send Message 2 d Edited
© Eric Reyes
Matthew Kobold they actually had a different post on the \(1-17\) earlier. Check their main page and you should be able to find it. Good luck

\section*{Like Reply Hide Send Message 2d}

Garrett Mack
Matthew Kobold because that's some serious terrain from black canyon city to sunset point. It was a massive project when it was first built, and it'd be an even bigger project to widen it. Where would the traffic go when they have to shut it down for b... See more

Like Reply Hide Send Message id
A Reply to Matthew Kobold...

\section*{Dvn Figueroa}

Shoulda been done years ago but finally.... crossing fingers here
Like Reply Hide Send Message 2d
Eric Reyes
Tried to do the survey on my phone but seemed confusing. I drive a portion of that drive weekly. Can't wait for them to widen it. It's past due.

Like Reply Hide Send Message 2d

REMINDER: Join us for an in-person public hearing for the Interstate 10 Study from Loop 202 to State Route 387 on Sept. 13, from 5:30-7:30 p.m. at Vista Grande High School, 1556 N. Arizola Rd., Casa Grande, Ariz.

Visit the I-10 study website to learn more:
http://www.i10wildhorsepasscorridor.com/


Garrett Mack
If you're gonna make it big, make it BIG! One and done, forever.
Like Reply Hide Send Message 1d 2
Michael LeDoux
Is this going to remove the Boat Racing and the Drag Strip?
Like Reply Hide Send Message 1d
\(\hookrightarrow 2\) Replies

Juan Cardenas
What is this for a bigger highway?
Like Reply Hide Send Message 1d
Most Reievant is selected, so some comments may have been filtered out.


A
Published by Kathleen M Cline © September 6 at 7:00 PM - ©
悬 WILD HORSE PASS CORRIDOR HEARING 突
ADOT's hosting the first public hearing tomorrow (Wednesday, Sept. 7) to get public input on ADOT's recommendations for improving a 26 -mile stretch of Interstate \(10(\mathrm{l}-10)\) between Phoenix and Casa Grande - known as the Wild Horse Pass Corridor.
For more details (and more hearing dates), click here: https://bit.ly/3TNnAQI

\(\square\) Like \(\square\) Comment \(\Rightarrow\) Share

4 Write a comment...(0) (0) 13

\section*{Ed Hawley}

This project is 40 years over due!!! You must have dozens of plans, pick one and GET IT BUILT!!!

Like Reply Hide Send Message 5h
Michael Lanza
how about upgrading the 347 give the people in Maricopa a break
Like Reply Hide Send Message 1d
(b) 14
- Jeffrey G Dingman

Michael Lanza you non-indians driving through the res, they don't want you doing that.
Like Reply Hide Send Message id

\section*{(4) Enrico Spinola-Rodriguez Jr. \\ Arizona Department of Transportation}

Like Reply Hide Send Message 20h
(1) Michael Lanza
they don't have trouble taking non-indian money when you drive to the casino
Like Reply Hide Send Message 6 h
A Reply to Michael Lanza...

\section*{Deborah Thieme}

How about fixing the mess on 52nd street between Van Buren and McDowell that you started and just left half assed done before jumping to new projects. WTH?

Like Reply Hide Send Message 1d
A P' Author
Arizona Department of Transportation \(\theta\)
Deborah Thieme Hi- ADOT does not handle city streets. You can reach out to the Phoenix Streets Transportation Department about that project.
Like Reply 18 h
(ㄷ) 14
(12) Deborah Thieme
Arizona Department of Transportation oh, ok. Thank you

Like Reply Hide Send Message 7h
A Reply to Arizona Department of Transportation...


LeRoy Sanders
Deborah Thieme Imao if you only had the right entitv
Like Reply Hide Send Message 9 h
(1) Deborah Thieme

LeRoy Sanders I see that now
Like Reply Hide Send Message 7h
A Reply to Deborah Thieme...

\section*{LeRoy Sanders}

That should have been widened 10 years ago. Need 4 lanes each direction
Like Reply Hide Send Message 9 h

\section*{Gene Foster}

How about finish the route 24 to Florence. The traffic jams and crowding in Queen Creek and san tan Valley look like California. Thousands upon thousands of homes have been built out here and we have no freeway system.

Like Reply Hide Send Message 9h
Ron Henry
Boom.
Like Reply Hide Send Message 9h
Steven Eisele
How bout finishing the US 60 east and westbound between greenfield and stapley or let alone widen the 60 east of meridian

\section*{Steven Eisele}

How bout finishing the US 60 east and westbound between greenfield and stapley or let alone widen the 60 east of meridian

Like Reply Hide Send Message 11h

\section*{(17) Tarren RS}
6. The 60 is a mess, not sure how they could have left it like that..

Like Reply Hide Send Message 10h
Steven Eisele
Agreed lets finish these pther projects b4 you start another one -
Like Reply Hide Send Message 10 h
A Reply to Steven Eisele...

Gene Grantland
How about from the 10 up the 17 to hwy 74 there are holes everywhere someone is going to have an accident from a tire exploding in those concrete holes! And it will start a chain of accidents, a pile up even., NOT GOOD

Like Reply Hide Send Message 10 h Edited
Adan Tapia
Improvements should be done to the 347 instead, Maricopa is now more populated than Casa Grade. Stop playing
Like Reply Hide Send Message 1d
(5) Ron Bogner

Adan Tapia there needs to be a northbound alternative to 347 through the reservation to the west side of South mountain

Like Reply Hide Send Message 1d
Enrico Spinola-Rodriguez Jr.
Arizona Department of Transportation
Like Reply Hide Send Message 19h
A Reply to Adan Tapia...

\section*{Kenneth Bryan Hogenes}

How about removing the new stupid light you put up on 347 and old Maricopa red by firebird COMPLETE WASTE

Like Reply Hide Send Message id
v. Jeff Caslake

I think that was installed to address the safety issue presented by merging and crossing traffic

Like Reply Hide Send Message id
(1) 4

Maury Dewitt Sr.
Kenneth Bryan Hogenes big mistake putting that light there.
Like Reply Hide Send Message id Edited
Becky Tski
Kenneth Bryan Hogenes I've sat there numerous times now for at least 4-5 minutes \(\mathrm{s} / \mathrm{b}\) at a red light, while only one car turned right from Old Maricopa onto S/B 347.
The timing of the light is ridiculous.
I have no issue with it being used during spec... See more
Like Reply Hide Send Message 1d
(4) Enrico Spinola-Rodriguez Jr.

Arizona Department of Transportation
Gila River Indian Community
Like Reply Hide Send Message 19h
A Reply to Kenneth Bryan Hogenes...

Andy Sater
It won't help. ADOT needs to bypass Phoenix through Gila bend. Push all that Mexico traffic from California south before they get to Phoenix. Put it on 1-8.
Like Reply Hide Send Message 1d
(b)
- Toptan

Noah Lemons
Andy Sater there are plans to eventually extend Loop 303 South to \(1-8\) if they can get the money and various approvals.

Like Reply Hide Send Message id Edited
- \(\operatorname{P} \operatorname{Top} \tan\)

Justin Wilmeth
Noah Lemons Thr planned footprint of the new \(1-11\) will help on this front as well.
Like Reply Hide Send Message id
GJ Top fan
Justin Wilmeth
Andy Sater Super rough on my part, but \(1-11\) will eventually provide that bypass you're wishing about. The red line is approximate, especially that southeastern part, but that's basically how it'll go.


Like Reply Hide Send Message ia
(A) Andy Sater

Justin Wilmeth couldn't come soon enough.
Like Reply Hide Send Message 20h
- \(\ominus\) Topfan

Justin Wilmeth
Andy Sater We are working on it at the Legislature. I sit on the House Transportation Committee. I ran (and passed) a bill this past session for a Tier II environmental study for the section of \(1-11\) from the 10 to Wickenburg. That phase needs to be complete before construction on that segment begins. The summary? We're one step closer to getting the 11 going!
Like Reply Hide Send Message 20h
B
ค1 同 细

\section*{Bradley Rex}

Thank you for the advance notice!! Only 1 day notice 38
Like Reply Hide Send Message 1d Edited
A
Author
Arizona Department of Transportation \(\theta\)
Bradley Rex This isn't our first post about these meetings. Also, there are other meetings to attend, if you can make this one. More info about other dates is in the link in the post.
Like Reply 1d
(2) Mathew Mullen

Arizona Department of Transportation what are we still meeting about?? For the folks who love traffic jams and want to delay this longer?! Build it, ASAP!

Like Reply Hide Send Message id
- Top fan

Noah Lemons
Mathew Mullen there's a process that has to happen.
Like Reply Hide Send Message id (1) 4

Leahcim A Semirg
Noah Lemons not everyone understands that apparently
Like Reply Hide Send Message 1d 5
Brian Thorn
Bradley Rex Yep, blame the DOT because you can't keep up.
Like Reply Hide Send Message 1d

\section*{Mathew Mullen}

Brian Thorn he was probably stuck in a traffic jam on \(1-10\), around Chandler area.
```

Like Reply Hide Send Message 1d

```
```

(1) Paul Allen
Bradley Rex They have been posting about this for months.
Like Reply Hide Send Message id
(6) Bradley Rios
I wish I had a cool last name $\because 2$
Like Reply Hide Send Message 1d
$\theta 19$
Jerry Irish
Bradley Rex, you should really pay attention.
Like Reply Hide Send Message id (o) 2

```

```

Mike W Rochester
Bradley Rex ignorant.
Like Reply Hide Send Message 1d

```

```

Coley Hogg
Bradley Rex cmon Bradley
Like Reply Hide Send Message 1d

```

```

Hayden Hamilton
Yea Brad!
Like Reply Hide Send Message 1d

```

```

Arizona Rob
Bradley Rex I didn't even see it until just now.
Like Reply Hide Send Message 22 h
A Reply to Bradley Rex...

```
(9) (0) (0) 3
```

3

```

\author{
Allyson Van Voris \\ Kelly Reitnauer Hoke
}
```

Like Reply Hide Send Message 1d
Mike Veilleux
Is there am YouTube channel for this to be watched on?
Like Reply Hide Send Message id
Scott Cleary
20 years past due (1) 16
Like Reply Hide Send Message 1d
P) Mathew Mullen
Scott Cleary Amen!!
Like Reply Hide Send Message 1d

```

George Orihuela
How about setting a minimum speed of 65 you have a lot vehicles going 50-55
Like Reply Hide Send Message id

\section*{D Salvador Angel Orihuela George Orihuela}

Like Reply Hide Send Message id
Rob Garcia
I hope the wild horses can still pass
Like Reply Hide Send Message 1d
Teresa Bullock
That part of the \(\mathrm{l}-10\) should've been wider years ago. A no-brainer. Oops... spoke to soon, I forgot the government is involved.

Like Reply Hide Send Message 1d
Anthony Higgins
If the meetings don't result in making it three lanes then it's a waste of everyone's times
Like Reply Hide Send Message 1d

Jeffrey G Dingman
I refuse to go to either Gila or Salt River casinos. Salt River closed and kick out a mobile home/Rv park for \(55+\) seniors. Now Gila River kicking out drag racing. Screw both of them!

Like Reply Hide Send Message 1d

\section*{G'neice Spenwsby}

I drove that corridor for the first time in a long time and IT definitely needs
improvement - excessive crowding.
And if an emergency vehicle needed to get in there it would almost seem impossible.
No safe place to go if you needed to- pull off the road.
Thanks for improving this road!!
Like Reply Hide Send Message 1d Edited

Roy Fiedler
How about leaving the Dragstrip alone? The racers will have nowhere to go in the Phoenix area.

Like Reply Hide Send Message id
6. Jim Tracy III

Roy Fiedler I agree! (1)
Like Reply Hide Send Message Id
(1) Kelly R Parsons

Roy Fiedler I think this a Gila River issue? I don't think they want it anymore.. Like Reply Hide Send Message 1d is 8

\section*{Bobby Patricca}

Roy Fiedler the GRIC has been wanting to kill the track for a long time. They just found a convenient excuse by blaming ADOT and saying "the freeway widening will need space currently occupied by the track" when in reality they need a quarter of an acr... See more
Like Reply Hide Send Message id
Roy Fiedler
Bobby Patricca Yes you can tell they have no interest in running it.
Like Reply Hide Send Message 1d
(3) Daniel Reynoso

Roy Fiedler they rather have casinos unfortunately
Like Reply Hide Send Message 1d
Kurt Lange Bobby Patricca


Like Reply Hide Send Message 1d

\title{
Jeffrey G Dingman \\ Bobby Patricca the Reservation does not like having a white man operating on their land. Look at beeline drag way it too was on Reservation land. Too bad Phoenix dragway closed years ago. \\ Like Reply Hide Send Message 1d
}

\section*{Ryan Howard}

What does median widening have to do with the racetrack being operated on rez land? They are the ones making it a commercial development.
Like Reply Hide Send Message 1 d Edited (1) 7
(3) Daniel Reynoso

Roy Fiedler that's what the \(1-10\) is for 10 ) 10
Like Reply Hide Send Message 1d
(2) Topfan

Brendan Jacobs
Roy Fiedler ADOT has nothing to do with the drag strip situation. The ones to blame are the Gila River Indian Reservation.
Like Reply Hide Send Message id
(1) 3

A Reply to Roy Fiedler...

\section*{Jeffrey G Dingman}

Closing down the drag strip for this
Like Reply Hide Send Message id
Jane Clary Bermijo
More meetings to convince the public, what is planned, they will love!
Like Reply Hide Send Message 1d
Tyler D. McCoy
How about metering signals for Riggs and 347 on west bound on ramp? At least until a more permanent solution can be found.

Like Reply Hide Send Message 1d
(f) Top fan

RoseAnn Wiatr Volk
Crappy that they could not find no other land around there to build this. 6 Just had to get rid of the track.

Like Reply Hide Send Message 1d
Davee M Jacobs
You're forgetting the 347
Like Reply Hide Send Message id

\title{
Jerry Sterzinger
}

Just flipping do it.
Like Reply Hide Send Message 1d
Dan Sullivan
Widen the road to three lanes each way
Like Reply Hide Send Message id
Shirlene Jenkins Reilly
Awesome!! Thank you ADOT!!! (b) 2
Like Reply Hide Send Message 1 d
Sam Adam Freeman
No. Just no. Fix I 17 problems
Like Reply Hide Send Message id
- \(\uparrow\) Top fan

Noah Lemons
Sam Adam Freeman they're doing both. (0) 2
Like Reply Hide Send Message 1d
© Top fan
Noah Lemons
Sam Adam Freeman in fact, as l'm thinking more about it, I-17 has several different improvement projects coming for different segments.

Like Reply Hide Send Message id
A Reply to Sam Adam Freeman...

Skylur Haggart
Just get it done!!!
Like Reply Hide Send Message 1d
Duke Rottweiler
Should have been done yrs ago.
Like Reply Hide Send Message id

\section*{Ruben Zepeda}

Just make it there lanes each direction. I know it's difficult to do things on tribal lands.

Like Reply Hide Send Message 1d Edited
Brandon Thompson
And Wild Horse Drag Strip will be no more! So tired of all these Commifornians coming in and ruining Arizona!!!!
Sushil Rao
When is the meeting with the Gila River community?
Like Reply Hide Send Message idPaul BaughmanNeed at least 8 lanes each direction to accommodate traffic through 2100
Like Reply Hide Send Message id Edited ..... (b) 5
Imelda Cordova
Zuleyca Cordova
Like Reply Hide Send Message ..... 1d
\(\theta\) Zuleyca CordovaImelda Cordova que van hacer
Like Reply Hide Send Message See Translation 10
A Reply to Imelda Cordova...
(ㅈ) (1) (a) (3)
Roxy Magnuson
Like Reply Hide Send Message ..... id
Gabe Cruz
Will there be lane expansion? Two way just don't cut it
Like Reply Hide Send Message id
Gina Arroyo
Yay 는 Approved!! Thank you Arizona Department of Transportation
Like Reply Hide Send Message 1d (1)5: 4
Katelyn KusaThis stretch has gotten so backed up in the last year. Only will get worse with thenew casino
Like Reply Hide Send Message id
Ariel Molina Delgado
Derek Orr Elsasser
Like Reply Hide Send Message id

\section*{Matthew Messersmith}
\(Y^{\prime}\) all asking them to do stuff to 347 , y'all realize that's a state route - not a federal highway. Meaning they probably don't get federal funding for it like they do federal highways. Also most of it runs through Gila River, that makes things a bit more... complicated.

Mitchell Wasik
How about 347
Like Reply Hide Send Message 1d
Jeff Caslake
Will this include improvements on the bridges at the interchanges to support bike and pedestrian users?

Like Reply Hide Send Message id
- Valentino Footracer

Jeff Caslake No 2

Like Reply Hide Send Message Id
(F) Tap \(\tan\)

John Henry Guetherman Jeff Caslake yes.


Like Reply Hide Send Message 1d

\section*{2 Tyler Heard}

Jeff Caslake in the video it says they will
Like Reply Hide Send Message 1d
A Reply to Jeff Caslake...
(1) (0) (C8) B

Michael Blaker
Please God!
Like Reply Hide Send Message id

\section*{Arizona DOT a}
@ArizonadOT
We want to hear from you! Formal public comments are being accepted through Oct. 9 for recommended improvements to l-10 between Loop 202 and SR 387 as part of the release of the draft Environmental Assessment (EA) and Design Concept Report (DCR). Details:
i10wildhorsepasscorridor.co
m


1:31pm - 19 Aug 2022 • Twitter Web App
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2 Retweets \(\mathbf{3}\) Likes

\section*{Post insights}

WILD HORSE PASS CORRIDOR HEARING hosting the first public hearing tomorrow (Wednes

Published by Kathleen M Cline 9 . September 6 at 7:00 PM (9)
(1) Some insights are only available when the total is at least 100

Post impressions. AD
50,847

Interactions

(9)

Reactions
- Comments
1. Link Clicks

Shares

Other Clicks

Other

X Hide Post
x
Hide All Posts

\section*{\(\leftarrow \quad\) Tweet}

A

\author{
Arizona DOT
}
@ArizonaDOT

\section*{! REMINDER !}

ADOT is hosting two in-person hearings this week for public comments on improvement recommendations for a 26 -mile stretch of I-10 between Phoenix and Casa Grande - known as the Wild Horse Pass Corridor.

Details: bit.ly/3QBg0FR


9:45 AM - Sep 13, 2022 - TweetDeck

2 Retweets 7 Likes\(\uparrow \downarrow\)
0
\(\pm\)
\(\leftarrow \quad\) Tweet

A Arizona DOT 0
BhizuraDOT
! REMINDER !
ADOT's hosting two in-person hearings this week for public comments on improvement recommendations for a 26 -mile stretch of \(\mathrm{I}-10\) between Phoenix and Casa Grande - known as the Wild Horse Pass Corridor.

Details: bit.ly/3QBgoFR


9:00PM Sep 12,2022 -TweetDeck

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Tweet your reply

John Owens estiparifacley Sep 12
Acplyng to SAvzoraDOT
Currently, this is the longest 26 -miles in Acrona, is es
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\(t 7\)
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\(\pm\)


Replyig to ©Nisiona0 पil
Pletty of room to expand that zectian. But you know.
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17
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\(\pm\).


Tyson WGoldyschmidt - Sep 12
Puplying to MAvienonDOF
Please upgrade the 347 .
\(Q\)
C
\(O\)
\(\pm\)
*-

Arizona Department of Transportation \(\theta\)
October 8 at 9:00 AM - 9

\section*{/LAST CHANCE TO COMMENT}

Tomorrow is the last day to provide your comments on recommended improvements to l-10 between Loop 202 and SR 387 as part of the draft Environmental Assessment and Design Concept Report. Provide your feedback before the comment period closes Oct. 9 at http://www.i10wildhorsepasscorridor.com/


REMINDER: Your comments are important!
Don't forget to submit your comments on the 1-10 Study for recommended improvements between Loop 202 and SR 387 as part of the draft Environmental Assessment (EA) and Design Concept Report (DCR). Public comment closes on Oct. 9.

The draft EA and DCR can be reviewed on the study website at http://www.i10wildhorsepasscorridor.com/ or at repository locations in Chandler and Casa Grande, which are listed on the study website.

WILD HORSE PASS CORRIDOR

\section*{YOUR COMMENTS ARE IMPORTANT!}


Suzanne Gonzalez Realtor Century 21 and 4 others
11 Comments
(1) LikeComment
Share
6. Most relevant *

Write a comment..
(ㅂ) (3) (a) 보 (3)

Lottie Clarke
you know, it would be nice to have an altemate road to ellsworth in mesa rather
than getting behind a slocooow driver passing the SR recreational park grrr is
Like Reply 3 w
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Arizona Department of Transportation ©
October 3 at 3:00 PM - 3
If you missed the series of public hearings on the recommended improvements along a 26 -mile stretch of Interstate 10 between Phoenix and Casa Grande, a recording of the Sept. 20 virtual public hearing is now available on the study website at https://i10wildhorsepasscorridor.com/resources.html.

The recording provides more information about the study's purpose and need, alternatives evaluated and the recommended improvements along this stretch of \(1-10\) as part of the draft Desi... See more


20


14 Comments 6 Shares
\(\square\) Like \(\quad \square\) comment \(\Rightarrow\) Share

Write a comment...(2)
83

Devon Lobstein
When will there be a public hearing on the total reconstruction of interstate 40? I've driven that road from one end to the other and Arizona Department of Transportation you section is one of the roughest in the country.

Like Reply 3 w
\(\rightarrow 1\) Reply
James Zimmerman
Just build it already.
Like Reply \(3 w\)
\(\rightarrow 3\) Replies

Arizona Department of Transportation \(O\)
October 2 at 9:00 AM - 3
REMINDER: Your comments are important!
Don't forget to submit your comments on the l-10 Study for recommended improvements between Loop 202 and SR 387 as part of the draft Environmental Assessment (EA) and Design Concept Report (DCR). Public comment closes on Oct. 9.

The draft EA and DCR can be reviewed on the study website at http://www.i1 Owildhorsepasscorridor.com/ or at repository locations in Chandler and Casa Grande, which are listed on the study website.

\section*{YOUR COMMENTS ARE IMPORTANT!}

(1) 5

5 Comments


\section*{^} Arizona Department of Transportation 0
September \(20-6\)
Reminder: Virtual public hearing tonight for I-10 improvements between Loop 202 and SR 387
ADOT will host a virtual public hearing this evening to seek public comments on ADOT's recommendations for improving a 26 -mile stretch of Interstate \(10(1-10)\) between Phoenix and Casa Grande, known as the Wild Horse Pass Corridor.

The virtual online public hearing will be held from 5:30-9 p.m., with formal presentations at 5:30 p.m. and 7:30 p.m. Each presentation will be followed by a question and answer period and formal comment session. Information presented at each session will be the same.
For more information about the public hearing, proposed \(\mathrm{I}-10\) improvements and ways to comment through Oct. 9 visit the study website at 110 wildhorsepasscorridor.com The virtual hearing can be accessed online or by phone.
Online: bitly/WHP-EN
Phone: +1-408-418-9388
Meeting number (access code): 24844716549
Webinar password: WHP2022 (9472022 from phones)



What is a diverging diamond interchange (DDI)? DDIs are an innovative, proven solution to improve safety and traffic flow. Several DDIs are planned as part of the...
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\text { © Like comment } \Rightarrow \text { Share }
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ADOT will hold a virtual public hearing tomorrow evening to review recommended widening, interchange and other improvements to \(\mathrm{I}-10\) between Loop 202 and SR..
(1) Like Comment \(\Rightarrow\) Share


What is a oiverging diamond interchange (DDI)? DDis are an innovative, proven solution to improve safety and traffic flow. Severa DDis are planned as part of the proposed I-10, Loop 202 to SR 387 corridor improvements.
Learn more about DDIs, how to...
See more
(2) Top ton

Leslie Thomas
Love the DDI at Happy Valley \& |-17.
Like Reply 5 w
(2)

Chistopher Dolan
These are awesome, but how come their are only road markings instead of overhead signage for the left lanes to get on the freew
Most Relevant is selected so some comments may have been filtered out.
E. Write a comment...




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－10，L202 to SR 397 Wild Horse Pass Coricor Study Sesking Formsl Public Corments．We want to hoar fromyou！Formel public marments are being scoepted thrpugi Oct， 3 for ncoumrended improvemerts to 1 － 10 between Loop 202 and SR 307 included in the chaft Enwircmmentai Assesmert（EA）and Design Concept Peport（DCPN releswed today by ADCT：

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1－10 Study：Loop 202 to State Route 3.37

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Sept. 12, 2022:
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1－10 Stud）：Lpop 202 to State Route 397


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Oct. 3, 2022:
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Oct. 7, 2022:
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\section*{I-10 Wild Horse Pass Corridor Reaches Major Milestone}

Published on August 30, 2022


ADOT Photo

Director, Arizona Department of Transportation

A significant milestone has been reached toward improving Interstate 10 south of the metroPhoenix area, known as the Wild Horse Pass Corridor

The Arizona Department of Transportation has published the draft study recommendations for the I-10 improvements between the Loop 202 Freeway (Santan/South Mountain) and State Route 387. It's an important milestone in improving the 26 -mile stretch of I-10

The draft Environmental Assessment and Design Concept Report are available for public review and comment. These documents identify the recommended approach to widening I10 and modifying traffic interchanges and crossroads, with the goals of reducing congestion and the frequency and number of crashes.

ADOT has been working with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments to develop a vision and strategy to improve I-10, a Key Commerce Corridor. By working together, we are connecting communities and keeping motorists safe. I'm proud of the partnerships we've developed and will continue to foster in the years to come

The public comment period runs through Oct. 9. During the comment period, ADOI will host three in-person public hearings and one virtual public hearing. You can find the dates, locations and times on the study rvebsite, along with how to submit a comment. You can also review the draft EA and DCR documents on the website.

I encourage anyone who uses I-10 between Phoenix and Tucson to participate in this important part of the study process. We need to ensure that all yoices are heard before a final decision is made.

We look forward to hearing from you and for more milestone moments ahead for the Wild Horse Pass Corridor!

132 articles
+ FollowLikeComment
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C0. Audrey St Clait and 68 others 1 comment

Reactions

1 Comment
Most relevant 7

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Add a comment...

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48

Nicole R. . 2nd
INVENTING \& EVOLVING A NEW DIE CLEANING PROCESS SINCE 2005
Thanks for posting this John. My husband and I drive this corridor every weekday. We are very, very interested in this project. I hope to be at the public comment meeting in Casa Grande in September.
```

Like | Reply

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John Halikowski
Director Arizona Department of Transportation


\section*{Maricopa Association of Governments (MAG)}

1,636 followers
1 mo - (5)
Do you often find yourself driving on the l-10 between Phoenix and Casa Grande? You may want to make your voice heard and provide comments on the proposed improvements for the Wild Horse Pass Corridor! Public comment deadline is Oct. 9! Visit: http://ow.ly/9M2T50LOiJO

\(\Leftrightarrow\) Comment
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Be the first to comment on this

Maricopa Association of Governments (MAG)

\section*{1,636 followers \\ \(2 \mathrm{mo} \cdot\) (t)}

The public can attend the first public hearing on recommendations to improve traffic flow on a critical stretch of I-10 known as the Wild Horse Pass corridor. Tomorrow 9/7 from 5:30 to 7:30 p.m. at Valley Christian High School in Chandler. Learn more at https://Inkd.in/gMu8hW6C

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\(\int\) Like \(\Leftrightarrow\) Comment
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Be the first to comment on this

\section*{I-10|LOOP 202 TO SR-387 WILD HORSE PASS CORRIDOR}

\section*{YOU'RE INVITED!}

Interstate 10 Study: Loop 202 to State Route 387 Public Hearings In collaboration with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration (FHWA) and the Maricopa Association of Governments, the Arizona Department of Transportation (ADOT), is preparing an Environmental Assessment (EA) and Design Concept Report (DCR) for the Interstate 10 (I-10) Study: Loop 202 to State Route 387 (SR 387). Proposed improvements include widening I-10 between Loop 202 and SR 387, adding High Occupancy Vehicle (HOV) lanes between Loop 202 and Riggs Road, and modifying interchanges and crossroads over I-10.

\section*{PUBLIC HEARINGS AGENDA SCHEDULE}
\begin{tabular}{|l|l|}
\hline \multicolumn{2}{|c|}{ IN-PERSON PUBLIC HEARING AGENDA* } \\
\hline 5:30-6 p.m. & Open House \\
\hline 6-6:30 p.m. & Formal Presentation \\
\hline 6:30-7:30 p.m. & Formal Public Comments/Open House \\
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\hline \multicolumn{1}{|c|}{ VIRTUAL PUBLIC HEARING AGENDA ** } \\
\hline 5:30 p.m. & Formal Presentation \\
\hline 6-6:15 p.m. & Q\&A \\
\hline 6:15-7:15 p.m. & Formal Public Comments \\
\hline 7:30-8 p.m. & Formal Presentation \\
\hline 8-8:15 p.m. & Q\&A \\
\hline 8:15-9 p.m. & Formal Public Comments \\
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\end{tabular}
*At the Sept. 15 hearing at District 4, the presentation will be continuously repeated and the open house and formal comment period will be available throughout the hearing.
**As a part of the virtual public hearing, we are allowing two opportunities to hear the presentation, provide formal comment and ask questions.

\section*{COMMENT ON THE DRAFT EA AND DCR:}

Submit your comments on the I-10 Study draft EA and DCR now through Oct. 9, 2022. All comments received during the public comment period will be documented and responded to in the I-10 Study Final EA and Final DCR. All comment methods are considered equal.
- Attend a public hearing: Provide written/verbal comments at the virtual and in-person public hearings
- Online through our comment form or comment map: i10wildhorsepasscorridor.com
- Email: i10wildhorsepasscorridor@hdrinc.com
- Call: 602-522-7777
- Mail: I-10 Wild Horse Pass Corridor Study Team | c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

\section*{PUBLIC HEARINGS |OPEN HOUSES}

In-person and virtual public hearings will be held to provide an overview of the draft EA and DCR, share ADOT's preliminary recommendation and accept public comment. The same information will be presented at each meeting. The public hearing presentation and materials can also be viewed on the study website.


Virtual Public Hearing (Call-in/Online through Webex) Tuesday, Sept. 20, 2022| 5:30-9 p.m.

English
Online: bit.ly/WHP-EN
Phone: +1-408-418-9388
Meeting number (access code): 24844716549 Webinar password: WHP2022
(9472022 from phones)

Spanish
Enlace (Inglés): bit.ly/WHP-EN
Teléfono: +1-408-418-9388
Número de Reunión (Código de acceso): 24901708079 Clave: WHP2022
(9472022 from phones)

DRAFT EA AND DCR AVAILABLE FOR PUBLIC REVIEW AND COMMENT
The draft EA and DCR will be published and available for public review and comment from Aug. 19, 2022 through Oct. 9, 2022. The draft EA and DCR evaluate the Recommended Build Alternative as compared to the No-Build Alternative. Select technical reports associated with the draft EA will be available upon request. Please email i10wildhorsepasscorridor@hdrinc.com or call 602-522-7777 to make a request The draft EA and DCR can be reviewed at the repository locations below and on the study website at i10wildhorsepasscorridor.com.

\section*{Repository locations:}
- Casa Grande Public Library

449 N Drylake St., Casa Grande, AZ 85122 | 520-421-8710
- Ironwood Library

4333 E Chandler Blvd., Phoenix, AZ 85048 | 602-262-4636
- Gila River Indian Community Governance Center 525 W Gu U Ki Rd, Sacaton, AZ 85147 | 520-562-9500
- Gila River Indian Community District 1

15747 N Shegoi Rd., Coolidge, AZ 85128 | 520-215-2110
- District 2 Service Center

8070 Park St., Sacaton, AZ 85147 | 520-562-3450
- District 3 Service Center

18 E Pima St., Sacaton, AZ 85147 | 520-562-3334
- Gila River District 4 Service Center/Multipurpose Bldg. 2230 N Home Run Dr., Sacaton, AZ 85147 | 520-418-3661
- District 5 Multi Service Center 3456 W Casa Blanca Rd., Bapchule, AZ 85121 | 520-315-3441
- Gila River Indian Community District 6 Komatke Center 5230 St Johns Rd., Laveen Village, AZ 85339 | 520-550-3805
- Gila River Indian Community District 7 Service Center 8035 S 83rd Ave., Laveen Village, AZ 85339 | 520-430-4780
he 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 FHWA and ADOT

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 Kim Larson at 855.712.8530 or klarson@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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.

De acuerdo al Título VI de la Ley de Derechos Civiles de 1964, la Ley para Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras leyes y autoridades contra la discriminación, ADOT no discrimina por raza, color, origen nacional, edad, género o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Kim Larson al KLarson@azdot.gov o al 855.712.8530. Las solicitudes deben hacerse lo más pronto posible para asegurar que ADOT tenga oportunidad de hacer los arreglos necesarios.

Address and barcode clearance area

Appendix B: Public Hearing Materials

\title{
Welcome
}

Interstate 10 Study: Loop 202 to State Route 387 Public Hearing

Please sign in at the welcome table or use the QR code below.


Please see a staff member if you need Spanish or O'odham interpretation assistance

Consulte a un personal miembro si necesita asistencia de interpretación en español o en O'odham

\section*{Aロロт}


MARICOPA
ASSOCIATION of GOVERNMENTS

\section*{Meeting Format}

\section*{Tonight's meeting has two parts:}

\section*{Open House}

The public can view display boards, roll plots and videos at their own pace. Study team members are available to take questions and assist you with submitting comments.

\section*{Formal Presentation and Comments}

The study team will give a presentation, followed by a public comment hearing in which members of the study team will act as a listening panel.

\footnotetext{
Agenda 5:30-6:00 p.m. Open house 6:00-6:30 p.m. Formal presentation 6:30-7:30 p.m. Formal public comments/Open house
}

\title{
Safety Protocol
}

> WELCOME TO
> THE DISTRICT 4
> MULTIPURPOSE BUILDING

\title{
PLEASE PRACTICE SOCIAL DISTANCING.
}

For your safety and ours, please maintain a 6-foot distance from others.

\title{
Safety Protocol
}

\title{
KNOW THE SIGNS AND SYMPTOMS OF COVID-19
}

\section*{For your safety and the safety of others, do not enter if you:}

Have one or both of these symptoms:
- Cough
- Shortness of breath/difficulty breathing Have at least two of these symptoms:
- Fever
- Chills
- Repeated shaking with chills
- Muscle pain
- Headache
- Sore throat

\section*{\(10=|-10|\) LOOP 202 TO SR-387 HORSE PASS CORRIDOR}

\section*{Provide Your Comments}

You may submit comments throughout the public review and comment period (Aug. 19 to Oct. 9, 2022) in any of the following ways:

\section*{» Provide verbal comments to a panel of study team members at one of the public hearings (documented by a court reporter).}
» Privately submit comments to a court reporter at one of the public hearings.
» Submit written comments on a comment form (paper or online).
» Submit location-specific comments through our online comment map tool at i10wildhorsepasscorridor.com.
» Email:
i10wildhorsepasscorridor@hdrinc.com
» Call: 602-522-7777
» Mail:
-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.

\section*{Guidelines For Giving}

\section*{Formal Public Comments}

Mutual respect, courtesy and patience are the hearing's guiding principles.

\section*{Speakers:}
» Please sign-up at the speaker registration table if you wish to verbally comment to the panel.
» Before your comment, please state your name and speak clearly for the court reporter, who will record your comment.

\section*{Panelists:}
» Panelists are not allowed to respond. Discussions are welcome in the open house area.

\section*{Audience:}
» Please remain quiet and silence mobile devices while in the audience.
» Please do not interrupt a speaker.
» Please leave the area for any side discussions.

\section*{10 I-10 | LOOP 202 TO SR-387}

\section*{Study Overview/Timeline}

In collaboration with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments, the Arizona Department of Transportation has prepared an environmental study for I-10 from Loop 202 to SR 387 under the National Environmental Policy Act and an engineering study to evaluate improvements to I-10. This study is important because I-10 supports significant commercial and economic growth for the region, state and nation, and is considered a Key Commerce Corridor.

\section*{Timeline}

Over the last three years, the project team has sought feedback from the public, stakeholders, agencies and partners to help guide the study evaluation process and the development of the draft Environmental Assessment and Design Concept Report.

September 2022
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\section*{}

\section*{What is NEPA?}

\begin{abstract}
The National Environmental Policy Act (NEPA) requires agencies to analyze, disclose, avoid, minimize, or mitigate adverse environmental impacts for projects with federal involvement.
\end{abstract}

> 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 l-10 Study.

> This 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.

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 FHWA and ADOT. This 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.

\section*{Purpose and Need}

Increase the capacity of l-10 to meet the projected travel demand, decrease congestion, improve travel time reliability, and minimize traffic detouring off l-10 onto the Gila River Indian Community during traffic incidents.

Improve the l-10 corridor, interchanges and crossroads to reduce the number and frequency of crashes.


Upgrade the infrastructure to current standards, where practical, and replace aging or poor-condition elements.

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}

\section*{What is the}

\section*{No-Build Alternative?}

The No-Build Alternative is used as a baseline, to compare against the build alternatives.

The No-Build Alternative provides the I-10 study team with a basis against which social, environmental and economic impacts can be measured.

The No-Build Alternative represents the existing transportation system with ongoing maintenance and any improvement projects that have been previously programmed for construction.

\section*{What is a Recommended Build Alternative?}
" The Recommended Build Alternative (RBA) was developed using environmental and engineering analyses, as well as input from cooperating agencies and the public.
" The design features of the RBA, along with the other alternatives and options considered, were presented to the public for review and input during the alternatives phase of the study in fall 2020.
" The complete RBA is presented in the draft Environmental Assessment and the Design Concept Report for public comment.

\section*{RBA Quick Facts:}
» One general purpose lane would be added in each direction for the entire length of the project and one High-Occupancy Vehicle (HOV) lane would be added in each direction from Loop 202 to Riggs Road.
» Ten crossroads/interchanges would be modified or replaced within the project limits.
» Approximately 81 acres of new right-of-way would be required.
» RBA has an estimated 50\% reduction in crashes when compared to the No-Build Alternative.
» Would save up to 30 minutes of travel time when driving through the 26-mile corridor in 2050.
" All pavement and bridges would be either rehabilitated or replaced.
» Project cost is approximately \(\$ 990\) million.


\section*{Recommended Alternative (RA)}

ADOT, with input from the Gila River Indian Community, Bureau of Indian Affairs, Federal Highway Administration, Maricopa Association of Governments, stakeholders and the public, has selected the Recommended Build Alternative (RBA) as the Recommended Alternative (RA) for I-10 between Loop 202 and State Route 387.


\section*{Cultural Resources Findings}

ADOT, in close coordination with Gila River Indian Community Cultural Resources Management Program and Tribal Historic Preservation Office, identified impacts on cultural resources resulting from the Recommended Alternative (RA), which are highlighted below. Additional information is available in the draft Environmental Assessment.
» The RA would impact archaeological sites, Traditional Cultural Properties (TCPs) and the Hohokam-Pima National Monument-all are eligible for listing on the National Register of Historic Places.
„» Adverse effects to cultural resources would be minimized through the development and execution of a Historic Properties Treatment Plan according to the Programmatic Agreement, which is underway.
» No adverse effect to TCPs; access to TCPs would be maintained.

\section*{\(10=1-10 \mid\) LOOP 202 TO SR-387 WILD HORSE PASS CORRIDOR}

\section*{Section 4(f) Findings}
» ADOT intends to make de minimis impact determinations for two Traditional Cultural Properties and the Hohokam-Pima National Monument. This requires a Section 106 of the National Historic Preservation Act finding of "no adverse effect" from the Gila River Indian Community Tribal Historic Preservation Office.
» A de minimis impact determination does not, in any way, describe the value or significance of a resource but instead signifies the application of Section 4(f) permanent use based on the Section 106 consultation concurrence.
» In all cases, new right-of-way is needed from these cultural resources; however, it is not anticipated that the permanent use of small amounts of these resources would affect the ability of the resource to convey its historical or cultural significance.


\section*{\(10=|-10|\) LOOP 202 TO SR-387 WILD HORSE PASS CORRIDOR}

\section*{Recommended Alternative Findings}

Primary environmental impacts resulting from the Recommended Alternative are highlighted below. Additional information is available in the draft Environmental Assessment.
» Acquisition of new right-of-way would affect both Tribal and allotted land, which includes prime and unique farmland.
» Short-term impacts related to dust, noise and traffic delays/ restrictions would occur during construction.
» Sonoran Desert tortoise, the western burrowing owl, bats and nesting migratory birds could be affected by construction; however, mitigation measures would be in place to avoid or minimize impacts.
» ADOT would work with the Gila River Indian Community to design features to encourage wildlife crossing under I-10.
» Long-term benefits would result from improved access to I-10, improved mobility and reduced traffic congestion.


\section*{Recommended Alternative Justification}

\section*{ADOT's Recommended Alternative is the Build Alternative.}
» The Recommended Alternative (RA) satisfies the objectives defined in the study's purpose and need. The RA:


Increases the I-10 capacity to meet the projected travel demand, decrease congestion, improve travel time reliability and minimize traffic detouring off \(\mathrm{I}-10\) onto the Gila River Indian Community during traffic incidents.


Improves the I-10 corridor, interchanges and crossroads to reduce the number and frequency of crashes.

Upgrades the infrastructure to current standards, where practical, and replaces aging or poor-condition elements.
» The RA meets ADOT design requirements.
» The RA was developed using a consensus-based process between ADOT, the Gila River Indian Community, Bureau of Indian Affairs and Federal Highway Administration.
» After evaluations, it was determined that the No-Build Alternative does not meet the purpose and need of this study.

\section*{ADOT's Right-of-Way Acquisition Process}
\begin{tabular}{|c|c|c|c|}
\hline & Year 1 & Year 2 & Year 3 \\
\hline Final Environmental Document & \[
\$
\] & & \\
\hline Appraisal and Survey & & & \\
\hline Landowner Consent & & & \\
\hline BIA Review and Granting of Right-of-Way & & & \\
\hline
\end{tabular}
» The project would require approximately 81 acres of new right-of-way and 13 acres of new temporary construction easements.
» Thirty-six (36) allotted parcels would be impacted ( 28 acres).
» Twenty-one (21) tribal parcels would be impacted ( 53 acres).
» Approximately 8.5 acres would be turned back over to the Community at Dirk Lay Road.
» There are no commercial or residential relocations anticipated.

\title{
Right-of-Way Acquisition FAQs
}

1.Acquisitions will be done in accordance with the Code of Federal Regulations (CFR) including 25 CFR 169 with oversight from the Gila River Indian Community and the Bureau of Indian Affairs.
2. Relocation assistance is performed in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Act of 1970.
3. If it has been determined that a property is to be acquired as part of a project, an appraisal will be performed to determine the fair market value of the property.
4. If a property owner does not agree with the determined valuation, they can obtain an appraisal at their own expense and submit it to ADOT for review and consideration.
5. While none are expected on this project, relocation resources are available to qualified residential and business relocatees.
6. While not applicable on this project, relocated housing must be decent, safe and sanitary. Replacement housing will be made within the general area when possible.

\section*{Next Steps}

Following our public hearings and comment period, which closes Oct. 9, 2022, the study team will review and evaluate all input from the Gila River Indian Community, partner agencies and the public, and select a final alternative. This selection, combined with the input from the public hearing and associated public comment period, will be documented in the Final Environmental Assessment and Design Concept Report documents.

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\section*{Funding}

Improvements for this 26-mile corridor are expected to cost about \(\$ 990\) million (including the Gila River Bridge replacement project). ADOT, the Gila River Indian Community, Bureau of Indian Affairs, Federal Highway Administration and Maricopa Association of Governments continue to partner to deliver this important project, including efforts to secure the necessary funding.

\section*{Current Plan}
» ADOT submitted a federal MEGA Grant application requesting \$360M in May 2022.
»Expected to hear outcome of MEGA Grant in fall 2022.
» If successful, \(100 \%\) of the project would be funded, and would be built as one project.

\section*{State Funds}

Local Funds
Federal MEGA Grant














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\section*{TITLE VI}

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 Kim Larson at 855.712.8530 or klarson@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation

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 FHWA and ADOT.

De acuerdo al Título VI de la Ley de Derechos Civiles de 1964, la Ley para Estadounidenses con Discapacidades (ADA por sus siglas en ingles) y otras leyes y autoridades contra la discriminación, ADOT no discrimina por raza, color, origen nacional, edad, género o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Kim Larson al KLarson@azdot gov o al 855.7128530 Las solicitudes deben hacerse lo más pronto posible para asegurar que ADOT tenga oportunidad de hacer los arreglos necesarios.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C327 y un Memorándum de Acuerdo con fecha del 16 de abrilde 2019 y se han realizado por FHWA y ADOT.

\section*{FAQ}

What is an Environmental Assessment?
The National Environmental Policy Act (NEPA) of 1969 requires agencies to analyze, disclose, minimize and mitigate any adverse environmental impacts from projects that include federal funding. An EA is the NEPA level document that has been prepared to evaluate potential impacts from the I-10 Study. This EA describes the need for the proposed action (i.e., Recommended Alternative), alternatives developed for the proposed action and the environmental impacts of the build alternatives, and No-Build Alternative.

\section*{What is a Design Concept Report?}

In conjunction with the EA which focuses on environmental factors, a DCR is also prepared to document the engineering elements associated with the study. This includes interchange options, drainage modifications, traffic operations and safety, construction requirements and impacts to traffic during construction, right-of-way requirements, cost and maintainability, to name just a few. These elements are evaluated for a range of reasonable build alternatives, as well as the no-build baseline alternative.

\section*{What is a No-Build Alternative?}

The No-Build Alternative is used as a baseline, or a benchmark, to compare against the Build Alternative(s). The No-Build provides the I-10 Wild Horse Pass Corridor study team with a basis against which social, environmental and economic impacts can be measured. The No-Build Alternative represents the existing transportation system with ongoing maintenance and any improvement projects that have been previously programmed for construction.

If approved, is there funding for construction?
Yes, improvements for this 26-mile corridor are expected to cost about \(\$ 990\) million (including the Gila River Bridge replacement project covered in separate study). About \(\$ 800\) million in funding has been identified so far. ADOT, the Gila River Indian Community, BIA, FHWA and MAG continue to partner to deliver this important project, including efforts to secure the necessary funding. An application for a federal grant has been submitted to fund the balance of the project, though the outcome of that grant will not be known until the fall of 2022.

When do you anticipate construction to start, if approved?

Construction on the I-10 Project is anticipated to begin in late 2023 after the Final EA and DCR are completed.

Are the Gila River bridges a part of this study?
ADOT is planning to also replace the \(\mathrm{l}-10\) bridges over the Gila River, but that is covered as part of a separate study. However, the bridge replacements are being coordinated with the findings of the l-10 study. More information can be found at i10bridgeproject.com

What are the proposed improvements?
- Adding a new general purpose lane in the median both the east- and westbound directions for the entire 26-mile corridor.
- Extending the High Occupancy Vehicle (HOV) lane in each direction on I-10 from Loop 202 south to Riggs Road Improving interchanges and crossroads for enhanced capacity and safety, and multimodal (bike and pedestrian) crossings, as well as addressing age/condition issues. - Replacing the aging and narrow Gila River Bridges (as part of a separate study as noted above).
- Removal of Dirk Lay Road crossing over I-10 and return associated easement/right-of-way.
- Installing freeway management technology to allow for the installation of sensors, cameras, variable message signs and other highway safety-related technology

Are you anticipating right-of-way acquisitions for the Recommended Alternative?

Yes, the proposed project would require approximately 81 acres of new Right-of-Way and 13 acres of new Temporary Construction Easements (TCEs). Thirty-six (36)
allotted-owned parcels would be impacted (totaling 28 acres) and 21 tribal parcels will be impacted (totaling 53 acres). Approximately 8.5 acres would be returned to the Gila River Indian Community at Dirk Lay Road. There would be no commercial or residential relocations anticipated. ADOT is working closely with the Gila River Indian Community and BIA on the process to acquire the needed right-of-way as part of this project.

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

\section*{Interstate 10 Study - \\ Loop 202 to State Route 387}

\section*{PROJECT BACKGROUND}

In collaboration with the Gila River Indian Community, the Bureau of Indian Affairs (BIA), the Federal Highway Administration (FHWA) and the Maricopa Association of Governments (MAG), the Arizona Department of Transportation (ADOT), has prepared a draft Environmental Assessment (EA) and Design Concept Report (DCR) for the 26-mile section of Interstate 10 (I-10) between the Loop 202 interchange south of Phoenix to just south of the State Route (SR) 387 interchange near Casa Grande, known as the Wild Horse Pass Corridor.

This corridor is located primarily within the Gila River Indian Community, with smaller segments within the cities of Phoenix, Chandler and Casa Grande. This study is important because I-10 supports significant commercial and economic growth for the region, state and nation, and is considered a Key Commerce Corridor.

Over the last three years, the project team has sought feedback from the public, stakeholders, agencies and partners to help guide the study evaluation process and the development of the draft EA and DCR.

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\section*{PUBLIC HEARINGS}

ADOT has completed the draft EA and DCR for the study and has released the documents, which are available for public review and comment now through Oct. 9, 2022. The documents are available for review on the study website at i10wildhorsepasscorridor.com, at public repository locations and at the in-person public hearings held near the study area.

In-person and virtual public hearings are being held to provide the public with an overview of the draft EA and DCR, share ADOT's preliminary recommendation, and provide an opportunity for oral and written public comments on the documents and the preliminary project recommendation. We are excited to reach this important milestone in the study and look forward to receiving your input, which will help identify the selected project alternative.


\section*{Public Hearing Locations}
- Wednesday, Sept. 7, 2022 | 5:30-7:30 p.m. Valley Christian High School 6900 W. Galveston St., Chandler, AZ 85226
- Tuesday, Sept. 13, 2022|5:30-7:30 p.m. Vista Grande High School
1556 N. Arizola Rd., Casa Grande, AZ 85122
- Thursday, Sept. 15, 2022 | 5:30-7:30 p.m. District 4 Multipurpose Building*
2230 N. Home Run Dr., Sacaton, AZ 85147 *Please note this venue requires all attendees to wear masks to comply with current Covid-19 Executive Orders. Free masks will be available for attendees.
- Tuesday, Sept. 20, 2022 | 5:30-9 p.m.
(Virtual through Webex)
English
Online: bit.ly/WHP-EN
Phone: +1-408-418-9388
Meeting number (access code): 24844716549 Webinar password: WHP2022 (9472022 from phones) Spanish
Enlace (Inglés): bit.ly/WHP-EN
Teléfono: +1-408-418-9388
Número de Reunión (Código de acceso): 24901708079 Clave: WHP2022 (9472022 from phones)

For more information or to view the public hearing information online at your convenience.

i10wildhorsepasscorridor.com

The draft EA and DCR are available for public comment from Aug. 19, 2022 through Oct. 9, 2022. During the comment period, three in-person public hearings and one virtual public hearing will be held to provide information on the draft EA and DCR, share ADOT's preliminary recommendation, and accept public comment on the documents and preliminary recommendation. Information presented at each hearing will be the same. For your convenience, the public hearing presentation and information are available for viewing on the study website.

Printed copies of the draft EA and DCR are available for review at the repository locations listed below. In addition, the documents are available for download from the study website at i10wildhorsepasscorridor.com. Select technical reports associated with draft EA will be available upon request. Please email i10wildhorsepasscorridor@hdrinc.com or call 602-522-7777 to make a request.

\section*{Repository Locations}
- Casa Grande Public Library: 449 N. Drylake St., Casa Grande, AZ 85122 | 520-421-8710
- Ironwood Library: 4333 E. Chandler Blvd.,

Phoenix, AZ 85048 | 602-262-4636

\section*{How to Provide Comments}

You may submit comments in any of the following ways:
- Provide verbal comments to a panel of study team members at one of the public hearings (documented by a court reporter). - Privately submit comments to a court reporter at one of the
in-person public hearings.
- Submit written comments on a comment form
(paper or online).
- Submit location-specific comments through our online comment map tool at i10wildhorsepasscorridor.com.
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- Call: 602-522-7777
- Mail: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012
All comments received are considered equal, regardless of submission method.

Following our public hearings and comment period the study team will review and evaluate all input from the partner agencies and the public before selecting an alternative. The selected alternative, combined with the agency and public input from the public hearing and associated public comment period, will be documented in the Final EA, which will be published on the project website

\section*{PUBLIC HEARING GROUND RULES}

Mutual respect and courtesy are the hearing's guiding principles. We ask that you follow the ground rules listed below so that everyone feels welcome, comfortable and has the opportunity to participate and provide comments.

\section*{Open House Area}

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

\section*{Formal Public Comment Area}

A panel will be present to listen to all speakers, but cannot respond to any formal public comments. Please remain quiet and silence mobile devices while in the audience. Please do not interrupt a speaker and make sure to leave the area for side conversations.

\section*{Guidelines For Giving a Live Public Statement}

Register - All speakers are required to register at the Speaker Registration table

Order of Speakers - Speakers will be called forward based on the order in which they signed up.
Submit Written Comments - An individual or group representative who speaks may also submit more detailed written comments by visiting the comment area in the open house portion of the hearing. Written comments can also be submitted in lieu of a formal public statement to the panel.
Hearing Agenda - All speakers registered by the scheduled close of the hearing will have the opportunity to speak. Registration will not be allowed past the closing time of the hearing.

\section*{TíTULO VI}

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 Kim Larson at 855.712.8530 or klarson@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation

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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.C327 y un Memorándum de Acuerdo con fecha del 16 de abrilde 2019 y se han realizado por FHWA y ADOT.

\section*{PREGUNTAS MÁS FRECUENTES}

\section*{¿Qué es una Evaluación Ambiental?}

La Ley Nacional de Política Ambiental (NEPA) de 1969 requiere que las agencias analicen, divulguen, minimicen y mitiguen cualquier impacto ambiental adverso de los proyectos que incluyen fondos federales. Una EA es el documento de nivel NEPA que ha sido preparado para evaluar los impactos potenciales del Estudio de la I-10. Esta EA describe la necesidad de la acción propuesta (es decir, la Alternativa Recomendada), las alternativas desarrolladas para la acción propuesta y los impactos ambientales de las alternativas de construcción, y la Alternativa de No Construir.
¿Qué es un informe de concepto de diseño? Junto con la EA que se centra en los factores ambientales, también se prepara un DCR para documentar los elementos de ingeniería asociados con el estudio. Esto incluye opciones de intercambio, modificaciones de drenaje, operaciones de trático y seguridad, requisitos de construcción e impactos en el trático durante la construcción, requisitos de derecho de paso, costo y mantenimiento, por nombrar solo algunos. Estos elementos se evalúan para una gama de alternativas de construcción razonables, así como la alternativa de referencia de no construcción.
¿Qué es una alternativa sin construir? La Alternativa de No Construir se usa como referencia, o punto de referencia, para comparar con la(s) Alternativa(s) de Construcción. La Alternativa de No Construir proporciona al equipo de estudio de la \(\mathrm{I}-10\) Wild Horse Pass Corridor una base sobre la cual se pueden medir los impactos sociales, ambientales y económicos. La alternativa de no construir representa el sistema de transporte existente con mantenimiento continuo y cualquier proyecto de mejora que se haya programado previamente para la construcción.

\section*{Si se aprueba, ¿hay fondos para la}

\section*{construcción?}

Sí, se espera que las mejoras para este corredor de 26 millas cuesten alrededor de \$ 990 millones (incluido el proyecto de reemplazo del puente del río Gila cubierto en un estudio separado). Hasta el momento se han identificado unos 800 millones de dólares en financiamiento. ADOT, la comunidad indígena del río Gila, BIA, FHWA y MAG continúan asociándose para entregar este importante proyecto, incluidos los esfuerzos para asegurar el financiamiento necesario. Se presentó una solicitud de subvención federal para financiar el saldo del proyecto, aunque el resultado de esa subvención no se conocerá hasta el otoño de 2022.
¿Cuándo prevé que comience la

\section*{construcción, si se aprueba?}

Se prevé que la construcción del Proyecto de la l-10 comience a fines de 2023 después de que se completen la EA final y la DCR.
¿Los puentes del río Gila forman parte de este estudio?
ADOT planea reemplazar también los puentes I-10 sobre el Rio Gila, pero eso se cubre como parte de un estudio separado. Sin embargo, los reemplazos de puentes se están coordinando con los hallazgos del estudio l-10. Se puede encontrar más información en i10bridgeproject.com. ¿Cuáles son las mejoras propuestas?

Añadir un nuevo carril de uso general en el separador, tanto en direccion este y el oeste para las 26 millas completas del corredor
Ampliación del carril para vehículos de alta ocupación (HOV) en cada dirección en la l-10 desde la Vuelta 202 sur hasta Riggs Road.
Mejorar los intercambios y cruces de caminos para mejorar aforo y seguridad, y cruces multimodal (bicicleta y peatón), al igual que abordar problemas de edad/condición. - Reemplazo de los viejos y angostos puentes del río Gila (como parte de un estudio separado como se señaló anteriormente).
Eliminación del cruce de Dirk Lay Road sobre la I-10 y regreso servidumbre/derecho de paso asociado. - Instalar tecnología de gestión de autopistas para permitir la instalación de sensores, cámaras, señales de mensaje variable y otra tecnología relacionada con la seguridad vial.

\section*{¿Está anticipando adquisiciones de derecho} de paso para la Alternativa Recomendada?
Sí, el proyecto propuesto requeriría aproximadamente 81 acres de derecho de paso nuevo y 13 acres de nuevas servidumbres de construcción temporal (TCE). Treinta y seis (36) de las parcelas de propiedad asignada se verían afectadas (con un total de 28 acres) y 21 parcelas tribales (con un total de 53 acres). Se devolverían aproximadamente 8,5 acres a la comunidad indígena del río Gila en Dirk Lay Road. No se prevén reubicaciones comerciales o residenciales ADOT está trabajando en estrecha colaboración con la comunidad indígena del río Gila y BIA en el proceso para adquirir el derecho de paso necesario como parte de este proyecto.

I-10 L00P 202 T0 SR-387 WILD HORSE PASS CORRIDOR

\section*{Estudio de la Interestatal 10} - Vuelta 202 a la ruta estatal 387

\section*{ANTECEDENTES DEL PROYECTO}

En colaboración con la Comunidad Indigena del Río Gila, la Oficina de Asuntos Indigenas (BIA), la Administración Federal de Carreteras (FHWA) y la Asociación Maricopa de Gobiernos (MAG), el Departamento de Arizona de Transporte (ADOT), ha elaborado un borrador Evaluación Ambiental (EA) y Diseño Informe de concepto (DCR) para la sección de 26 millas de la Interestatal \(10(\mathrm{l}-10)\) entre el cruce de la Vuelta 202 al sur de Phoenix hasta justo al sur del cruce de la Ruta Estatal (SR) 387 cerca de Casa Grande, conocido como Wild Horse Pass Corridor

Este corredor está ubicado principalmente dentro de la Comunidad indigena del río Gila, con segmentos más pequeños dentro de las ciudades de Phoenix, Chandler y Casa Grande. Este estudio es importante porque la l-10 apoya importantes actividades comerciales y crecimiento económico para la región, el estado y la nación, y es considerado un Corredor Comercial Clave.
En los últimos tres años, el equipo del proyecto buscó retroalimentación del público, las partes interesadas, agencias y socios para ayudar a guiar el proceso de evaluación del estudio y el desarrollo del borrador de EA y DCR.

\section*{Aロロт}


\section*{AUDIENCIAS PÚBLICAS}

ADOT completó el borrador de EA y DCR para e estudio y publicó los documentos, que están disponibles para revisión pública y comentarios desde ahora hasta el 9 de octubre de 2022. Los documentos están disponibles para revisión en el sitio web del estudio en 10wildhorsepasscorridor.com, en lugares de depósito públicos y en las audiencias públicas en persona celebradas cerca del área de estudio.

Se están llevando a cabo audiencias públicas en persona y virtuales para brindarle al público una descripción general del borrador de EA y DCR, compartir la recomendación preliminar de ADOT y brindar una oportunidad para comentarios públicos orales y escritos sobre los documentos y la recomendación preliminar del proyecto. Estamos entusiasmados de alcanzar este importante escalón en el estudio y esperamos recibir sus comentarios, que ayudarán a identificar la alternativa del proyecto seleccionado.


\section*{Lugares de Audiencia Pública}
- Miércoles, 7 de septiembre de 2022 | 5:30-7:30 p.m. Valley Christian High School
6900 W. Galveston St., Chandler, AZ 85226
- Martes, 13 de septiembre de 2022 | 5:30-7:30 p.m. Vista Grande High School
1556 N. Arizola Rd., Casa Grande, AZ 85122
- Jueves, 15 de septiembre de 2022 | 5:30-7:30 p.m. District 4 Multipurpose Building* 2230 N. Home Run Dr., Sacaton, AZ 85147 *Tenga en cuenta que este lugar requiere que todos los asistentes usen máscaras para cumplir con las Órdenes Ejecutivas Covid-19 actuales
Habrá mascarillas gratuitas para los asistentes.
- Martes, 20 de Sept. de 2022 | 5:30-9 p.m.
(Virtual through Webex/Virtual via Webex) English
Online: bit.ly/WHP-EN
Phone: +1-408-418-9388
Meeting number (access code): 24844716549 Webinar password: WHP2O22 (9472022 from phones)

\section*{Español}

Enlace (Inglés): bit.ly/WHP-EN
Teléfono: +1-408-418-9388
Número de Reunión (Código de acceso): 24901708079 Clave: WHP2O22 (9472022 desde teléfonos)

Para más información o para ver la información de la audiencia pública en línea a su conveniencia.

i10wildhorsepasscorridor.com

PERIODO DE REVISIÓN Y COMENTARIOS
El borrador de EA y DCR están disponibles para comentarios públicos desde el 19 de agosto de 2022 hasta el 9 de octubre de 2022. Durante el período de comentarios, se llevarán a cabo tres audiencias públicas en persona y una audiencia pública virtual para proporcionar información sobre el borrador de EA y DCR, compartir la recomendación preliminar de ADOT y aceptar comentarios públicos sobre los documentos y la recomendación preliminar. La información presentada en cada audiencia sera la misma. Para su comodidad, la información y la presentación de la audiencia pública están disponibles para su visualización en el sitio web del estudio.
Las copias impresas del borrador de EA y DCR están Las copias impresas del borrador de EA y DCR están
disponibles para su revisión en las ubicaciones de depósito que se enumeran a continuación. Además, los documento están disponibles para su descarga desde el sitio web del estudio en i10wildhorsepasscorridor.com. Los informes técnicos seleccionados asociados con el borrador de EA estarán disponibles a pedido. Envíe un correo electrónico a i10wildhorsepasscorridor@hdrinc.com o llame 602-522-7777 para hacer una solicitud.

\section*{Ubicaciones de Repositorio}
- Biblioteca Pública Casa Grande: 449 N. Drylake St. Casa Grande, AZ 85122 | 520-421-8710
- Biblioteaca Ironwood: 4333 E. Chandler Blvd., Phoenix, AZ 85048 | 602-262-4636

\section*{Cómo proporcionar comentarios}

Puede enviar comentarios de cualquiera de las siguientes

\section*{formas:}
- Proporcionar comentarios verbales a un panel de miembros del equipo de estudio en una de las audiencias públicas (documentado por un taquí
- Presentar comentarios en privado a un taquígrafo judicial
en una de las audiencias públicas presenciales.
- Enviar comentarios por escrito en un formulario de comentarios (papel o en línea).
- Envíe comentarios específicos de la ubicación a través de nuestro herramienta de mapa de comentarios en i10wildhorsepasscorridor.com.
- Email: i10wildhorsepasscorridor@hdrinc.com
- Llamar: 602-522-7777
- Correo: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012
Todos los comentarios recibidos se consideran iguales, independientemente del método de envío.
¿Cómo se abordarán mis comentarios?
Luego de nuestras audiencias públicas y el período de comentarios, el equipo de estudio revisará y evaluará todos os aportes de las agencias asociadas y el público antes de seleccionar una alternativa. La alternativa seleccionada, combinada con la agencia y los aportes del público de la audiencia pública y el período de comentario público asociado, se documentará en la EA final, que se publicará en el sitio web del proyecto.

\section*{REGLAS BÁSICAS DE LA AUDIENCIA PÚBLICA}

El respeto mutuo y la cortesía son los principios rectores de la audiencia. Le pedimos que siga las reglas básica que se enumeran a continuación para que todos se sientan bienvenidos, cómodos y tengan la oportunidad de participar y hacer comentarios.

\section*{Ârea de casa abierta}

Por favor, absténgase de interrumpir las conversaciones entre miembros del equipo de estudio y asistentes a la reunión.

\section*{Ârea formal de comentarios públicos}

Un panel estará presente para escuchar a todos los oradores, pero no puede responder a ningún comentario público formal. Permanezca en silencio y silencie los dispositivos móviles mientras esté en la audiencia. Por favor, no interrumpa a un orador y asegúrese de salir del área para conversaciones secundarias.

\section*{Pautas para dar una declaración pública en vivo}

Registrarse - Todos los oradores deben registrarse en la mesa de registro de oradores.

Orden de los oradores - Se llamará a los oradores según el orden en que se inscribieron.
Enviar comentarios escritos - Un representante individual o de grupo que hable también puede enviar comentarios escritos más detallados visitando el área de comentarios en la parte de puertas abiertas de la audiencia. También se pueden enviar comentarios por escrito en lugar de una declaración pública formal al panel.

Agenda de la reunión - Todos los oradores registrados antes del cierre programado de la audiencia tendrán la oportunidad de hablar. No se permitirá la inscripción después de la hora de cierre de la audiencia.


Draft Environmental Assessment and
Design Concept Report

\section*{Public Hearings}

September 7, 13, 15, and 20, 2022

\section*{Welcome!}
- Restroom locations
- Emergency exits
- Evacuation muster point
- Mute cellphones
- Project team members
- Interpreters available upon request

\section*{Public Hearing Format}

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


ARIZONA DEPARTMENT OF TRANSPORTATION

\section*{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

\section*{Public Hearing Ground Rules}

\section*{ADOT}

To allow everyone to hear information and participate:

\section*{Formal Public Hearing/ Comment Area}

\section*{Open House Area}
- Please remain quiet and leave the area for side conversations.
- Please don't interrupt speakers.
- Please refrain from interrupting conversations between study team members and meeting attendees.

\section*{Agenda}

\section*{AロロT}
－Project overview
－Environmental process
－Alternatives process
－Recommended alternative
－Project funding status
－Next steps
－How to provide input

\section*{AロロT}

Carlos Lopez
Project Manager


ARIZONA DEPARTMENT OF TRANSPORTATION

\section*{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

\section*{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.
> Improve the I-10 corridor, interchanges and crossroads to reduce the number and frequency of crashes.
> Upgrade the infrastructure to current standards, where practical, and replace aging or poor-condition elements.

\section*{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.

\section*{ADOT \\ 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.

\section*{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.

\section*{Range of Alternatives}

\section*{AロロT}
\begin{tabular}{|c|c|c|c|c|c|c|c|}
\hline Locations & NoBuild & \multicolumn{6}{|c|}{Build Alternatives (2) / Options (30)} \\
\hline I-10 Mainline & ML1 & ML2 & ML3 & & & & \\
\hline Wild Horse Pass Blvd.* & WH1 & WH2 & WH3 & & & & \\
\hline Queen Creek Rd. / SR-347 * & QC1 & QC2 & QC3 & & & & \\
\hline Riggs Rd. * & RR1 & RR2 & RR3 & RR4 & RR5 & & \\
\hline Goodyear Rd. & GY1 & GY2 & GY3 & & & & \\
\hline Nelson Rd. & NR1 & NR2 & NR3 & & & & \\
\hline SR-587/Casa Blanca Rd. * & CB1 & CB2 & CB3 & CB4 & CB5 & CB6 & CB7 \\
\hline Gasline Rd. & GL1 & GL2 & GL3 & & & & \\
\hline Seed Farm Rd. / Interchange & SF1 & SF2 & SF3 & SF4 & SF5 & & \\
\hline Dirk Lay Rd. & DL1 & DL2 & DL3 & DL4 & & & \\
\hline SR-387/SR-187/Pinal Ave.* & PA1 & PA2 & PA3 & PA4 & & & \\
\hline *Existing Interchange & \multicolumn{7}{|r|}{arizona department of transportation} \\
\hline
\end{tabular}

\section*{Recommended Build Alternative (RBA)}

\section*{AロOT}
- 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.

\section*{Recommended Build \\ AロロT Alternative (RBA)}
- I-10 median widening
- Reconstructed interchanges
o Wild Horse Pass Blvd.
o SR 347/Queen Creek Rd.
- Riggs Rd.
o SR 587/Casa Blanca Rd.
o SR 387/SR 187/Pinal Ave.
- New Interchange
o Seed Farm Rd.


\section*{Recommended Build \\ ABOT Alternative (RBA)}
- Upgraded crossroads
o Goodyear Rd.
o Nelson Rd.
o Gasline Rd.
- Removed crossroad
o Dirk Lay Rd. (returning easement)
- Fiber Optic Conduits
o Will include freeway management technology


\section*{Recommended Build Alternative: I-10 Freeway}

\section*{ADOT}



\section*{Recommended Alternative (RA)}

\section*{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.

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

\section*{AロロT}

\section*{Alternatives Screening Process}

\section*{Stakeholder \& \\ Technical Screening}

\section*{Engineering \& Environmental Evaluation; Stakeholder \& Public Input}

\section*{No-Build Alternative}

\section*{Public Hearing - Seeking} input on Draft EA and DCR
(Step 4) Selected Alternative

Final EA and DCR

\section*{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.


State Funds
\(\square\) Local Funds
\(\square\) Federal MEGA Grant

\section*{Next Steps}

\section*{AロOT}
- 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.


\section*{Public Comment Period: Aug. 19 - Oct. 9}

\section*{ADOT}

\section*{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.


\section*{i10wildhorsepasscorridor.com}

\section*{Instructions For Giving Formal Public Comments}

\section*{AロロT}

\section*{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.

\section*{Panelists:}
- Panelists are not allowed to respond. Discussions are welcome in the open house area.

\section*{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.

\section*{Frequently Asked Questions}

\section*{August 19, 2022}

\section*{1. What are the proposed improvements?}
- Adding a new general purpose lane in the median in both the east- and westbound directions for the entire 26-mile corridor.
- Extending the High Occupancy Vehicle (HOV) lane in each direction on I-10 from Loop 202 south to Riggs Road.
- Improving interchanges and crossroads for enhanced capacity, safety and multimodal (bike and pedestrian) improvements, as well as addressing age/condition issues.
- Interchanges would be reconstructed in the following locations:
- Wild Horse Pass Blvd.
- SR 347/Queen Creek Rd.
- Riggs Rd.
- SR 587/Casa Blanca Rd.
- SR 387/SR 187/Pinal Ave.
- Constructing a new interchange at Seed Farm Rd.
- Improving the following crossroads over I-10:
- Goodyear Rd.
- Nelson Rd.
- Gasline Rd.
- Removing the Dirk Lay Road crossing over I-10 and returning its associated easement/right-of-way.
- Replacing the aging and narrow Gila River Bridges (as part of a separate study).
- Installing freeway management technology to allow for the installation of sensors, cameras, variable message signs and other highway operations and safety-related technology.
2. How much would this project cost? The anticipated cost of the 26 -mile project is approximately \(\$ 990\) million.
3. Is there funding for construction? Yes, if approved, improvements for this 26 -mile corridor are expected to cost about \(\$ 990\) million (including the Gila River Bridge replacement project covered in separate study). ADOT, the Gila River Indian Community, Bureau of Indian Affairs (BIA), Federal Highway Administration (FHWA) and Maricopa Association of Governments (MAG) continue to partner to deliver this important project, including efforts to secure the necessary funding. To date, about \(\$ 640\) million has been allocated to the corridor by the State and MAG, which includes the recently approved \(\$ 400\) million as part of the State Budget for fiscal year 2023. An application for a federal grant has been submitted to fund the balance of the project; the outcome of that grant will be known this fall. If successful, the project would be fully funded for construction.
4. When do you anticipate construction to start? Should the Build Alternative be selected and approved in the environmental document, construction of the I-10 Project is anticipated to begin in late 2023, based on the available funding. Construction is expected to last about four years.
5. Are the Gila River bridges a part of this study? ADOT is planning to also replace the \(\mathrm{I}-10\) bridges over the Gila River, but that is covered as part of a separate study. However, the bridge replacements are being coordinated with the recommendations of the I-10 study. If the projects are approved to advance to the next project phase they can be combined for future construction. More information can be found at i10bridgeproject.com.

\section*{Frequently Asked Questions}

\author{
August 19, 2022
}
6. What is an Environmental Assessment? The National Environmental Policy Act (NEPA) of 1969 requires agencies to analyze, disclose, minimize and mitigate any adverse environmental impacts from projects that include federal funding. An Environmental Assessment (EA) is the NEPA level document that has been prepared to evaluate the potential impacts from the I-10 Study. This EA describes the need for the proposed action (i.e., Recommended Alternative), alternatives developed for the proposed action and the environmental impacts of the build alternatives, and No-Build Alternative.
7. What is a Design Concept Report? In conjunction with the EA, which focuses on environmental factors, a Design Concept Report (DCR) is also prepared to document the engineering elements associated with the study. This includes interchange options, drainage modifications, traffic operations and safety, construction requirements and impacts to traffic during construction, right-of-way requirements, cost and maintainability, to name just a few. These elements are evaluated for a range of reasonable build alternatives, as well as the no-build baseline alternative.
8. What is a No-Build Alternative? The No-Build Alternative is used as a baseline, or a benchmark, to compare against the Build Alternative(s). The No-Build provides the I-10 Wild Horse Pass Corridor study team with a basis against which social, environmental and economic impacts can be measured. The No-Build Alternative represents the existing transportation system with ongoing maintenance and any improvement projects that have been previously programmed for construction.
9. Why are you studying this project? The following major issues have been identified in this corridor and would be addressed by this proposed project.
- Issue: Rapid population and employment growth will increase traffic, worsen congestion and negatively impact travel time and emergency response times on this section of I-10 between Loop 202 and SR 387. Proposed Project Solution: Increase the capacity of I-10 to meet the projected travel demand, decrease congestion and improve travel time reliability.
- Issue: 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.
Proposed Project Solution: Improve the I-10 corridor, interchanges and crossroads to reduce the number and frequency of crashes and minimize traffic detouring off I-10 onto the Gila River Indian Community during traffic incidents.
- Issue: 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.
Proposed Project Solution: Upgrade the infrastructure to current standards, where practical, and replace aging or poor-condition elements.

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

\section*{Frequently Asked Questions}

\section*{August 19, 2022}
10. Where can I review the study documents? The draft EA and DCR are available for review on the study website at: i10wildhorsepasscorridor.com

In addition, printed copies of the documents are available at the following public repository locations:
- Casa Grande Public Library: 449 N. Drylake St., Casa Grande, AZ 85122 | 520-421-8710
- Ironwood Library: 4333 E. Chandler Blvd., Phoenix, AZ 85048 | 602-262-4636
- Within the Gila River Indian Community, repository locations are available for Community members. To get these locations, please call 602-522-7777
11. How and when can I provide comments? You may submit comments during the formal comment period from Aug. 19, 2022 through Oct. 9, 2022 in any of the following ways:
- Provide verbal comments to a panel of study team members at one of the public hearings (documented by a court reporter).
- Privately submit comments to a court reporter at one of the in-person public hearings.
- Submit written comments on a comment form (paper or online).
- Submit location-specific comments through our online comment map tool at i10wildhorsepasscorridor.com
- Email: i10wildhorsepasscorridor@hdrinc.com
- Call: 602-522-7777
- Mail: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

\section*{All comments received are considered equal, regardless of submission method.}
12. How can I participate in the public hearings? During the comment period, three in-person public hearings and one virtual public hearing will be held to provide information on the draft EA and DCR, share ADOT's preliminary recommendation, and accept public comment on the documents and preliminary recommendation. Information presented at each hearing will be the same.

In-person hearings will be held:
- Wednesday, Sept. 7, 2022 | 5:30-7:30 p.m. Valley Christian High School 6900 W. Galveston St., Chandler, AZ 85226
- Tuesday, Sept. 13, 2022 | 5:30-7:30 p.m. Vista Grande High School 1556 N. Arizola Rd., Casa Grande, AZ 85122
- Thursday, Sept. 15, 2022 | 5:30-7:30 p.m. District 4 Multipurpose Building* 2230 N. Home Run Dr., Sacaton, AZ 85147
*Please note this venue requires all attendees to wear masks to comply with current Covid-19 Executive Orders. Free masks will be available for attendees.

\section*{Frequently Asked Questions}

\section*{August 19, 2022}

An online virtual public hearing will be held:
- Tuesday, Sept. 20, 2022 | 5:30-9 p.m. (Virtual through Webex)

English Online: bit.ly/WHP-EN
The meeting can be accessed by phone for those without internet at: +1-408-418-9388
Meeting number (access code): 24844716549
Webinar password: WHP2022 (9472022 from phones)

\section*{Spanish}

Enlace (Inglés): bit.ly/WHP-EN
Teléfono: +1-408-418-9388
Número de Reunión (Código de acceso): 24901708079
Clave: WHP2022 (9472022 from phones)

\section*{All information is available on the study website:}
- In addition, all information presented at the public hearing, including the presentation and exhibit boards, are available for viewing on the study website at i10wildhorsepasscorridor.com, clicking on the Resources link on the upper right of website.
13. What happens after this public comment period ends? The study team will compile and respond to all comments submitted during the comment period, which concludes on Oct. 9, 2022. A Final EA and DCR will be prepared, which will address any significant comments and identify either the Recommended Build Alternative or the No-Build Alternative as the Selected Alternative. This represents ADOT's final decision on the project and, should the Build Alternative be selected, provides the necessary environmental clearance to proceed with design, right-of-way acquisition and construction, pending final project funding. We anticipate the Final EA/DCR will be released in early 2023.
14. How do I know if my property could be impacted? Approximately 81 acres of new right-of-way for interchange and crossroad improvements will be needed on the Gila River Indian Community. Right-of-way needed is identified in the Draft Environmental Assessment on page 44 under Section IV A, A, Land Ownership, Jurisdiction, and Land Use. The Draft EA can be found on the study website or at repository locations. If you have an ownership interest in a parcel impacted by the selected alternative, you can expect to hear from the study team later this year. If you know your parcel number and wish to know if that parcel will be impacted, please submit a question via any of the comment methods available during the public comment period.
15. When would right-of-way/new easements be acquired? If the Recommended Build Alternative is selected, receives environmental approval and additional funding is identified, the right-of-way and easement acquisition process would begin in 2023 and property acquisition is estimated to take approximately two years. New right-of-way easements are needed for the interchange and crossroad improvements. The Arizona Department of Transportation would be working closely 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.

\section*{Frequently Asked Questions}

\author{
August 19, 2022
}
16. How much of an influence did the public input have on the selection of the Recommended Build Alternative?

The RBA was developed using environmental and engineering analyses, as well as agency, Gila River Indian Community and public input. The design features of the RBA and the other alternatives and options considered were presented to the public for review and input in fall 2020. The public feedback was overwhelming supportive of the build alternative, with more than \(95 \%\) of the feedback supporting doing something to improve the corridor.

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.
17. 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 \(\mathrm{I}-10\) 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.
18. If a build alternative is selected to widen l-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.
19. 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 \(\mathrm{I}-10\) 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 I10 would decrease the number of times the freeway would need to be closed or restricted for either accidents or construction.
20. 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 \(\mathrm{I}-10\); short term closures or restrictions for \(\mathrm{I}-10\), ramps or crossroads and construction dust and noise. These impacts would be considered temporary and would only apply during the construction duration.
21. 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 l-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 l-10 Broadway Curve Project construction schedule.

\section*{Preguntas frecuentes}

\section*{19 de agosto de 2022}

\section*{1. ¿Cuáles son las mejoras propuestas?}
- Agregar un nuevo carril de propósito general en la mediana en las direcciones este y oeste para todo el corredor de 26 millas.
- Extender el carril de Vehículos de Alta Ocupación (HOV para sus siglas en ingles) en cada dirección en la interestatal 10 (I-10) desde la Circunvalación 202 hacia el sur hasta Riggs Road.
- Mejorar los intercambios y las intersecciones para mejorar la capacidad, la seguridad y las mejoras multimodales (bicicletas y peatones), así como abordar los problemas de edad/condición de la infraestructura.
o Los intercambios se reconstruirían en los siguientes lugares:
o Wild Horse Pass Blvd.
o SR 347/Queen Creek Rd.
o Riggs Rd.
o SR 587/Casa Blanca Rd.
o SR 387/SR 187/Pinal Ave.
- Construcción de un nuevo intercambio en Seed Farm Rd.
- Mejora de la siguiente intersección sobre la l-10:
o Goodyear Rd.
o Nelson Rd.
o Gasline Rd.
- Eliminación de Dirk Lay Road que cruza sobre la l-10 y devolución de su servidumbre/derecho de paso asociado.
- Reemplazo de los viejos y estrechos puentes del río Gila (como parte de un estudio separado).
- Instalación de tecnología de gestión de autopistas para permitir la instalación de sensores, cámaras, señales de mensaje variable y otras operaciones de carreteras y tecnología relacionada con la seguridad.
2. ¿Cuánto costaría este proyecto? El costo anticipado del proyecto de 26 millas es de aproximadamente \(\$ 990\) millones.
3. ¿Hay fondos para la construcción? Sí, si se aprueba el estudio, se espera que las mejoras para este corredor de 26 millas cuesten alrededor de \(\$ 990\) millones (incluido el proyecto de reemplazo del puente del río Gila cubierto en un estudio separado). ADOT, la Comunidad Indígena del Río Gila (GRIC para sus siglas en ingles), la Oficina de Asuntos Indígenas (BIA para sus sigals en ingles), la Administración Federal de Carreteras (FHWA para sus siglas en ingles) y la Asociación de Gobiernos de Maricopa (MAG para sus sigals en ingles) continúan asociándose para llevar a cabo este importante proyecto, incluidos los esfuerzos para asegurar la financiación necesaria. A la fecha, el estado y MAG han asignado alrededor de \(\$ 640\) millones al corredor, que incluyen los \$400 millones recientemente aprobados como parte del Presupuesto del Estado para el año fiscal 2023. Se ha presentado una solicitud de subvención federal para financiar el

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saldo del proyecto; el resultado de esa subvención se conocerá este otoño. Si tiene éxito, el proyecto se financiaría en su totalidad para su construcción.
4. ¿Cuándo prevé que comience la construcción? En caso de que la Alternativa de Construcción se seleccione y apruebe en el documento ambiental, se prevé que la construcción del Proyecto l-10 comience a fines de 2023, según los fondos disponibles. Se espera que la construcción dure unos cuatro años.
5. ¿Son los puentes del río Gila parte de este estudio? El Departamento de Transporte de Arizona (ADOT para sus siglas) también planea reemplazar los puentes l-10 sobre el río Gila, pero eso se cubre como parte de un estudio separado. Sin embargo, los reemplazos de puentes se están coordinando con las recomendaciones del estudio l-10. Si se aprueba el avance de los proyectos a la siguiente fase del proyecto, se pueden combinar para la construcción futura. Se puede encontrar más información en i10bridgeproject.com.
6. ¿Qué es una Evaluación Ambiental? La Ley Nacional de Política Ambiental (NEPA para sus siglas en ingles) de 1969 requiere que las agencias analicen, divulguen, minimicen y mitiguen cualquier impacto ambiental adverso de los proyectos que incluyen fondos federales. Una Evaluacion Ambiental (EA paras sus siglas en ingles) es el documento de nivel NEPA que ha sido preparado para evaluar los impactos potenciales del Estudio de la l-10. Esta EA describe la necesidad de la acción propuesta (es decir, la Alternativa Recomendada), las alternativas desarrolladas para la acción propuesta y los impactos ambientales de las alternativas de construcción, y la Alternativa de No Construir.
7. ¿Qué es un informe de concepto de diseño? Junto con la EA que se centra en los factores ambientales, también se prepara un Informe de Concepto de Diseño (DCR para sus siglas en ingles) para documentar los elementos de ingeniería asociados con el estudio. Esto incluye opciones de intercambio, modificaciones de drenaje, operaciones de tráfico y seguridad, requisitos de construcción e impactos en el tráfico durante la construcción, requisitos de derecho de paso, costo y mantenimiento, por nombrar solo algunos. Estos elementos se evalúan para una gama de alternativas de construcción razonables, así como la alternativa de referencia de no construcción.
8. ¿Qué es una alternativa sin construir? La Alternativa de No Construir se usa como referencia, o punto de referencia, para comparar con la(s) Alternativa(s) de Construcción. La Alternativa de No Construir proporciona al equipo de estudio de la l-10 Wild Horse Pass Corridor una base sobre la cual se pueden medir los impactos sociales, ambientales y económicos. La alternativa de no construir representa el sistema de transporte existente con mantenimiento continuo y cualquier proyecto de mejora que se haya programado previamente para la construcción.

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9. ¿Por qué se estudia este proyecto? Los siguientes problemas importantes se ha identificado en este corredor, que se abordarían con este proyecto propuesto.
- Problema: el rápido crecimiento de la población y el empleo aumentarán el tránsito, empeorarán la congestión y afectarán negativamente el tiempo de desplazamiento y los tiempos de respuesta de emergencia en esta sección de la l-10 entre la Circunvalación 202 y SR 387.
Solución de proyecto propuesta: Aumentar la capacidad de la l-10 para satisfacer la demanda de traslados proyectada, disminuir la congestión y mejorar la confiabilidad del tiempo de viaje.
- Problema: este segmento de la l-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 Comunidad Indígena del Río Gila.
Solución de proyecto propuesta: Mejorar el corredor I-10, los intercambios y las intersecciones para reducir el número y la frecuencia de los accidentes y minimizar el desvío del tráfico de la I-10 hacia la Comunidad Indígena del Río Gila durante los incidentes de tráfico.
- Problema : 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.
Solución de proyecto propuesta: Actualice la infraestructura a los estándares actuales, cuando sea práctico, y reemplace los elementos antiguos o en mal estado.

La combinación de estos problemas ha dado lugar a la necesidad de identificar mejoras que perfeccionarán y actualizarán el corredor para abordar estos problemas.
10. ¿Dónde puedo revisar los documentos del estudio? El borrador del EA y el DCR están disponibles para su revisión en el sitio web del estudio en: i10wildhorsepasscorridor.com

Además, las copias impresas de los documentos están disponibles en las siguientes ubicaciones de repositorios públicos:
- Biblioteca Pública Casa Grande: 449 N. Drylake St., Casa Grande, AZ 85122 | 520-421-8710
- Biblioteca Ironwood: 4333 E. Chandler Blvd., Phoenix, AZ 85048 | 602-262-4636
- Dentro de la Comunidad Indígena del Río Gila, las ubicaciones de los repositorios están disponibles para los miembros de la Comunidad. Para obtener estas ubicaciones, llame al 602-522-7777
11. ¿Cómo y cuándo puedo proporcionar comentarios? Puede enviar comentarios durante el período formal de comentarios desde el 19 de agosto de 2022 hasta el 9 de octubre de 2022 de cualquiera de las siguientes maneras:
- Hacer declaraciones verbales ante un panel de miembros del equipo del estudio (documentado por un taquígrafo judicial).
- Enviar comentarios en privado a un reportero de la corte en una de las audiencias públicas en persona.
- Enviar comentarios escritos en un formulario de comentarios (copia impresa o en línea).
- Enviar comentarios específicos de la ubicación a través de nuestra herramienta de mapa de comentarios en línea en i10wildhorsepasscorridor.com
- Correo electrónico: i10wildhorsepasscorridor@hdrinc.com
- Llamar al: 602-522-7777
- Correo postal: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas Rd., Suite 2500 Phoenix, AZ 85012

Todos los comentarios recibidos se consideran iguales, independientemente del método de envío.
12. ¿Cómo puedo participar en las audiencias públicas? Durante el período de comentarios, se llevarán a cabo tres audiencias públicas en persona y una audiencia pública virtual para proporcionar información sobre el borrador del EA y el DCR, compartir la recomendación preliminar de ADOT y aceptar comentarios públicos sobre los documentos y la recomendación preliminar. La información presentada en cada audiencia será la misma.

Las audiencias en persona se llevarán a cabo:
- miércoles 7 de septiembre de 2022 | de 5:30 a 7:30 p. m. Valley Christian High School 6900 W. Galveston St., Chandler, AZ 85226
- martes 13 de septiembre de 2022 | de 5:30 a 7:30 p. m. Vista Grande High School 1556 N. Arizola Rd., Casa Grande, AZ 85122
- jueves 15 de septiembre de 2022 | de 5:30 a 7:30 p. m. Distrito 4 Edificio de Usos Múltiples* 2230 N. Home Run Dr., Sacaton, AZ 85147
*Tenga en cuenta que este lugar exige que todos los asistentes usen máscaras para cumplir con las órdenes ejecutivas actuales de Covid-19. Habrá máscaras gratuitas disponibles para los asistentes.

\section*{Preguntas frecuentes}

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Se llevará a cabo una audiencia pública virtual en línea:
- martes 20 de septiembre de 2022 | de 5:30 a 9 p. m. (virtual a través de Webex)

Inglés en línea: bit.ly/WHP-EN
Se puede acceder a la reunión por teléfono para aquellos que no tienen internet en: +1-408-418-9388
Número de reunión (código de acceso): 24844716549
Contraseña del seminario web: WHP2022 (9472022 desde teléfonos)

Español
Enlace (Inglés): bit.ly/WHP-EN
Teléfono: +1-408-418-9388
Número de reunión (Código de acceso): 24901708079
Clave: WHP2022 (9472022 desde teléfonos)

Toda la información está disponible en el sitio web del estudio:
- Además, toda la información presentada en la audiencia pública, incluidos los tableros de presentación y exhibición, están disponibles para su visualización en el sitio web del estudio en i10wildhorsepasscorridor.com, haciendo clic en el enlace Recursos en la parte superior derecha del sitio web.
13. ¿Qué sucederá después de que finalice este período de comentarios públicos? El equipo del estudio recopilará y responderá a todos los comentarios enviados durante el período de comentarios, que concluye el 9 de octubre de 2022. Se prepararán los EA y DCR finales, que abordarán cualquier comentario significativo e identificarán la alternativa de compilación recomendada o la alternativa sin compilación como la alternativa seleccionada. Esto representa la decisión final de ADOT sobre el proyecto y, en caso de que se seleccione la Alternativa de Construcción, proporciona la autorización ambiental necesaria para proceder con el diseño, la adquisición del derecho de paso y la construcción, a la espera de la financiación final del proyecto. Anticipamos que el EA/DCR final se lanzará a principios de 2023.
14. ¿Cómo sé si mi propiedad podría verse afectada? Se necesitarán aproximadamente 81 acres de nuevo derecho de paso para mejoras de intercambio e intersección en la Comunidad Indígena del Río Gila. El derecho de paso necesario se identifica en el proyecto de evaluación ambiental en la página 44 bajo la Sección IV A, A, Propiedad de la tierra, jurisdicción y uso de la tierra. El borrador de EA se puede encontrar en el sitio web del estudio o en las ubicaciones de los repositorios. Si tiene un interés de propiedad en una parcela afectada por la alternativa seleccionada, puede esperar escuchar al equipo del estudio a finales de este año. Si conoce su número de parcela y desea saber si esa parcela se verá afectada, envíe una pregunta a través de cualquiera de los métodos de comentarios disponibles durante el período de comentarios públicos.


\section*{Preguntas frecuentes}

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15. ¿Cuándo se adquiriría el derecho de paso/nuevas servidumbres? Si se selecciona la Alternativa de Construcción Recomendada, recibe la aprobación ambiental y se identifican fondos adicionales, el proceso de adquisición del derecho de paso y la servidumbre comenzaría en 2023 y se estima que la adquisición de la propiedad tomará aproximadamente dos años. Se necesitan nuevas servidumbres de derecho de paso para el intercambio y las mejoras en las intersecciones. ADOT trabajaría con la GRIC/BIA y seguiría los procesos y procedimientos relacionados con la adquisición de la servidumbre en las tierras de la comunidad.
16. ¿Cuánta influencia tuvieron los comentarios del público en la selección de la alternativa de construcción alternativa? EI RBA se desarrolló utilizando análisis ambientales y de ingeniería, así como agencias, la Comunidad Indígena del Río Gila y aportes públicos. Las características de diseño del RBA y las otras alternativas y opciones consideradas se presentaron al público para su revisión y aportes en el otoño de 2020. Los comentarios del público fueron abrumadoramente favorables a la alternativa de construcción, con más del 95\% de los comentarios apoyando hacer algo para mejorar el corredor.

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.
17. Si se selecciona la Alternativa de construcción para ampliar la l-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 l-10 Si no se construyen mejoras, esto aumentará a 40 minutos para 2040. Si se construye el ensanchamiento de la l-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 future.
18. 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.
19. 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 l-10. ¿Se eliminará o reducirá este desvío del tránsito si se construye este proyecto? El tráfico que se desvía de la l-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 l-10 disminuiría la cantidad de veces que sea necesario cerrar o restringir la autopista por accidentes u obras.
20. ¿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 I10, cierres a corto plazo o restricciones en la \(\mathrm{I}-10\), rampas o cruces, y polvo y ruido de la obra. Estos impactos se considerarían temporales y ocurrirían solamente durante la duración de la obra.
21. ¿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 l-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.

\section*{Appendix C: Public Comments}
\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline Date Received & Received Via & First Name & Last Name & \begin{tabular}{l}
Online \\
Category
\end{tabular} & Theme & Sentiment & Comment & Response \\
\hline 8/19/2022 & Email & Chris & Anderson & & General & Positive & Can't happen soon enough. Best wishes to all involved. And I hope the entire project is safe and successful. & Thank you for your feedback. \\
\hline 8/23/2022 & Email & Janeen & Rohovit & & Capacity and congestion & Positive & \begin{tabular}{l}
To Whom it May Concern; \\
I wish to provide input on the I-10 Wild Horse Pass Corridor Study. I have traveled the conjested I-10 corridor, too many times to count, while conducting 2 decades of siting work in Pinal County. From this experience it is my opinion that the changes proposed in the perferred alternative should be approved, funded and carried out. My recommendation is based solely on improved safety for travel along the current and future corridor. \\
This project is critically important to Arizona's future economic vitality, yes. Improving safety along the I-10 corridor is far more critical. The enhancements proposed in the preferred alternative meet desired safety outcomes. \\
Thank you,
\end{tabular} & Thank you for your feedback. \\
\hline 8/23/2022 & Email & Brian & Thorn & & Capacity and congestion & Positive & \begin{tabular}{l}
Yes. Get this portion built! I've been traveling l-10 between Tucson and Phoenix since 1972 and this is LONG overdue. \\
My only concern is that you only plan to build it out to three lanes; I believe with the increase in manufacturing / warehousing / residential development in the Casa Grande and Maricopa areas that it really should be four lanes from the 202 to Casa Grande.
\end{tabular} & Thank you for your feedback. Additional capacity beyond what this project is proposing could be required as you note, but that would be the subject of a future study. Note that the proposed improvements associated with this study would be compatible with future I-10 widening projects. \\
\hline 8/22/2022 & \begin{tabular}{l}
Arrived \\
at the \\
HDR \\
Office
\end{tabular} & & & & General & Neutral & 8/22/22: A member of the Gila River Indian Community stopped by the HDR offices to ask questions of the I-10; SR 202L to SR 387 study. He brought the mailer that he received on \(8 / 19 / 22\) and was seeking addition information on the proposed improvements, related to the \(\mathrm{l}-10\) widening, the crossroad improvements, and the new right of way requirements. & 8/22/22: Study team representative met with this individual, answered his questions, and generated an 11X17 copy of the plan exhibits presented in Appendix A of the draft DCR - the same exhibits that will be shared at the public hearings - for him to take home \\
\hline
\end{tabular}
\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline Date Received & Received Via & First
Name & Last Name & Online Category & Theme & Sentiment & Comment & Response \\
\hline 9/3/2022 & Email & Delbert & Beaupierre & & Safety & Neutral & \begin{tabular}{l}
I again wish to offer my proposal for consideration on this leg of the project, as I did for the 110 Curve. Its simply to include 3 red lights, arranged horizontally, on either side of the road on all exit ramps. Please see the attachment for details. \\
I firmly believe that we should try out this proposal and monitor the impact as we continue to have wrong way drivers on the highway. Only recently we heard of this happening with fatal results before being intercepted. While I do believe that the locate and intercept plan should indeed continue, we should also consider preventative measures as I have proposed.
\end{tabular} & Thank you for contacting the Arizona Department of Transportation. We appreciate you taking time to offer suggestions to help mitigate wrong way drivers. After an extensive review of components, ADOT has designed a wrong-way detection and warning system and recently finished installation of this system along Interstate 17 between l-10 and Loop 101 in Phoenix. The goal is reducing the risk from wrong-way incidents by significantly improving the timeliness and accuracy of information available to law enforcement, including the Arizona Department of Public Safety, compared to responding officers relying on information relayed by 911 callers. The system is designed to detect, alert and track wrong way drivers. Using thermal recognition cameras, it will combine detection systems at freeway exit ramps, on the freeway and on freeway-to-freeway ramps to alert and inform law enforcement and ADOT traffic operators as to the vehicle's location. At exit ramps, flashing LED warning signs will attempt to get the wrongway driver to self-correct, while the system will activate alerts on overhead message boards and automatically turn traffic cameras toward the wrong-way vehicle to help ADOT operators track it. Thermal sensor cameras will also be used to detect the wrong-way vehicle on the mainline freeway and update its location for law enforcement officers and traffic operators. ADOT's efforts to date include installing hundreds of larger and lowered "Wrong Way" and "Do Not Enter" signs as well large white "right way" arrows on offramps with reflectors that glow bright red when a vehicle is traveling the wrong way. At freeway ramps, ADOT has been testing different versions of wrong-way vehicle detection and warning systems manufactured by private companies. Ultimately, engineering, along with enforcement, can be only one part of the response to wrong-way driving because this is first and foremost a driver behavior issue. The majority of wrong-way drivers are drunk or otherwise impaired. In addition to education about the societal problem of impaired driving, we need everyone working to keep friends, family and strangers from driving while impaired. ADOT is also working with DPS and the GOHS to develop a public service campaign for what to do if you see the wrong way signs activated. We are sharing every suggestion with those developing countermeasures. \\
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\begin{tabular}{|c|c|c|c|c|c|c|c|c|}
\hline Date Received & Received
Via & First Name & Last Name & Online Category & Theme & Sentiment & Comment & Response \\
\hline 9/7/2022 & Email & George R. & Sealy & & Engineering/design & Neutral & \begin{tabular}{l}
I have been a resident of Coolidge, AZ for 17 years. I drove this corridor for 11 years when I worked in Tempe. So, I have seen a lot. \\
Here are my comments. \\
1.) There has to be a substantial barrier between the opposing sides of traffic. On more than one occasion cars or trucks got out of control, crossed over to the other side and caused fatalities. You have to stop this from happening. \\
2.) When there is a major accident all traffic is stopped, sometimes for a number of hours. A driver cannot go anywhere, they are stuck there for the duration. It happened to me once. I suggest that somehow there could be crossover points that can be activated by the police. These crossover points would allow cars to crossover and get moving in the opposite direction, thus clearing the highway. It seems this would be very inexpensive compared to the overall budget. It would require a little paving and a gate in the barrier. Presumably the police would act as traffic controllers. \\
3.) I drive through the \(387 / 187 /\) Pinal Avenue intersection often. I believe your design for that intersection is a little insufficient. There is now a lot of truck traffic coming from Casa Grande as it is a fast growing industrial area. Lots of companies are moving in there. As it is currently, northbound trucks on 387 wishing to go north on I-10 have to stop, wait for oncoming traffic to clear, and then turn left onto \(\mathrm{I}-10\). In the new design there is supposed to be a traffic light there with an additional bridge. My suggestion is to build a ramp off of northbound 387 that feeds directly onto \(\mathrm{I}-10\) northbound. Northbound trucks (and regular traffic) on 387 would not need to stop. I think this also means there would be no need for a traffic light there. Honestly, I think in about 5-10 years you are not going to be happy with the current design. Traffic is going to back up. \\
Thanks for listening,
\end{tabular} & Thank you for your feedback. Regarding comment 1 - the proposed design does include a continuous median barrier system for the entire 26 miles, however, the type of barrier system has not been finalized yet. Comment 2 - Generally, median crossover points on an interstate are discouraged, because they can, in and of themselves, be either safety issues or incorrectly used. The proposed I-10 improvements will add one additional general purpose lane in each direction and will add a wide inside shoulder to match the current wide outside shoulder. With all this additional pavement width and a median barrier system, the occurrences of major incidents that require the freeway to be completely closed should be reduced significantly as there would be room to keep at least one lane open for most incidents. This should significantly reduce the chances of being trapped on I-10. Comment 3 - The proposed improvements at the SR 387/SR 187/Pinal Avenue interchange are expected to improve the operations of that interchange to an acceptable level through 2050. While a flyover ramp as you suggest could work, the incremental operational benefits of that very expensive ramp do not justify its cost at this time. However, the interchange design does not preclude it from being added in the future should it be needed. Should that occur, it would the subject of a future study. \\
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\hline \[
\begin{gathered}
\text { Date } \\
\text { Received }
\end{gathered}
\] & Received & First Name & Last Name & Online Category & Theme & Sentiment & Comment & Response \\
\hline 9/7/2022 & Email & & & & Capacity and congestion & Negative & \begin{tabular}{l}
Section 2.3.2 of the Draft Design Concept Report defines Level of Service (LOS) F as forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the volume that can traverse a point. Comparing the projected traffic volumes to the theoretical capacity of the roadway provides a metric referred to as volume-to-capacity ( \(\mathrm{v} / \mathrm{c}\) ) ratio. \\
Section 2.4.3 defines a v/c greater than 1.25 as "serious operational failure". And also says a LOS F "means the I-10 main line will be operating over capacity in the study area". \\
With the proposed I-10 Build Alternative, Table 2-12 Year 2040 Build Alternative Level of Service, shows the AM commute will have a "F" level of service for the 18 miles from Seed Farm Road all the way to the SR202L and a \(\mathrm{v} / \mathrm{c}\) of over 1.25 for most of these 18 miles. The PM commute also shows a "F" level of service for the 18 miles from SR 202L to Seed Farm Road. \\
The results indicate in 2040 with BOTH the No-Build AND the Build Alternative, the I-10 main line is anticipated to operate over capacity (LOS F) for the 18 miles from Seed Farm Road to the SR202L during both the morning and evening commutes. In fact, the Build Alternative in 2040 will have "serious operational failure" with \(\mathrm{a} / \mathrm{c}>1.25\) for most of the morning commute. \\
So why aren't you presenting a Build Alternative that ACTUALLY improves the Level of Service from a "F" in 2040 for the whole study area in both the morning and evening commutes? \\
Why haven't you presented a Build Alternative that has the needed capacity in 2040 over the entire study area (i.e. \(\mathrm{v} / \mathrm{c}<1.0\) )? \\
Why are you presenting a Build Alternative that will have "serious operational failure" only a few years after project completion? \\
Did you consider adding two additional lanes from Seed Farm Road to the SR202L to add the necessary capacity to improve the Level of Service? \\
Thanks, \\
A Concerned Arizona Resident that Wants Our Taxes Spent on Road Improvements that will Actually Improve the Level of Service
\end{tabular} & Thank you for your feedback. Your observations are accurate. The proposed improvements will improve l-10 for at least 10 years, however, after that, congestion is again expected to increase and traffic volumes will again exceed capacity. Should that happen, another capacity expansion project for \(\mathrm{I}-10\) would be the subject of a future study. Note that the proposed improvements associated with this study would be compatible with future I-10 widening projects. \\
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\hline Date Received & Received Via & First Name & Last Name & Online Category & Theme & Sentiment & Comment & Response \\
\hline 9/20/2022 & Email & Doug & Vance & & General & Positive & Thank you for allowing me a chance to be heard. I'm a native Arizonan who has traveled back and forth from Tucson to Phoenix and from Phoenix to Tucson for over 50 years. I've seen the expansion of \(\mathrm{I}-10\) from Tucson all the way to Casa Grande. Now is the time to complete the entire stretch from Phoenix to Tucson. I can't understand why Phoenix, the largest city in Phoenix, is the last part to be completed, but I'm sure there are reasons. I remember how hard it was just to get the 202 completed around the South Mountains. Let's not wait another 25 years for this project to be finished. & Thank you for your feedback. \\
\hline 10/6/2022 & Email & Delbert & Beaupierre & & Safety & Neutral & \begin{tabular}{l}
Hi Goodday, \\
I scanned through the I-10 document and did not see my comments so I'm not sure if it has been considered so I wish to again offer my input. \\
This comment/suggestion is to curb the occurrence of Wrong Way Drivers: (I include the direct text of the suggestion made for the Broadway Curve and do hope this time we get more positive outcome). \\
User Input: Thanks for your quick response. I do appreciate that something is being done on the subject matter. i fully agree with the detection and tracking measures you plan to implement, but i also do believe that more should be done to stop the drivers before entering the highway. \\
In that respect i think the most noticeable road safety measure is a red light as even impaired drivers tend to notice these (although some do ignore it). So whereas the additional direction arrows with reflectors and LED lighting may be helpful, we really should consider having permanent red lights at wrong way entrances. We could even differentiate/stress it by using 3 red lights in a horizontal alignment on both sides of the road near the Wrong Way sign. Please do consider this as an additional measure. .We need to implement all that we can to eliminate this problem. After all, a lot can happen before authorities intercept such drivers \\
I firmly believe that we should try out this proposal and monitor the impact as we continue to have wrong way drivers on the highway. While I do believe that the locate and intercept plan should indeed continue, we should also consider preventative measures as I have proposed. Do note I Do NOT expect any financial compensation for the use of my idea. \\
Thanks for your time,
\end{tabular} & Thank you for contacting the Arizona Department of Transportation. We appreciate you taking time to offer suggestions to help mitigate wrong way drivers. After an extensive review of components, ADOT has designed a wrong-way detection and warning system and recently finished installation of this system along Interstate 17 between I-10 and Loop 101 in Phoenix. The goal is reducing the risk from wrong-way incidents by significantly improving the timeliness and accuracy of information available to law enforcement, including the Arizona Department of Public Safety, compared to responding officers relying on information relayed by 911 callers. The system is designed to detect, alert and track wrong way drivers. Using thermal recognition cameras, it will combine detection systems at freeway exit ramps, on the freeway and on freeway-to-freeway ramps to alert and inform law enforcement and ADOT traffic operators as to the vehicle's location. At exit ramps, flashing LED warning signs will attempt to get the wrongway driver to self-correct, while the system will activate alerts on overhead message boards and automatically turn traffic cameras toward the wrong-way vehicle to help ADOT operators track it. Thermal sensor cameras will also be used to detect the wrong-way vehicle on the mainline freeway and update its location for law enforcement officers and traffic operators. ADOT's efforts to date include installing hundreds of larger and lowered "Wrong Way" and "Do Not Enter" signs as well large white "right way" arrows on offramps with reflectors that glow bright red when a vehicle is traveling the wrong way. At freeway ramps, ADOT has been testing different versions of wrong-way vehicle detection and warning systems manufactured by private companies. Ultimately, engineering, along with enforcement, can be only one part of the response to wrong-way driving because this is first and foremost a driver behavior issue. The majority of wrong-way drivers are drunk or otherwise impaired. In addition to education about the societal problem of impaired driving, we need everyone working to keep friends, family and strangers from driving while impaired. ADOT is also working with DPS and the GOHS to develop a public service campaign for what to do if you see the wrong way signs activated. We are sharing every suggestion with those developing countermeasures. \\
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\hline Date Received & Received Via & First Name & Last Name & Online Category & Theme & Sentiment & Comment & Response \\
\hline 10/6/2022 & Email & John & Kraft & & Other & Neutral & Please do remove \& replace pavement on this section of \(I-10\) because the condition of potholes is getting worse and my vehicle is having a hard time traversing these holes in the middle of traffic. & Thank you for your feedback. This project does propose to rehabilitate the existing l-10 pavement, as well as widen it, so when complete, all of \(\mathrm{I}-10\) within the project limits would look new again. \\
\hline 10/6/2022 & Email & Joe & Leininger & & General & Positive & about time the only 2 lane portion of I-10 between Tucson \& Phoenix widened to 3 lanes each way! & Thank you for your feedback. \\
\hline 9/6/2022 & Online Tool & & & & ROW acquisition & Negative & I am against the acquisition of additional land for freeway widening. the GRIC is a sovereign nation and should be treated with respect. Fill in the median of the freeway to accommodate more lanes unless ADOT plans to actually implement high speed rail down the median & Thank you for your feedback. Please note that the proposed I-10 widening does not require additional land, as the \(\mathrm{I}-10\) widening improvements are all proposed in the median of I-10, which is within existing ADOT right-of-way. New right-of-way is being proposed for the improvements at the crossroads. ADOT has worked closely with the Community and the Bureau of Indian Affairs (BIA) to define the proposed improvements and needed right-of-way. ADOT would follow the federal process and secure the Community/BIA approval for the proposed new right-of-way. This additional right-of-way is needed to improve the crossroads with improved interchanges, wider shoulders and bike/pedestrian amenities. \\
\hline 9/4/2022 & \begin{tabular}{l}
Online \\
Tool
\end{tabular} & Carolyn & Feimer & & General & Neutral & Just curious & Thank you for your feedback. \\
\hline 9/6/2022 & Online Tool & Matthew & Gomez & & Engineering/design & Neutral & HOV Lanes are needed and should be included to allow for commute traffic from Maricopa & Thank you for your feedback. HOV lanes are proposed with the l-10 improvements from Loop 202 south to Riggs Road. Once commuter traffic from the City of Maricopa enters I-10, these HOV lanes would be accessible. \\
\hline 10/7/2022 & \begin{tabular}{l}
Online \\
Tool
\end{tabular} & Mikhail & Sundust & \begin{tabular}{l}
Seed Farm \\
Road
\end{tabular} & Capacity and congestion & Positive & I support the construction of a new interchange here, but I think the proposed design underestimates the amount of traffic that this interchange will see, especially in the next 20-25 years. This interchange provides direct access to Sacaton, which is the busiest and most populated city in the Gila River Indian Community. This interchange will alleviate some traffic currently at the Casa Blanca exit, but over time usage will only increase. I think the proposed design is insufficient for future needs and should be redesigned to anticipate greater traffic flow in the near future. & Thank you for your feedback. The new interchange at Seed Farm Road was designed based on the traffic demand projected for this new interchange using information provided by the Community. This interchange is projected to operate exceedingly well for the next 20-30 years. With this being said, this interchange design does accommodate widenings should they ever be required in the future. \\
\hline 10/7/2022 & \begin{tabular}{l}
Online \\
Tool
\end{tabular} & Mikhail & Sundust & \begin{tabular}{l}
Seed Farm \\
Road
\end{tabular} & General & Positive & I STRONGLY support this build option. & Thank you for your feedback. \\
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\hline Date Received & Received Via & First Name & Last Name & Online Category & Theme & Sentiment & Comment & Response \\
\hline 9/6/2022 & Online Tool & & & \begin{tabular}{l}
Seed Farm \\
Road
\end{tabular} & ROW acquisition & Negative & The amount of ROW acquisition is completely excessive at this interchange. & \begin{tabular}{l}
Thank you for your feedback. \\
ADOT has worked closely with the Community throughout the study process. The Community has indicated that it supports the proposed Seed Farm Road interchange because it will provide increased and improved access to the Community's Governance Center, will reduce response times for Community emergency vehicles and first responders where accessing \(\mathrm{I}-10\) is necessary, and will displace traffic from (i.e., reduce traffic) at the Casa Blanca Interchange. For these reasons, ADOT has included the Seed Farm Interchange in this study's engineering and environmental documentation. \\
The amount of new right-of-way ( 38.70 acres) being proposed is consistent with other similar rural interchange designs along the corridor.
\end{tabular} \\
\hline 10/7/2022 & \begin{tabular}{l}
Online \\
Tool
\end{tabular} & Mikhail & Sundust & \begin{tabular}{l}
SR-587 / Casa \\
Blanca Road
\end{tabular} & Engineering/design & Neutral & What is that strange road to nowhere off Casa Blanca Road (north of I-10) that approaches the roundabout but doesn't connect? Why doesn't it connect? Casa Blanca Road should connect smoothly to SR 587 to facilitate local traffic on the reservation that can avoid the highway. With this proposed build, it looks like travellers going from, for example, Sacaton to the Gila Buttes area have to cross over I-10 twice. That increases time travelled, and adds more vehicles to a busy interchange. I think this should be revised to attach Casa Blanca Road to the roundabout on the north side of the I-10. & \begin{tabular}{l}
Thank you for your feedback. The road you reference is actually a cul-de-sac to restore access to the current properties along Casa Blanca Road today. Your observation is correct for the movement you list. If going between Sacaton and Gila Buttes, you would cross over I-10 twice, however, because the interchange uses roundabouts, minimal to no queuing at these intersections is expected, so the travel time should not measurably increase. Conversely, traffic going between Sacaton and Casa Blanca would realize a significant travel time savings as this traffic never would mix with the interstate traffic. \\
The proposal to reconnect Casa Blanca Road to SR 587 at the roundabout with a fifth leg is not geometrically feasible.
\end{tabular} \\
\hline 10/3/2023 & Online Tool & Zachary & Thomas & Goodyear Road & Access & Neutral & Why was an interchange not included for either Goodyear Road or Hunt Highway? GRIC access to I-10 in this area is very limited. & Thank you for your question. In coordination with the Community, ADOT has determined that based upon the current lack of planned developments or to land uses anticipated in this area, no interchange is warranted. \\
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\hline Date Received & Received Via & First Name & Last Name & Online Category & Theme & Sentiment & Comment & Response \\
\hline 10/3/2022 & Online Tool & Zachary & Thomas & \begin{tabular}{l}
SR-347 / \\
Queen Creek \\
Road
\end{tabular} & Safety & Neutral & Was a partial multilevel interchange considered for 347 ? If an additional bridge facility is going to be built, would a flyover ramp for 347 N to 10 N not provide a more permanent and safer accommodation for the predominant traffic flow? & \begin{tabular}{l}
Thank you for the feedback. \\
The proposed diverging diamond interchange at the SR 347/Queen Creek Road has been modeled with the projected traffic volumes for 2050 (that accounts for the growth in Maricopa) and works acceptably through that timeframe, and does so while minimize the footprint, cost, right-of-way, and environmental impacts. While a flyover type ramp could potentially enhance this interchange's operation, the extreme cost, additional environmental impacts, and additional right-of-way needed to build such a facility is not warranted or justified at this time. If, in the future, this interchange does once again start to become congested, a flyover could still be built to supplement the diverging diamond configuration, but only if the Community is supportive of such an investment and impact on their land.
\end{tabular} \\
\hline 10/6/2022 & \begin{tabular}{l}
Online \\
Tool
\end{tabular} & Michael & Farrell & General & General & Neutral & Please get this done. It's embarrassing that this a still a 4 lane road, not to mention dangerous. & Thank you for your feedback. \\
\hline 10/6/2022 & Online Tool & Prince & Leftridge II & \begin{tabular}{l}
Impact to \\
Wild Horse \\
Pass \\
Motorsports \\
Park and \\
Radford \\
Driving School
\end{tabular} & Business Impacts & Neutral & \begin{tabular}{l}
As an Arizona resident and a motorsports fan, I am dismayed to hear this project may be impacting the track as well as Radford. I want to verify that is not the case as the NHRA has already stated the last race at Wild Horse Pass will be in 2023. \\
I am also concerned with how this will impact Radford since they share the same facility? What about Firebird Lake?
\end{tabular} & Thank you for the feedback. The proposed improvements associated with this study are not impacting the Motorsports Park or any of its tenants. The Gila River Indian Community/WHPDA (as owner/operator of the of the Motorsports Park), will make any decisions regarding the status of the Motorsports Park. \\
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\hline Date Received & Received Via & First Name & Last Name & Online Category & Theme & Sentimen & Comment & Response \\
\hline 9/19/2022 & Online Tool & Mike & Humphrey & Safety & Safety & Neutral & \begin{tabular}{l}
Call to the Audience \\
Arizona Department of Transporation - Public Meeting on Improvements on the 26 miles of I-10 running through the Gila River Indian Community \\
September 20, 2022 \\
Good evening, my name is Mike Humphrey, I reside at 3760 N. Camino Sinuoso, Tucson, Arizona, 85718. I have lived in Arizona for 45 years. I wish to speak to you today concerning safety issues related to this section of l-10. \\
In May 14, 2008 my wife and sister were killed in a cross median crash on \(\mathrm{I}-10\) at MP 171.2. Since their tragic deaths, I have advocated for installation of median barriers on this and other cross median crash prone sections of I-10 as well as other Arizona highways. \\
I believe that my wife and sister would be alive today if there had been a median barrier installed in that section of I-10. As of today, a 37 mile portion of I-10 (MP 163-200) including and surrounding our crash site remains uncabled. Partial data that I have been able to obtain shows during the period 2001-2014, there were 54 cross median crashes with 17 fatalities just between MP's 162-180. Among those fatalities were a husband and daughter who died just a couple of hundred yards from where my wife and sister lost their lives. \\
Median barriers are a proven, cost effective means to reduce the incidence of deaths and serious crash injuries. It is long past time, to utilize this technology to make this section of I-10 safer. \\
In 2013, ADOT published a study which identified MP's 170-190 as requiring median barriers. To date, no barriers have been installed. I request that along with other infrastructure improvements being recommended for this section of \(\mathrm{I}-10\), that median barriers finally be installed as specified by ADOT in 2013. \\
Thank you.
\end{tabular} & \\
\hline 9/13/2022 & \begin{tabular}{l}
Online \\
Tool
\end{tabular} & Nelson & Moore & Engineering & Engineering/design & Positive & I am a bicyclist who travels north and south over the 387/Pinal overpass many times. I am looking forward to having bike lanes to improve the safety for all of the bicycling community. & Thank you for your feedback. \\
\hline 9/5/2022 & Online Tool & Brian & Galle & General Capacity and congestion Safety & General & Neutral & This is a long overdue project. I urge the committee to minimize any impacts to getting construction started. I have been commuting this corridor for over 16 years and am beyond frustrated with the lack of progress. I have witnessed 100s of accidents and numerous fatalities due to the lack of action. In addition to the widening, I urge ADOT to consider the new restrictions for commercial traffic to the right lanes and consider a reduction in speed limit for them. Almost all fatal accidents I have witnessed involve a commercial vehicle or vehicle towing a trailer. & Thank you for your feedback. \\
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\hline Date Received & Received Via & First Name & Last Name & Online Category & Theme & Sentiment & Comment & Response \\
\hline 8/20/2022 & \begin{tabular}{l}
Online \\
Tool
\end{tabular} & Dave & Weber & Environmental & Environmental Impacts & Positive & I support this project as long as it stays within the present footprint of the highway. Also, any chance for wildlife crossings (tunnels, overcrossings,etc) to be included I will also support. & \begin{tabular}{l}
Thank you for your feedback. Please note that the proposed I-10 widening does not require additional land, as the I-10 widening improvements are all proposed in the median of I-10 where ADOT has existing right-of-way. The new right-of-way proposed to accommodate the improvements is associated with the nine crossroads where improvements are proposed. Such improvements were coordinated closely with the Community, and include bike and pedestrian accommodations, improved interchange operations, a new interchange, etc.. Attempts were made to minimize the amount of new right-of-way required while balancing the needs of the design requirements. \\
A Wildlife Connectivity Assessment was conducted for the project and found that medium-sized mammals such as coyote, bobcat, and javelina are known to move through the project area. Impacts would occur in previously disturbed areas adjacent to I-10 and the crossroads/interchanges where the existing habitat is considered sparce and of low quality for the wildlife. The EA includes a legallybinding, mitigation measure for ADOT to coordinate with the Community Department of Environmental Quality on recommendations from the Wildlife Connectivity Assessment to address wildlife movement through the project area, should the project advance into final design.
\end{tabular} \\
\hline 8/20/2022 & Online Tool & Tracey & Gibson & Capacity and congestion & Capacity and congestion & Positive & We need this... it is only getting more and more congested- AND it must stay open or create detour during construction phase for workers \(n\) commerce to sustain economy! & Thank you for your feedback. \\
\hline 8/20/2022 & \begin{tabular}{l}
Online \\
Tool
\end{tabular} & Wendy & White & General & General & Negative & I know that no one ever listens to people who live outside of the Valley, but we get a bit disgusted by our roads never getting fixed while the Valley gets improvements and we can't even get potholes taken care off. So ADOT is a joke to us & Thank you for your feedback. \\
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\hline Date Received & Received Via & First Name & Last Name & Online
Category & Theme & Sentiment & Comment & Response \\
\hline 9/13/2022 & Formal Public Comment & Bob & Marrs & & & Neutral & Okay. My name is Bob Marrs, M-A-R-R-S. I live in Scottsdale, Arizona. I've been an Arizona resident since 1991. And I would just like to say this ADOT process and what you guys do is so well run, and I appreciate living in an area where we have an opportunity to come out and speak to you and get this public input and have you guys process it in the way you do. I will say I did get a lot of my questions answered through slides and through the people out on the floor there. So my notes have been dwindled a little and my speaking notes have been shortened. So I made a point that I would like to bring orward is about the rumor mill out of the Gila River Indian Community regarding the closure of the Wild Horse Pass race center, and I have publicly stated several times earlier this year that they have to close that racetrack because this study is going to cause the Interchange to run to the middle of the lake and the middle of the racetrack facility, and that's the reason why they're taking quick action to close that track. And what I've learned here tonight is that there's no intention of any of the work here to disturb the racetrack facility there. And I'd just like to request that that get put out there publicly so that that rumor mill gets squashed. There's roughly 3,000 or so people that actively use the facility, plus their families, plus hundreds and hundreds of businesses that participate in that and they all had a lot of negative thoughts about the potential for this project to disturb that facility. Certainly, Gila River Indian Community, it's their lane. They can do what they want with it in the way they want in the timeline that they want, but having them use this project is an excuse, I think, kind of needs to go away, and then we go back and address it with them more directly. Have -- have maybe create a new facility someplace else. If any of the towns have ideas about wanting to develop a nice race facility nearby or around, we have a large group that's well organized, and would be happy to speak with any of the city or towns around that help them along there. Anyway, thank you again for the really outstanding job you guys do and appreciate it greatly. & Thank you for the feedback. The proposed improvements associated with this study are not impacting the Motorsports Park or any of its tenants. The Gila River Indian Community/WHPDA (as owner/operator of the of the Motorsports Park), will make any decisions regarding the status of the Motorsports Park. \\
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\hline Date Received & Received Via & First
Name & st Name & Online Category & Theme & Sentiment & Comment & Response \\
\hline 9/13/2022 & Formal Public Comment & Nicole & Rizz & & & Positive & Thank you. I'm going to go ahead and use this mic. My name is Nicole Rizzo. My husband and I , we own a small manufacturing business in Phoenix. About 68th Street, so would we drive through the Broadway curve every day. You guys, we are proud residents of Casa Grande. Our nearest cross streets are Cox and Val Vista. So the first thing -- (technical difficulties.) So we're at about Val Vista and Cox. We do obviously go West. We go North, but we avoid Pinal Avenue and 387 because the amount of traffic there is really incredible and the number of people that are coming off of the 387 , and there's no traffic control there. So there's just through traffic. It's soing from the 387 -- from the 87 to the 387 down Pinal Avenue. So it's just a mess in the morning. So we actually go South from Cox to McCartney to get off in the morning. My first suggestion is this: I know people are excited because it's only two lanes between 387 at the -and Queen Creek. Go to four. I mean, transportation is about the longterm plan. And I know three sounds like it's probably going to be enough, but remember that the \(l-10\) freeway is --it's the southernmost interstate freeway that takes you from Jacksonville, Florida, all the way to Santa Monica in California, and I think we're going to continue to see a lot of truck traffic and commerce running through there. So I feel like we're going to need three lanes over the long term, 20,25 years is going to be sufficient. The other thing I have haven't talked about is the rest areas. The rest areas. There are between 387 and the 587 , they're just -- they're over capacity. There are big rig trucks that are parked on the side of the freeways. Usually eight or ten big rigs are parked on the side because the capacity is -- they're just way over capacity. So I don't know if that's a federal issue; I don't know if it's a state issue, but extending those rest areas is important because --I think you can see it. Obviously, there's a Gila River Indian Community. And you can say, "Well, it's a rural area." But like I said, the amount of commerce and truck traffic is -- is really quite incredible. So, again, to reiterate, maybe think about four lanes over the long term and then also expanding those rest areas and then look at the traffic control on the 587 and Pinal Avenue. Thank you. & \begin{tabular}{l}
Thank you for your feedback. The proposed improvements at both the SR 587/Casa Blanca Road and the SR 387/SR 187/Pinal Avenue interchanges would significantly improve the capacity and safety of those interchanges, with the operations of both projected to operate acceptably until 2050. \\
Regarding the widening of \(I-10\), the proposed improvements would improve \(\mathrm{I}-10\) for at least 10 years, however, after that, congestion is again expected to increase and traffic volumes would again exceed capacity. Should that happen, another capacity expansion project for \(\mathrm{I}-10\) would be the subject of a future study. Note that the proposed improvements associated with this study would be compatible with future I-10 widening projects. \\
Regarding the trucks, ADOT is currently evaluating truck parking opportunities statewide, and that includes truck parking at the rest areas within this study area. Any proposed improvements resulting from that study would be the subject of a separate study and project.
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\hline Date Received & Received Via & First Name & Last Name & Online Category & Theme & Sentiment & Comment & Response \\
\hline 9/13/2022 & Formal Public Comment & Teresa & Martinez & & & Neutral & So, first of all, thank you very much for coming to Casa Grande.• I am Teresa Martinez. I am the State Representative. Born and raised in Casa Grande. First of all, thank you very much for being here. I would like for you to also think about what the l-10 is going to look like while we're under construction. So I drive from Casa Grande to Chandler every day, as do a lot of people. And when that construction hits, I would like to see a very safe and secure way to go through. I want to make sure that -- that people are not in danger or jeopardy while the construction is going on. Number Two, I would like to also thank you for moving the commercial traffic over to the right. I do love my truck drivers, but that has helped just moving the commercial traffic over to the right while the two lanes are there right now. I know that those three lanes are going to come. I know they're coming. And I'm grateful and thankful for it. I also want you to know that as a legislator, I'm going to make it my number one priority, end of sentence. My Number Two Priority, to get you to start thinking about it, is the winding and the extension of the 347 in Maricopa. So just on your radar. So just to make sure that that traffic while under construction has gotten planned. Also, last thing. I would like to see a -- whether or not we get the MEGA grant, the plan for if we do get the MEGA grant, what that timeline looks like as well as if we don't get the MEGA grant and what that time looks like. I think that would be nice for the community to have. And with that, thank you. & \begin{tabular}{l}
Thank you for your feedback. \\
During construction, concrete barriers would be installed to protect the work zone, predominantly along the median of \(I-10\), and traffic lanes would be shifted to the right during this time. Two lanes of traffic would be maintained in each direction, though some more restrictive short term nighttime or weekend closures or restrictions may be necessary for certain work activities. Should this happen, advance notice would be distributed by ADOT. ADOT is committed to safe work zones, not only for the motoring public, but also for the workers along the corridor so best practices would be applied to the work zone traffic control. \\
Assuming the Build Alternative is selected, a detailed construction schedule is not yet available. However, ADOT generally believes some construction could start as early as late 2023, and would last into 2027. As more details become available, ADOT would send out notifications with this information.
\end{tabular} \\
\hline 9/13/2022 & Formal Public Comment & Craig & McFarland & & & & Thank you. Craig McFarland. Good evening, and I just want to welcome you to today and thank you all for being here. Thank you for having a hearing here for us. I deeply appreciate it. ADOT and the \(\mathrm{I}-10\) have been in my conversation for the last six years and this is kind of the culmination, and I'm happy to see that it's coming about. I'm going to take a little bit more positive stance. I think that we're going to get the 360 million and the MEGA grant. So we'll take the positive spin on that. And I want to thank also both our representative, T.J. Shope and Ms. Martinez, for helping us get that 400 million this last year from the Legislature. So that was huge. And enabling us to go after the 360 federal grant. So I just want to, first of all, thank ADOT and thank MAG as well, and also thank the Gila River Indian Community because without the three of you, this would not be happening. So that's all I wanted to say. Thank you. & Thank you for your feedback. \\
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\hline 9/13/2022 & Formal Public Comment & TJ & Shope & & & Positive & Thank you. For the record, T.J. Shope, Legislative District 8. I just wanted to thank you for having this public hearing. Thank you for having the public hearings that are going to take place over the next several days in Sacaton and the virtual sense coming forward. Obviously, I do not want to belabor the point. I think I'm the last person to keep everyone from going to dinner, if you haven't had dinner already, but this project is needed. For many years, I had the longest daily commute of any the 90 legislators from my home in Coolidge to the Capitol in Phoenix. And I experience that route on the daily basis just like everyone else who has to get on that highway to go from Casa Grande, or Coolidge, or Eloy to Phoenix for work, which we know we're doing a very good job, I think, in these communities, thankfully. Mayor McFarland is doing a great job of learning about distances along the (audio indiscernible disruption) to Casa Grande so people don't have to do that anymore. However, there are many people that still do, and for those people, this project is tremendously impactful. It is tremendously needed, and it's something that has been a priority of mine in the ten years that I've been in Office, and I know that with Representative Martinez and I working together on it, it would fully come to fruition. We want to be helpful to ADOT to make sure that the folks in this community don't have to have the traffic snarl on the daily basis. And I think it was brought up earlier, one of the things that wasn't mentioned on that long route from Santa Monica to Jacksonville is that during the wintertime, it is almost always -- except for a few freak storms in Wilcox or El Paso, it is almost always the only snow-free route for Interstate commerce going East to West, West to East. So that so important with the economy to this entire nation that it cannot be overlooked. I would also like to before I leave thank Governor Lewis with the Gila River Indian Community. He's been fantastic to work with on this issue and look forward to working with him and his Community going forward to make sure that everyone is comfortable with where we are going. And with that, I say thank you for being in Casa Grande tonight. & Thank you for your feedback. \\
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\hline 9/15/2022 & Formal Public Comment & Belinda & Nelson & & & Positive & Belinda Nelson. Good Evening, Everyone. Thank you for the presentation. I know you've been doing some outreach and I did join an Elder concerns meeting yesterday morning and it was a good presentation by Mr. Lopez. And I did have some questions identifying myself as a member from District 4 , and then that I also serve on the Gila River Telecommunications Board of Directors. And, of course, we have the concern on the business end. So there was mention of fiberoptic. And \(I\) just want to encourage our Tribal leaders to make sure that the interests of GRTI is, you know, in place. This is some excellent opportunity for the Tribal entity to generate some revenue. So what the benefit would be and that was one of the questions yesterday is, what's the benefit of fiberoptic and who gets the benefit? The benefit would be the ability to lease dark fiber to other carriers. Interstate 10 is a long haul road or path to, you know, cross and it's just only important that the Tribal entities have that ability to generate revenue from within our community. Thank you. & Thank you for your feedback. \\
\hline 9/15/2022 & Formal Public Comment & Bonita & Lyons & & & Neutral & Bonita Lyons. I'm worried about the (audio indiscernible/distortion) when you do pose -- proposed projects, what it's going to do to the Community as part of the safety for our residents. We do have walkers and runners and people who ride bicycles and are just concerned about that. Also, have any thought made regarding there's a cemetery, Sweetwater, on the Nelson Bridge area on the West -- yes, to the West. I know further on down I-10 near -- I don't remember the cities. It's before Picacho (phonetic) or something. There's a wall where the high school is at. I wonder if any consideration is made to putting up a barrie there for a wall to (audio indiscernible/distortion) there are several females in that area and people that are along the Interstate 10 to walk, and it's kind of disrespectful for the people attending the services. So those are my two comments that I would like you to consider. Thank you. & \begin{tabular}{l}
Thank you for your feedback. Based on comments received from the Community, the addition of bike and pedestrian facilities are being proposed to be added to all the bridged crossings of I-10 to improve accessibility and safety for pedestrian and bicyclists. \\
The wall at the high school you reference is a noise abatement wall, built in accordance with ADOT's Noise Abatement Requirements in effect when that wall was constructed. While you have not specifically mentioned noise in your comment, the study team is aware of the Sweetwater Cemetery near Nelson Road and has identified it as a sensitive noise receptor. As part of the Environmental Assessment performed for the I-10 study between Loop 202 and SR 387, a noise assessment for the entire 26 -mile corridor was performed. This assessment was done in accordance with ADOT's current Noise Abatement Requirements (May 2017), which was developed in coordination with the Federal Highway Administration to comply with the Code of Federal Regulations (CFR) noise regulations at 23 CFR 772. \\
It should be noted that the proposed improvements to \(\mathrm{I}-10\) and Nelson Road do not move traffic any closer to the Sweetwater Cemetery than what exists today. Furthermore, ADOT's Noise Abatement policy indicates that a noise wall would not be justified in this area. Not only would it exceed the allowable costs by more than 2.5 times, as outlined in the Noise Abatement Policy, but the height and length of the noise wall that would be needed to reduce noise by the required amount stated in the policy would create undesirable environmental impacts, including visual and drainage impacts. Therefore, no wall is being proposed with the improvements.
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\hline 9/15/2022 & Formal Public Comment & Antonelli & Suton & & & Neutral & Antonelli Suton. This kind of relates to the Seed Farm Road and \(\mathrm{I}-10\). I was making sure that Council people know that when (audio indiscernible/distortion) and the I-10 in the sections were built, more traffic is going to go through Sacaton. So hopefully, Council and the Community will look into designing Saquon Road, or Hashan Kehk, going through Sacaton to where there's traffic run to Sacaton. The people have trouble -- trouble because all that traffic going through. So hopefully, Council and the Community looks like ways that how they can turn the traffic. Because right now, I know at 187 and 387 , there's a sign there that says something like "Community members only for the traffic." So pretty sure, like I said before, (audio indiscernible/distortion) and the traffic (audio indiscernible/distortion). Thank you. & Thank you for your feedback. Your suggestions reference Community roadways located outside of the I-10 project area. This information has been forwarded to the Community. \\
\hline 9/15/2022 & Formal Public Comment & Merold & Porter & & & Neutral & Merold Porter. Good evening. My questions are -- I have two questions. And the first one is: How close is the freeway to Aji Mountain? Because we do have shrines up there that need to be kept sacred. So -- and I was just wondering how far up can you get close to the mountain, and we haven't mentioned the mountain at all. Okay? My second questions is: Has there been any cultural testing done along the border (native language spoken). That is reservation land. There should be some cultural testing to be done along the area also. That's it. Thank you. & \begin{tabular}{l}
Thank you for the questions. \\
According to the Traditional Cultural Property (TCP) boundaries that the Community's Tribal Historic Preservation Office provided to ADOT, Aji Mountain (or Gila Butte), the portion of the TCP that is currently within the \(\mathrm{I}-10\) easement would be the only portion affected by an inside widening (but otherwise no new easement would be required). ADOT has been working closely with the Community Tribal Historic Preservation Office and the Community Cultural Resources Management Program throughout the project study to understand potential impacts, and how such impacts can be avoided, minimized or mitigated. ADOT has finalized a Cultural Resources Programmatic Agreement with the Community and others that defines the terms and conditions to avoid, minimize and mitigate adverse effects of the proposed project. The Programmatic Agreement requires ADOT to develop a historic properties treatment plan that would include, among other requirements and procedures, testing and data recovery. \\
Regarding the cultural resources testing, ADOT is working with the Tribal Historic Preservation Office and the Community's Cultural Resources Management Program, to develop a cultural resource testing and data recovery plan for the entire corridor in the areas where ground disturbing activities are being proposed. This testing would occur over the next 12-18 months. \\
It should be noted that a separate project by ADOT to replace the I-10 bridges over the Gila River is also in proximity to Aji Mountain. More information on that project can be found at www.i10bridgeproject.com. The study reports for that project will be posted to the website once completed.
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\hline 9/15/2022 & Formal Public Comment & Robert & Stone & & & Neutral & Robert Stone. Thank you. And good evening, again, to everyone that's here. And the presenters, wonderful presentation. I know I have missed some public meetings in the past and some of these items that we'll talk about really, but 1 just don't know. One of them is we talked about -- you presented about the interchanges at the Seed Farm Road, the major -- - 'll call it, major change at Casa Blanca Road, the formation of the on-and-off ramps and all that. It seems to me looking at the presentations that those two as examples required more land from the Community. That must have been probably negotiated, like I said, I haven't -- in the -- I haven't been in tune with all this is going on, but I'm wondering if there is more interest that's needed to those two roads, Seed Farm, Casa Blanca Road, maybe other interchanges, how much land is going to be requested from the Community for those purposes? And just so everybody in the Community is aware and knows about those lands that will be requested and what type of request. Is this going to be a lease or something that's permanent? Those kind of questions that I have since I haven't been attending all of the meetings. And then also, Ms. Nelson, Belinda, talked about the fiberoptic. That was one also that the Community's -- that if the telecommunications is involved, what that might be represented among the Community that was talked about today. So those are my two items, thank you. & \begin{tabular}{l}
Thank you for your feedback. \\
The proposed interchange configurations at both Seed Farm Road and the SR 587/Casa Blanca Road interchanges were closely coordinated with the Community so that the proposed designs met traffic operations, multimodal accessibility, and safety needs, but also minimized new right-of-way requirements to the extent possible when identifying an economical solution for the interchanges as a whole. The amount of new easement needed for the proposed improvements at Seed Farm Road and at SR 587/Casa Blanca Road are 38.70 and 19.36 acres respectively. At this time, the new interchanges are just proposed (since the EA process has not concluded). New right-of-way has not yet been formally requested, but ADOT anticipates beginning negotiations with the Community and allottees immediately after this study concludes, if the Build Alternative is ultimately chosen. As part of these negotiations, questions such as the term of the easement (right-of-way), landowner compensation, etc. would be finalized. This process would follow the applicable sections of the federal law found in 25 CRF 169, and would be done in close and continuous coordination with the Community and the Bureau of Indian Affairs. \\
Regarding the fiber optic facility, ADOT is actively coordinating with the Community and GRTI for a joint fiber optic corridor within the existing I-10 easement. Should the Build Alternative ultimately be selected, there is a high probability that a joint facility housing ADOT's Freeway Management Systems and GRTI's telecommunications fiber optic lines would be installed consistent with all right-of-way requirements.
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Chief William Morago. Good evening. I thought I would come up andnobody else would ask questions. I've done a lot of comments and questions about the project concerning traffic and right now when there's accidents on \(\mathrm{I}-10\), a lot of the traffic gets routed by Google or some other kind of map device that sends them to the shortest distances, which comes through the Community through Sacaton and District 4 here.' We see it everywhere. So my question is: Once is construction starts underway, will ADOT help with traffic officers to assist us? We've identified when there is an accident on \(\mathrm{I}-10\), it would take ten officers to cover each of the intersections to keep the traffic flowing on the state routes around instead of going through Sacaton or through the residential places. We know that ADOT has law enforcement as well, and they can assist just like any other officers. And we know that DPS is short. We're short. A lot of agencies are short, but we're hoping that ADOT can help with that problem as well. \\
Thank you.
\end{tabular} & Thank you for the feedback. ADOT and the Community are both committed to updating the traffic management plan used for l-10 incidents such as what you describe. This plan is being developed separate from the I-10 study, as it is intended to be in place as soon as possible, and regardless of the proposed I-10 improvement projects. If this project moves into design and construction, the traffic management plan would be coordinated with the Community, the Arizona Department of Public Safety, and other stakeholders to ensure traffic flow coordination and safety between the agencies. Please be aware that the proposed \(\mathrm{I}-10\) improvements would add at least one new lane in each direction and provide 12 -foot inside and outside shoulders, substantially reducing the number of times that traffic would need to divert off of \(\mathrm{I}-10\), as there would be more room for most incidents on I-10 to at least keep one lane of traffic open. \\
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\hline 9/15/2022 & Formal Public Comment & Lucille & AntoneMorago & & & Neutral & Lucille Antone-Morago. Thank you. Good evening. My name is Lucille Antone-Morago. And I live in District 4. I've resided here in the Community all my life. I'm not opposed to the modifications that are being proposed to the I-10 freeway. I think the modifications are needed because of the accidents that happen through that corridor. So I do agree that. I support that. I do not support the on-ramp and exit ramps to Seed Farm. There's really nothing out there except for the farms. And I currently reside in District 4 here and a lot of times, my husband and 1 , we live out on some field areas. I constantly calling the police because non-Indians are coming through. They're riding their motor bikes, and they go beyond East towards the river and they disappear before the police get here to our house. My belief is that if you modified the on-ramp and exit ramps, that that's an invitation to get off and explore or take a drive out there. I know that some of you live here (native language spoken) and you go out there and you see them. You know what I'm talking about. I was brought up to honor this land and to preserve it for our children and our children's children. And that's my purpose for speaking up. I don't know who proposed it. Maybe it was made a long time ago. I don't know. But I like for the Community members that are here to think about that. And everywhere I go, I see somebody that's not a Community member, I call it in because that's part of our ordinance. That's part of our law whether you know it or not, maybe you don't know it. We have laws in this Community because we're a sovereign nation. I'd like to see death like that. I'm going to tell you one more thing, but when we were little our (native language spoken), long before there was housing back here, and he told us when we were little, he pointed it and he said, "Nobody lives here." Nobody was really here for the way it was as it is now. And he said, "People are going to be looking over here and they're going to want your land." And sure enough, they're now living here. There's people over there that are right there. And I don't want to give an impression to anyone here that I am bigoted or racist or anything. It's far from that. It's the preservation of our land and to keep it the way it is. And one more thing. Five years ago, \(I\) worked in Salt River for five years. This is another thing. Because you're so close to the City of Mesa and Scottsdale, there's all kinds of traffic that goes through Alma School. Every stretch of our street, they're out there where there often were. It's nonstop. I don't want to see that here. And that's something to think about. I mean, I'm not opposed to all of the other modifications just that one, the Seed Farm. Thank you so much. & \begin{tabular}{l}
Thank you for the feedback. \\
ADOT has worked closely with the Community throughout the study process. The Community has indicated that it supports the proposed Seed Farm Road interchange because it will provide increased and improved access to the Community's Governance Center, will reduce response times for Community emergency vehicles and first responders where accessing \(\mathrm{I}-10\) is necessary, and will displace traffic from (i.e., reduce traffic) at the Casa Blanca Interchange. For these reasons, ADOT has included the Seed Farm Interchange in this study's engineering and environmental documentation.
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\hline 9/20/2022 & Formal Public Comment & Mike & Humphrey & & Safety & Neutral & Good evening. My name is Mike Humphrey. I reside at \(\qquad\) to speak to you today concerning safety issues related to this section of I 10. On May 14,2008 , my wife and sister were killed in a cross-median crash on \(\mathrm{I}-10\) at Milepost 171.2. Since their tragic death, I have advocated for installation of median barriers on this and other cross-median crash prone sections of \(\mathrm{I}-10\). I believe that my wife and sister would be alive today if there had been a median barrier installed in that section of \(I-10\). As of today, a 37 -mile section of \(\mathrm{l}-10\), Milepost 163 to 200 , including and surrounding our crash site, remains uncabled. Partial data that I have been able to obtain shows that during the period 2001 to 2014, there were 54 cross-median crashes with 17 fatalities between Milepost 162 and 180 . Among those fatalities were a husband and daughter who died just a couple of hundred yards from where my wife and sister lost their lives.Median barriers are a proven, cost-effective means to reduce the incidence of death and serious crash injuries. It is long past time to utilize this technology to make this section of \(\mathrm{l}-10\) safer. In 2013, ADOT published a study which identified Mileposts 170 to 190 as requiring median barriers. To date no median -- no barriers have been installed. I requested that along with the other infrastructure improvements being recommended for this section of \(\mathrm{I}-10\) that median barriers finally be installed as specified by ADOT in 2013. I have been listening to the broadcast tonight, so I am so happy to hear that you are going to add a median barrier system to this 26 -mile stretch. It's been needed for years, and it's high time that we go ahead and put the barriers in. We know there's a lot of crashes in that 26mile section. It's no secret. So once again, I fully support the recommended alternative as proposed. Thank you for the opportunity for me to speak to you tonight. & Thank you for your feedback. The proposed improvements to this 26 mile stretch of \(\mathrm{I}-10\) would include the installation of a median barrier system. The median barrier type would be determined should the project advance into final design. \\
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I think the whole idea of just adding one lane a side of regular traffic and one HOV lane is still not going to be enough to handle for the traffic that's really going to be coming down there. \\
I'm only grateful that they do have an HOV lane now that goes all the way down to Riggs, but the one thing that I think is just totally, totally, you know, shortsighted is the double diamond changing lanes. I mean, that might work at Sundust Road you know, where Lone Butte and Wild Horse Pass Casino is, but it's completely -- but it's completely ridiculous for Queen Creek Road. \\
I mean, how many people live in the town of Maricopa now. When the studies first came out, it was over a quarter of a million. There's got to be nearly a half million people live in just the town of Maricopa alone. And what do they got? They got one lousy road. 347 takes them up to Riggs first and then to 10 . So it's not going to be any change. No hope there. There's no other road that's taking them from Maricopa or -- or -- what's that other town there? What's that town -- Gila Bend, and takes them over to the 10 over by where -- by where McCartney Road is today. That's should be a natural linkup to 387 , and nobody's even talked about that doing that. \\
Let alone I would really wonder how much just basically in bribe money that it took the State to come up with to bribe our Indian friends with stuff like that. It makes me sick to my stomach to even call them Indian friends. I'd rather have Osama bin Laden or Adolf Hitler as a friend than them, and I'm Jewish, because this whole thing should be done -- first of all, there should be a natural flyover, just a regular, like, two- or three-lane exit from Queen Creek that goes right into 347 without a light, because in a couple of years -- we're talking already now about traffic getting off at Queen Creek, you know, when you go eastbound towards Tucson. That's already backed up onto the highway itself, you know, during high traffic. So that leaves only lane now for people to skirt by without crashing. All the traffic light's going to do is maybe buy maybe -- maybe two years of clear road to do things, and then we're -- and then we're back to the same problem. Not to mention with that double diamond design, I saw you got part of the traffic coming here, got part of the traffic coming into the 347. They're going to crash up -- they're going to crash up right there. You think people -- you think people turning onto a highway are going to look -- are going to look to the left or look to the right to see what else is coming on -- onto an on ramp that they feel like that it's their road instead of sharing? \\
I mean -- I mean, I just never -- I just never heard of such backward thinking about this. I mean, this double diamond would have worked maybe if it got put in maybe 15,18 years ago, and yet it's still going to be at least four years before it's done, and then it's going to be obsolete before anybody uses it. \\
I mean, there really should be -- from the 10 to the 347 , there should be a regular two- or three-lane, you know, on ramp to it, and whether you want to do a flyover with HOV lanes, like the 10 to the 51 is now, I think that's the much better idea than these diamond changing lanes, because these diamond changing lanes are all going to make a bad situation worse, because now you've got -- instead of one choke point, you've got one --
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Thank you for your feedback. \\
The proposed \(\mathrm{I}-10\) widening improvements would improve \(\mathrm{I}-10\) for at least 10 years. Additional capacity beyond what this project is proposing would likely be required as you note, but that would be the subject of a future study. Note that the proposed improvements associated with this study would be compatible with future I-10 widening projects. \\
The proposed diverging diamond interchange at the SR 347/Queen Creek Road has been modeled with the projected traffic volumes for 2050 (that account for the growth in Maricopa) and performs acceptably through that timeframe and does so while minimizing the footprint, cost, right-of-way, and environmental impacts. While a flyover type ramp could potentially enhance this interchange's operation, the extreme cost, the additional environmental impacts, and the additional right-of-way needed to build such a facility is not warranted or justified at this time. If, in the future, this interchange does once again start to become congested, a flyover could still be built to supplement the diverging diamond configuration, but only if the Community is supportive of such an investment and impact to their land. \\
Truck parking along interchange ramps is a current issue statewide and solutions are being evaluated statewide as part of other studies. \\
The State does not have eminent domain rights on Gila River Indian Community lands, as the Community is a sovereign Nation.
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you've got four now that are going to be coming once this thing is finished. And how are you going to regulate, especially on Riggs, the problem of truckers using the on and off ramps there now, the side shoulders, as sleeping stops for them now? How is a person with a low -- you know, with a low rise vehicle supposed to see around maybe one, possibly even two 18 -wheelers now to get onto and stuff like that? I mean, you're not making -- you're not making two lanes of on ramp onto the 10, you know, from the each part of the diamond. Each part of the diamond has its own dedicated on ramp and off ramp, but that's only going to be one lane. How are you going to make sure that the truckers don't use it for a rest stop like they do now? \\
Every other week -- and I've lived in Sun Lakes for 22 years -- every other week I'm on the phone with them. Get them out of -- get them out of the side lanes somehow, because somebody's going to fly into them, and boom. You know, God forbid if somebody's carrying gasoline, they're going to have a thermonuclear explosion out there, and it's going to be -- and it's going to be nobody's fault except for the State's and the -- and the tribe's shortsightedness. \\
And this -- I mean, this thing could have been done, like, 22 years ago by simply using the process of eminent domain. State over the tribe. It's done everywhere else. Should be done here. It's just that simple. That's my comment.
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Hi Goodday, \\
I scanned through the I-10 document and did not see my comments so I'm not sure if it has been considered so \(I\) wish to again offer my input. \\
This comment/suggestion is to curb the occurrence of Wrong Way Drivers: (I include the direct text of the suggestion made for the Broadway Curve and do hope this time we get more positive outcome). \\
User Input: Thanks for your quick response. I do appreciate that something is being done on the subject matter. i fully agree with the detection and tracking measures you plan to implement, but i also do believe that more should be done to stop the drivers before entering the highway. \\
In that respect i think the most noticeable road safety measure is a red light as even impaired drivers tend to notice these (although some do ignore it). So whereas the additional direction arrows with reflectors and LED lighting may be helpful, we really should consider having permanent red lights at wrong way entrances. We could even differentiate/stress it by using 3 red lights in a horizontal alignment on both sides of the road near the Wrong Way sign. Please do consider this as an additional measure. .We need to implement all that we can to eliminate this problem. After all, a lot can happen before authorities intercept such drivers \\
I firmly believe that we should try out this proposal and monitor the impact as we continue to have wrong way drivers on the highway. While I do believe that the locate and intercept plan should indeed continue, we should also consider preventative measures as I have proposed. Do note I Do NOT expect any financial compensation for the use of my idea. \\
Thanks for your time,
\end{tabular} & Thank you for contacting the Arizona Department of Transportation. We appreciate you taking time to offer suggestions to help mitigate wrong way drivers. After an extensive review of components, ADOT has designed a wrong-way detection and warning system and recently finished installation of this system along Interstate 17 between I-10 and Loop 101 in Phoenix. The goal is reducing the risk from wrong-way incidents by significantly improving the timeliness and accuracy of information available to law enforcement, including the Arizona Department of Public Safety, compared to responding officers relying on information relayed by 911 callers. The system is designed to detect, alert and track wrong way drivers. Using thermal recognition cameras, it will combine detection systems at freeway exit ramps, on the freeway and on freeway-to-freeway ramps to alert and inform law enforcement and ADOT traffic operators as to the vehicle's location. At exit ramps, flashing LED warning signs will attempt to get the wrongway driver to self-correct, while the system will activate alerts on overhead message boards and automatically turn traffic cameras toward the wrong-way vehicle to help ADOT operators track it. Thermal sensor cameras will also be used to detect the wrong-way vehicle on the mainline freeway and update its location for law enforcement officers and traffic operators. ADOT's efforts to date include installing hundreds of larger and lowered "Wrong Way" and "Do Not Enter" signs as well large white "right way" arrows on offramps with reflectors that glow bright red when a vehicle is traveling the wrong way. At freeway ramps, ADOT has been testing different versions of wrong-way vehicle detection and warning systems manufactured by private companies. Ultimately, engineering, along with enforcement, can be only one part of the response to wrong-way driving because this is first and foremost a driver behavior issue. The majority of wrong-way drivers are drunk or otherwise impaired. In addition to education about the societal problem of impaired driving, we need everyone working to keep friends, family and strangers from driving while impaired. ADOT is also working with DPS and the GOHS to develop a public service campaign for what to do if you see the wrong way signs activated. We are sharing every suggestion with those developing countermeasures. \\
\hline 10/6/2022 & Email & Randy & Jardee & & & Neutral & Will there be a bicycle path built next to the freeway? & Thank you for the feedback. No bike path is proposed along the I-10 freeway. \\
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For Comment to I-10 Improvement SR385-I-202 \\
Prior to moving out to Avra Valley I was a long time resident Tucson near Northside around the 1st \& Wetmore area since 1980; upon leaving active duty US Navy. I then have been out here nearing 42 years this November. \\
How many times do we get promised three lanes in both directions through the reservation lands. Make it happen already. Square a deal already. Give them access for commercial movement if wanted at all of their crossing roads if they desire or upgrade their overpass. Get it done. \\
That proposed bypass off I-10 between SR 87 and Picacho Peak proposed to connect to east Phoenix Valley at I-24 \& SR 60 is also welcomed. \\
Currently retired, I still find myself traveling to functions for the Veterans of Foreign Wars or more personal and foremost to see family in the eastern side of the valley there in Mesa, Apache Junction and Fountain Hills. Having safer less congested highways would benefit my travel and that of commerce in the state. \\
Thank you,
\end{tabular} & Thank you for the feedback. \\
\hline 10/7/2022 & Email & Doug & Vance & & & Neutral & Why it has taken this long is a mystery to me. I've been driving back and forth from PHX to TSN for years and I hate leaving and arriving during this stretch. & Thank you for the feedback. \\
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\hline 10/7/2022 & Email & Ron & Borino & & & Neutral & \begin{tabular}{l}
Dear Sirs, \\
Please try to use a little forethought in this widening project. Casa Grand and the south valley are going to continue to grow. Why not have at least 6 lanes in each direction? Restrict truck traffic to the right two lanes, no exceptions. Increase the speed limit to 85 . \\
Minimally, add another lane coming north from milepost 187 going from the current 3 lanes to 4 . Add another lane at Pinal Ave going from 4 to 5 lanes and finally add another lane at and yet another lane at Riggs Road making this road 6 lanes going north. These 6 lanes could then be dropped to 5 at Queen Creek. But from Queen Creek to the 202 there should be 5 lanes all the way to the 202. For at least 4 miles out use pavement markings to alert drivers that the two lanes are designated for the 202. Mark the other lanes for I-10. \\
As folks head south expand the current 3 lanes to 4 at milepost 161. Add another lane Queen Creek Road making this a 5 -lane road going south. Then at Riggs Road add the 6th lane heading south. The 6th lane could be dropped at Pinal avenue and the 5th lane at Gila Bend Hwy [84]. Finally, the 4th lane heading south could be dropped at I-8. I know that the last two lanes are not a part of this scope, but they should be. \\
rlb
\end{tabular} & \begin{tabular}{l}
Thank you for the feedback. \\
Regarding the widening of \(I-10\), the proposed improvements would improve I-10 for at least 10 years, however, after that, congestion is again expected to increase and traffic volumes would again exceed capacity. Should that happen, another capacity expansion project for \(\mathrm{I}-10\) would be the subject of a future study. Note that the proposed improvements associated with this study would be compatible with future I-10 widening projects.
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\hline 10/7/2022 & Email & Robert & Torres & & & Neutral & \begin{tabular}{l}
I am a Tribal member of Gila River Indian Community, Sacaton, AZ. \\
The expansion of \(\mathrm{I}-10\) in our community is progress and I am not against progress, I am against fatalities of any color. \\
My concerns are speed and entry points into our community. My suggestion is reduce speed within this corridor to 65 MPH with doubles fines for speeding. The fines can be utilizes for road maintenance within our community. \\
The issue of I-10 traffic spilling onto our community roads was mentioned at the meetings but was not specific to how this was to be accomplished. This traffic which is dangerous to our community members due to vehicle high speed racing through to get back onto I-10 in the shortest time possible, is a major issue. \\
The proposed new entry point at Seed farm road/ \(I-10\) is not a good idea at this time. for many reasons. For one this will allow more speeding traffic into our community, allow unknown person(s) into our community and in today's world you can never be too, too careful. \\
Seed farm road as is acts as a blessing in disguise for our communities safety and I am STRONGLY AGAINST the proposed idea. \\
The proposed reconfiguration of the Casa Blanca overpass looks like it may work for the benefit of all. \\
I have a suggestion/ idea on traffic diversion within the \(\mathrm{I}-10\) during vehicle collisions etc. create 1 mile or shorter side roads on either side of I-10. Alternating from West / East bound lanes. They can utilizes for safety zones for vehicle breakdown or it can be a good place for law enforcement to monitor \& fine speeders who exceed 65 MPH. \\
I appreciate your time in reading my concerns. My blessings to all.
\end{tabular} & \begin{tabular}{l}
Thank you for the feedback. \\
Reducing the speed limit to 65 mph through the Community is unlikely, as other similar rural stretches of I-10 would remain 75 mph , so driver expectancy would be for a uniform speed limit of 75 mph in this corridor.. Enforcement could help manage speeds somewhat, but note that every car pulled over by an officer also represents a temporary roadside hazard to the car pulled over, the officer, and the vehicles passing buy. \\
Traffic diverting from \(\mathrm{I}-10\) to Community roads was identified early on as an issue of concern to the Community and one consider and improve as part of this study. The proposed \(\mathrm{I}-10\) improvements would add another travel lane in each direction, wide inside and outside shoulders, and a continuous median barrier system for the 26 mile segment. These improvements would help reduce median cross overs, and would provide space for accidents in the same direction to pull off the roadway so that at least one lane of traffic can remain unobstructed during incidents. Accordingly, the number of times traffic diverts to the Community roadways should be substantially reduced compared to today's conditions. \\
The need for the Seed Farm Road interchange was identified back in 2009 as part of the I-8 \& I-10 Hidden Valley Framework Study developed by the Maricopa Association of Governments for the region (https://azmag.gov/Programs/Transportation/Freeways-and-Highways/I-8-I-10-Hidden-Valley-Roadway-Framework-Study). The Community was a stakeholder for that study, and specifically requested the Seed Farm interchange at that time. This I-10 study is now incorporating that request into the proposed improvements. The Community has indicated support for this new interchange to not only facilitate economic growth opportunities in Sacaton, but to also improve access for emergency services and to the Community's Governance Center.
\end{tabular} \\
\hline 10/7/2022 & Email & Ray & Pulles & & & Positive & Thank you for making this happen. There is an awful lot of gas being wasted with the traffic jams between Riggs Road and the 202. This change will be good for our pocket books and the environment. I'd vote for 4 lanes in each direction if I could!! & Thank you for your feedback. \\
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\hline 10/8/2022 & Online Tool & Roger & Gillespie & \begin{tabular}{l}
SR-347 / \\
Queen Creek \\
Road
\end{tabular} & & Negative & \begin{tabular}{l}
A simple "flyover bridge" from the south would solve a multitude of problems for entering l-10 north. No stop lights, if that is what is actually being recommended. The traffic is already backed up with that scenario currently in place. \\
I have lived in the city of Maricopa for almost 20 years. \\
1, The overpass that I recommended at Riggs Road many years ago has yet to be built. The money continues to disappear even as we vote positively for it. \\
2. A new traffic light at Maricopa Road has just been installed (slowing down traffic even more, although helping a "limited number of people" make a safer left turn onto Gila River land). This was also something that I recommended years ago. \\
In the meantime, flyover bridges have been built with a flurry all over Maricopa County. 1202 / I101 / I10... I am at a loss to understand why this is not the ONLY solution for SR347 south onto I10 north. \\
Traffic flow is key as the city of Maricopa grows continuously, now at close to 75,000 with an explosion of housing being built in and around the city. \\
SR347 is the only major road in and out of the city and it appears it will continue to be a detriment of those who commute daily to the Valley. \\
Please consider a flyover as the ONLY option for south to north traffic onto 110. Safety, continuous traffic flow, and respect for a city that is growing at a tremendous rate would be appreciated by all who drive SR347 on a daily basis. \\
Thank you for your consideration.
\end{tabular} & \begin{tabular}{l}
Thank you for the feedback. \\
The proposed diverging diamond interchange at the SR 347/Queen Creek Road has been modeled with the projected traffic volumes for 2050 (that account for the aggressive growth in Maricopa) and works acceptably through that timeframe and does so while minimizing the footprint, cost, right-of-way, and environmental impacts. While a flyover type ramp could potentially enhance this interchange's operation, the extreme cost, the additional environmental impacts, and the additional right-of-way needed to build such a facility is not warranted or justified at this time. If, in the future, this interchange does once again start to become congested, a flyover could still be built to supplement the diverging diamond configuration, but only if the Community is supportive of such an investment and impact to their land.
\end{tabular} \\
\hline 9/7/2022 & Written & Joe & Binkedely & & & Neutral & I want copy of exhibit on table at CV-HS, per brian B. Thx & A copy of the exhibits was mailed to the requestor after the meeting. \\
\hline 9/15/2022 & Written & & & & & Neutral & This comment has nothing to do with \(\mathrm{I}-10\). It has to do with 387 @ olberg Rd. my comment is they should put signal (arrow) for traffic to turn left and straight on olberg road as well as the olberg rd. and 87 going left and straight. The traffic light at gilbert road and 87 should be done like that at olberg road and 87 as myself and my firend almost got in accident there, its not just once it alot more, thats how all the accidents occur at this traffic light as the peeps dont wait for light to change they all run the red. & Thank you for your comment; however, the EA will only address comments related to this project. \\
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\hline 8/19/2022 & Website Form & Thomas & Sands & I-10 Wild Horse Pass Corridor & Engineering/design & Neutral & There have been reports of the GRIC requesting ADOT to add new interchange about a mile south of the existing Wild Horse Pass Road interchange. Is this interchange included in this phase? & Thank you for your inquiry. The Maricopa Association of Governments (MAG) Freeway Life Cycle Program has funding programmed for a new traffic interchange on \(\mathrm{l}-10\) in the vicinity of Germann Road. MAG, in cooperation with ADOT and the Gila River Indian Community (Community) completed a concept study in 2020 to examine the feasibility of an interchange at this location. In late 2023, ADOT, in cooperation with MAG, the Community, and other key stakeholders, will be initiating an engineering and environmental study pursuant to the National Environmental Policy Act for this interchange. This study will include a public process that considers both build and no-build alternatives. More information and outreach opportunities will be provided to the public as the study progresses. \\
\hline 8/30/2022 & Website Form & John & Peterson & I-10 Wild Horse Pass Corridor & Capacity and congestion & Positive & \begin{tabular}{l}
The entrance and exit ramps to queen creek and wild horse pass need to flow with the traffic. Both of these ramps restrict traffic when entering and exiting the freeway. \\
Speed limit in this corridor is 75 . Make the ramps long enough to get to 75 . Right now they are not long enough to do that. \\
Can we make it four lanes in each direction with with the two left lanes as through traffic only since there is a lot of people that use this to go to our southern friends. \\
Please do not make entrance ramps two lanes and bottle necking to one. This idea does not work and will not work in this section with the speed limit what it is. \\
Have a truck only lane. They kill the flow of traffic with there regulated speed limit. \\
Can we make sure we are over building this section so we dont have to expand in 3 years.. the idea should be to build it and leave it alone.. not build it and rebuild it.
\end{tabular} & \begin{tabular}{l}
Thank you for your feedback. \\
All of the entrance and exit ramps will be improved near the merge/exits with l-10 to improve the acceleration and deceleration lengths. All entrance ramps will be designed to accommodate two lanes but will merge into one prior to the merge with I-10. While we acknowledge your concern with this design, this ADOT-standard design has proven to be a very safe and efficient way of merging traffic into a freeway. It has not been determined at this time whether these ramps may be metered with a signal during the peak hours, but the design does accommodate the meter if it is determined to be warranted. \\
Regarding the widening of \(I-10\), the proposed improvements would improve \(\mathrm{l}-10\) for at least 10 years, however, after that, congestion is again expected to increase and traffic volumes would again exceed capacity. Should that happen, another capacity expansion project for \(\mathrm{I}-10\) would be the subject of a future study. Note that the proposed improvements associated with this study would be compatible with future \(\mathrm{I}-10\) widening projects. \\
The proposed design does not include a truck-only lane. The current restriction of only allowing trucks in the right lane may or may not remain after the proposed improvements are constructed. That will be determined at a later date.
\end{tabular} \\
\hline 9/6/2022 & Website Form & Bonali & Barua Kautz & I-10 Wild Horse Pass Corridor & Safety & Positive & It is such a necessity for 110 from a safety standpoint. With the recent modification to have commercial vehicles only on right lane, it has actually made it worse as very slow car drivers are driving on left lane thus many drivers are passing on right in between trucks. 3 lanes are a must! the flow of traffic between Marana and Phoenix has improved tremendously where there are 3 lanes, with congestion and slow to erratic drivers much more evident and unsafe for all where only 2 lanes remain. I drive Tucson to/from Phoenix at least twice monthly. Thank you for your consideration. & Thank you for your feedback. \\
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\hline 9/7/2022 & Website Form & Fay & Sias & I-10 Wild Horse Pass Corridor & General & Neutral & Are there plans to improve route between Eloy and San Tan Valley? & Thank you for your feedback. Your question references roadways located outside of the I-10 project area. This information has been forwarded to the appropriate ADOT staff. \\
\hline 9/9/2022 & Website Form & Naomi & Bishop & I-10 Wild Horse Pass Corridor & Engineering/design & Neutral & Can ADOT please add bike lanes to the bridges for crossing \(\mathrm{I}-10\). It would be very nice if GRIC members could ride bikes safely over the \(\mathrm{l}-10\). There should be more infrastructure to support cycling in the community and from Casa Grande to Sacaton. Thank you. & Thank you for your feedback. Based on comments received from the Community, the addition of bike and pedestrian facilities are being proposed to be added to all the bridged crossings of \(\mathrm{I}-10\) to improve accessibility and safety for pedestrians and bicyclists. \\
\hline 9/10/2022 & Website Form & Tam & Bur & I-10 Wild Horse Pass Corridor & General & Neutral & Sure hope they don't tear down the race track, we love Nhra. And go to multiple events there. & Thank you for the feedback. The proposed improvements associated with this study are not impacting the Motorsports Park or any of its tenants. The Gila River Indian Community/WHPDA (as owner/operator of the of the Motorsports Park), will make any decisions regarding the status of the Motorsports Park. \\
\hline 9/12/2022 & Website Form & Ron & Borino & I-10 Wild Horse Pass Corridor & Capacity and congestion & Positive & I had occasion to drive this portion of roadway Saturday, \(9 / 10\) both going south in the early afternoon and north later in the early evening. This portion of road is congested most of the time. The minimum number of lanes the state should be considering is 4 in each direction. Actually five lanes in each direction might be enough with the way Casa Grande and Maricopa are growing. If 4 or 5 lanes are built it would be prudent to have truck and slower traffic restricted to the two right lanes. & Thank you for your feedback. Additional capacity beyond what this project is proposing could be required as you note, but that would be the subject of a future study. Note that the proposed improvements associated with this study would be compatible with future I-10 widening projects. \\
\hline 9/12/2022 & Website Form & Chuck & Lefkowitz & I-10 Wild Horse Pass Corridor & Capacity and congestion & Positive & \begin{tabular}{l}
This improvement is long overdue. It's already jammed with traffic slowdowns especially with vehicles constantly shifting between the two existing lanes which creates a dangerous drive, especially with commercial traffic which normally goes slower than cars. Have never really experienced that on the I-10 from Casa Grande through Tucson... \\
The \(\mathrm{l}-10\) corridor between Phoenix and Casa Grande will be one of the most important in Arizona. Casa Grande is one of the last and largest areas exploding in development. It's access to both Phoenix and Tucson makes it an ideal location for the growth and expansion it's already receiving. \\
It has never made sense to me why this section is the last for improvement for both safety and convenience.
\end{tabular} & Thank you for your feedback. \\
\hline 9/12/2022 & Website Form & Dana & Baldwin & I-10 Wild Horse Pass Corridor & General & Positive & My only comment is - this can't happen soon enough! :-) & Thank you for your feedback. \\
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\hline 9/15/2022 & Website Form & Elizabeth & Howell & I-10 Wild Horse Pass Corridor & General & Positive & \begin{tabular}{l}
\(i\) have looked at all of your maps and info. This looks like you all have worked long and hard to address all of the issues with this project. I was glad to see that all of the current overpasses will be extended/improved to accommodate the widening of \(I-10\). It is a project that is sorely needed and hopefully will improve the congestion encountered regularly on this route. I won't be attending any of the in-person meetings as my schedule doesn't accommodate any of the available meetings. Thanks for allowing comments outside of the meetings. \\
Elizabeth Howell, Maricopa resident
\end{tabular} & Thank you for your feedback. \\
\hline 9/21/2022 & Website Form & Jim & Johansen & I-10 Wild Horse Pass Corridor & General & Positive & As a City of Maricopa resident, I am pleased to see additional lanes on I10, an improved intersection at I10/347/Queen Creek, and an improved intersection at \(110 /\) Seed Farm. The Seed Farm Road intersection could allow for the development of Smith Enke Road as a much needed path toward Phoenix. & Thank you for your feedback. \\
\hline 9/21/2022 & Website Form & Deanna & Mendoza & I-10 Wild Horse Pass Corridor & Capacity and congestion & Positive & \begin{tabular}{l}
Thank you for your informative presentation at District Four Multipurpose Building on September 15, 2022. \\
My comments or questions are: \\
How much additional acres of tribal lands will be needed for this project? When an accident happens on I-10 during the construction period where will the traffic be diverted to? Currently traffic runs through GRIC, especially District Four making it unsafe for the residents. I fully support the recommended build alternatives which are very much needed.
\end{tabular} & \begin{tabular}{l}
Thank you for your feedback. Please note that the proposed I-10 widening does not require additional land, as the l-10 widening improvements are all proposed in the median of I-10, which is within the existing ADOT right-of-way. New right-of-way is being proposed for the improvements at the crossroads. ADOT has worked closely with the Community and the Bureau of Indian Affairs (BIA) to define the proposed improvements and needed right-of-way. ADOT would follow the federal process and secure the Community/BIA approval for the proposed new right-of-way. This additional right-of-way is needed to improve the crossroads with improved interchanges, wider shoulders, and bike/pedestrian amenities. Approximately 80 acres of additional right-of-way would need to be acquired from the Community. \\
Only a handful of diversion routes are available when I-10 needs to be closed, either for a crash or for construction. These are the same routes that exist today. One of the purposes of this project is to decrease the occurrences of traffic diversion through the Community and adding lanes and wider shoulders to \(\mathrm{I}-10\) will help accomplish that objective. However, until the project is complete, traffic diversions will continue to occur as they do today.
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\hline 9/22/2022 & Website Form & & & I-10 Wild Horse Pass Corridor & General & Neutral & \begin{tabular}{l}
Will improvements to \(\mathrm{I}-10\) include also include the installation of variable message signs and weather sensors to detect dust storms passing through the Gila River Indian Reservation, just like what was done along I-10 between Picacho and Picacho Peak in Pinal County. \\
I recently witnessed a couple bad accidents along this stretch of I-10 and there were no variable message signs about the blowing dust or the accidents and traffic just kept coming into the problem area and with no alternative route between SR 587 and SR 387, commuters and truckers were trapped for hours.
\end{tabular} & Thank you for the feedback. The proposed improvements would include the installation of variable message signs. It is undecided as to whether the weather sensors on I-10 to the south would be employed in this corridor at this phase of the project. However, the infrastructure would be compatible to add these weather sensors should ADOT decide to include them later. \\
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\hline 9/25/2022 & Website Form & Jim & Zeigler & I-10 Wild Horse Pass Corridor & General & Neutral & \begin{tabular}{l}
I noticed in the "Draft Environmental Assessment Interstate 10 Corridor Study: State Route 202L to State Route 387" report, Table 11 on Page 76 that the growth of Gilbert, Queen Creek and SanTan is not included. I live in Gilbert on the border with Queen Creek. For me, the fastest way to get to Phoenix is to take Riggs road to I 10, then go north. I use this route about 2 round trips per week. I believe there will be significant use of the I10 north of Riggs from people living in these areas. If a new Freeway was added just south of Hunt Highway, it would be even easier to get to Phoenix. \\
One other comment, From the report, it appears that I10 construction is independent of any light rail/passenger rail improvements being planned. Has this been considered?
\end{tabular} & \begin{tabular}{l}
Thank you for the feedback. We are not aware of a new planned freeway south of the Hunt Highway alignment, and as such, no accommodations are included with the I-10 improvements to accommodate such as a facility. \\
This study does not include any light rail/passenger rail improvements. A Phoenix to Tucson intercity rail project has separately been evaluated and may be advancing forward with some recently available federal funding, but it would not be located within the limits of the I10 study between SR 202L and SR 387.
\end{tabular} \\
\hline 10/3/2022 & Website Form & Robert & Pitsch & I-10 Wild Horse Pass Corridor & Capacity and congestion & Positive & \begin{tabular}{l}
I'm a truck driver that travels this corridor regularly. I think the eventual outcome is going to improve traffic flow in a big way and I look forward to seeing it finished! However, the current truck lane restriction is just asinine. There isn't a truck out there going over 65 mph that follows the rule on this. Even a driver governed at 66 mph will still jump out in the left lane to drag race a driver doing 65 mph . It is the most frustrating thing in the world, sitting behind this driver for approximately 7 miles waiting for them to clear the driver they are passing and get back over. A lot of the trucks, mine included can do \(72-75 \mathrm{mph}\) and that means we can get out there and pass with efficiency. If timed correctly I do not hold anyone up in that lane. My point being, please get rid of the restriction or start ENFORCING it because there isn't a driver on that corridor heeding that rule. I know things will change/look different through there when construction does finally start, until then, let's be realistic with how people drive. Thanks for keeping the roads decent in all of Arizona, most people don't realize how good we really have it here. \\
P.S. \\
Please start pulling over, inspecting, and enforcing the rules on these folks that are towing vehicles to the border. They have and will cause more accidents on the \(\mathrm{I}-10\) corridor in question. Their equipment always looks sketchy at best and they rarely if ever do over 50 mph causing a massive bottleneck and congestion.
\end{tabular} & Thank you for your feedback. \\
\hline 10/3/2022 & Website Form & Rusty & Duplessis & \begin{tabular}{l}
I-10 Wild \\
Horse Pass \\
Corridor
\end{tabular} & General & Positive & \begin{tabular}{l}
Widening of I-10 north of Casa Grande has been needed for years. It needs to be accelerated as much as possible. Even 3-4 years before completion is too long. \\
In the meantime, more has to be done to keep semi trucks in the right lane. Every single time I drive that stretch, I see semis in the left lane. They pay no attention to the signs. You need more signs and/or better signs and/or more enforcement.
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\hline 10/6/2022 & Website Form & Chris & Anderson & I-10 Wild Horse Pass Corridor & General & Positive & Go for it, can't happen soon enough. Thanks, Chris Anderson & Thank you for your feedback. \\
\hline 10/6/2022 & Website Form & Mark & Poirier & I-10 Wild Horse Pass Corridor & General & Positive & I love the plan, hurry, get'er done! :) & Thank you for your feedback. \\
\hline 10/6/2022 & Website Form & Jackson & Hurst & I-10 Wild Horse Pass Corridor & General & Positive & I approve and support ADOT's I-10 Loop 202 to SR-387 Project. The aspect that I love about ADOT's I-10 Loop 202 to SR-387 Project is that HOV lanes will be added to \(\mathrm{l}-10\) which will improve safety and reduce traffic congestion. & Thank you for your feedback. \\
\hline 10/6/2022 & Website Form & Wallace & Roberts & I-10 Wild Horse Pass Corridor & General & Positive & This expansion needed to be done years ago. Traffic has slowed to a crawl along the corridor. Also, I've seen ZERO enforcement of the left-lane truck restriction; semis violate it all the time, causing even further traffic congestion. & Thank you for your feedback. \\
\hline 10/6/2022 & Website Form & c & Dellinger & I-10 Wild Horse Pass Corridor & Capacity and congestion & Neutral & How lanes on major highway south does not alleviate the traffic jams to Riggs because we do not restrict the large truck side by side lane blockages. The 3 lane structure north of Casa Grande to Tucson is the most straight forward solution. Taking out median will probably just increase your probability of cross directional impacts during high wind low visibility times... good luck traffic is going to be horrific during this construction so I hope you all have your design and execution plan tightened up. Re route of south bound semis will be key. & Thank you for your feedback. \\
\hline 10/7/2022 & Website Form & Seth & Chalmers & I-10 Wild Horse Pass Corridor & Safety & Neutral & \begin{tabular}{l}
Speed management needs to be a part of this corridor as well as all ADOT arterials in the state. Refer to FHWA Crash Modification Factor Clearing (CMF) house for those CMFs related to speed management, enforcement and specifically mean speed and the benefits this affords in crash prevention and crash severity reduction. It is very much in tune with the FHWA Safety System Approach that includes the provision about Safe Speeds and Road Users. Simply posting speed limit signs is not enough. There needs to be an resourced, organized, and schedule speed management program (with periodically sweeps \(24 / 7 / 365\) ) that helps reinforce Safe Speeds and Road Users to adhere to those safe speeds. Given that the Safe System Approach is becoming the standard of care and federal aid is involved in this project and if this freeway is going to be operated in a manner that is reasonably safe for ordinary travel and use a plan for a Speed Management program needs to be a part of it. I recommend you contact UofA CAEM CATS for the work they have done on this for Pima County and City of Tucson (Dr Wu and Dr Ryan). Note that ADOT does have radar speed feedback signs on this section of \(\mathrm{I}-10\). This is good, what is missing is periodic and scheduled enforcement potential that helps encourage drivers to have more reasonable speed behaviors. \\
Please include my comment in the final EA and DCR.
\end{tabular} & Thank you for your feedback. \\
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Website \\
Form
\end{tabular} & Steven & Cheshko & I-10 Wild Horse Pass Corridor & Engineering/design & Positive & I see that the ramps are going to be designed for dual lane ramp meters, which is great. Please make sure that metering is actually installed during the project at the WB Queen Creek on ramp. & Thank you for the feedback. It has not been determined at this time whether these ramps may be metered with a signal during the peak hours, but the design does accommodate the meter if it is determined to be warranted. \\
\hline 10/7/2022 & Website Form & James & Hathaway & I-10 Wild Horse Pass Corridor & General & Positive & This project is long overdue. Is there any way to expedite the widening of this segment of I 10 ? & Thank you for your feedback. ADOT and the Gila River Indian Community are working together to secure the project funding necessary to construct the project, while at the same time moving forward with the project design and right-of-way acquisitions. All of these items must be completed before construction begins. \\
\hline 10/8/2022 & Website Form & Ward & Fogelsanger & I-10 Wild Horse Pass Corridor & General & Positive & Should've been widened over 30 years ago. Also AZ 260, 277, 377 should be four lanes from the top of the rim at Woods canyon lake turnoff to Holbrook as this is a major route from Phoenix to I 40 and points east. Much shorter then going north on I 17 and turning right at Flagstaff... & Thank you for your feedback. \\
\hline 10/8/2022 & Website Form & Jessie & Smith & I-10 Wild Horse Pass Corridor & General & Positive & \begin{tabular}{l}
Very impressed with the video rendering. If there's any comment I can make, it's this - bring it on! The sooner this stretch of \(\mathrm{-}-10\) is improved, the better. My work occasionally necessitates travel from the Valley to Tucson and back, and I can never keep a steady speed until Mile 187 (heading east), where the third lane begins \\
Again, great job with the video - may the work begin soon! \\
PS - good job so far with the Broadway Curve project :)
\end{tabular} & Thank you for your feedback. \\
\hline 10/9/2022 & Website Form & Maria CHRISTINA & Allen & I-10 Wild Horse Pass Corridor & General & Neutral & \begin{tabular}{l}
WHAT ABOUT THE west 60/GRAND!!!! Why is it all roads, highways, freeways etc get retro fitted except west Grand. I pay my taxes too. I travel this road to work and it needs a lot of upgrades. Whoever designed this route and signaling had no insight on traffic. It's a mess, a death trap, and an embarrassment for Arizona. It shows that Arizona does not care about the working person, that it will spend millions on Scottsdales 101, but will not spend a dime to even fix one pot-hole on west Grand. I live in Sun City and travel for work pass 59th, 16 miles, and it takes over an hour because of the following: \\
The signals are not in sync with the trains, I have witnessed the green light signal for cars crossing train tracks while a train is rolling. I've seen panhandlers in wheelchairs and on foot in the middle of the road while cars are speeding by to beat the red light. I've seen countless accidents, red light runners, car breakdowns with no emergency lane to pull over to. \\
This road is insane, a mess, and again an embarrassment to Arizona. Repairs and redesign are needed.
\end{tabular} & Thank you for your comment; however, the EA will only address comments related to this project. \\
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[^0]:    ${ }^{1}$ Due to the venue layout, the public hearing held at District 4 was separated into three areas: open house 1 - sign-in /display boards, open house 2 - large format maps and visualizations and 3 - the formal hearing area

[^1]:    Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están Ilevando a cabo o se han Ilevado 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 llevando a cabo o se han llevad
    realizado por FHWA y ADOT.

    De acuerdo al Título VI de la Ley de Derechos Civiles de 1964, la Ley para Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras leyes y autoridades contra la discriminación, ADOT no discrimina por raza, color, origen nacional, edad, género o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Kim Larson al KLarson@azdot.gov o al 855.712.8530. Las solicitudes deben hacerse lo más pronto posible para asegurar que ADOT tenga oportunidad de hacer los arreglos necesarios.

[^2]:    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.

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[^3]:    Like Reply Hide Send Message 1d

[^4]:    Like Reply 1w

