

I-10 | LOOP 202 TO SR-387

WILD HORSE PASS CORRIDOR

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.

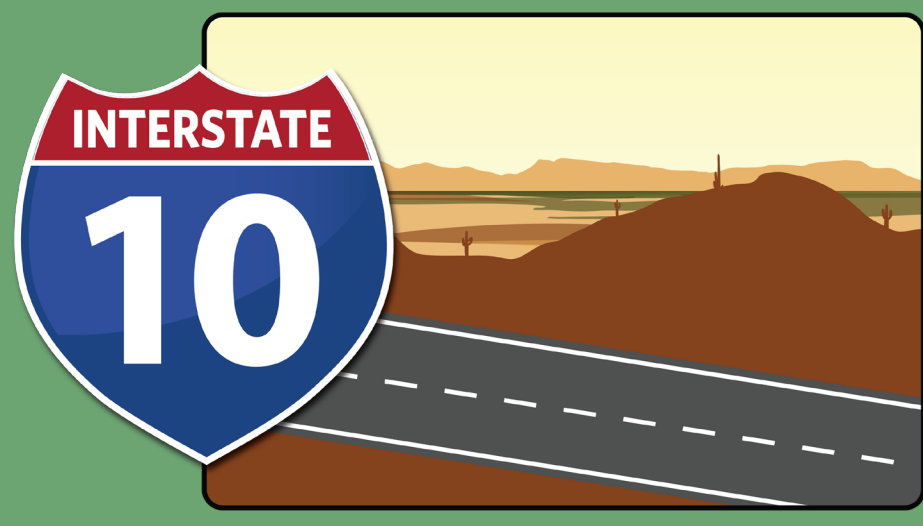


Please see a staff member if you need Spanish or O'odham interpretation assistance

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

ADOT





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Meeting Format

Tonight's meeting has two parts:

Open House

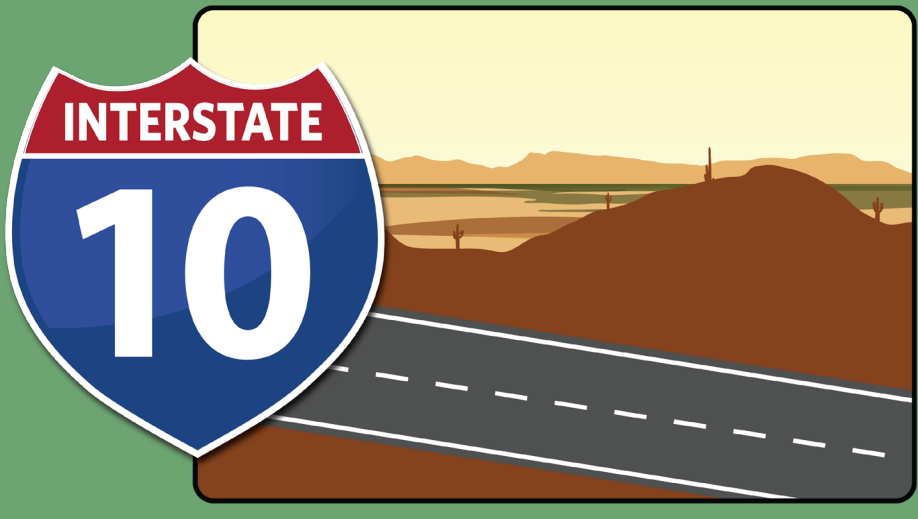
The public can view display boards, roll plots and videos at their own pace. Study team members are available to take questions and assist you with submitting comments.

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.

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 |



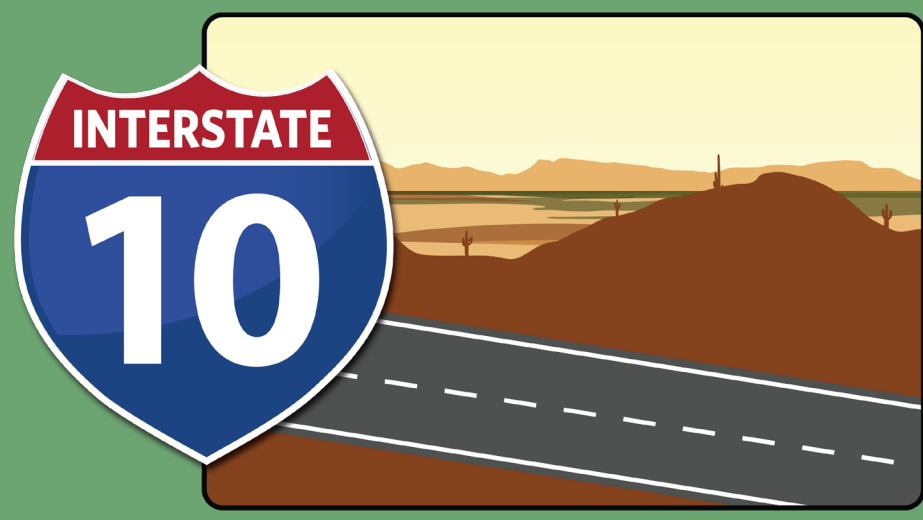
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Safety Protocol

**WELCOME TO
THE DISTRICT 4
MULTIPURPOSE
BUILDING**

**PLEASE PRACTICE
SOCIAL DISTANCING.**

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



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Safety Protocol

KNOW THE SIGNS AND SYMPTOMS OF COVID-19

For your safety and the safety of others, do not enter if you:

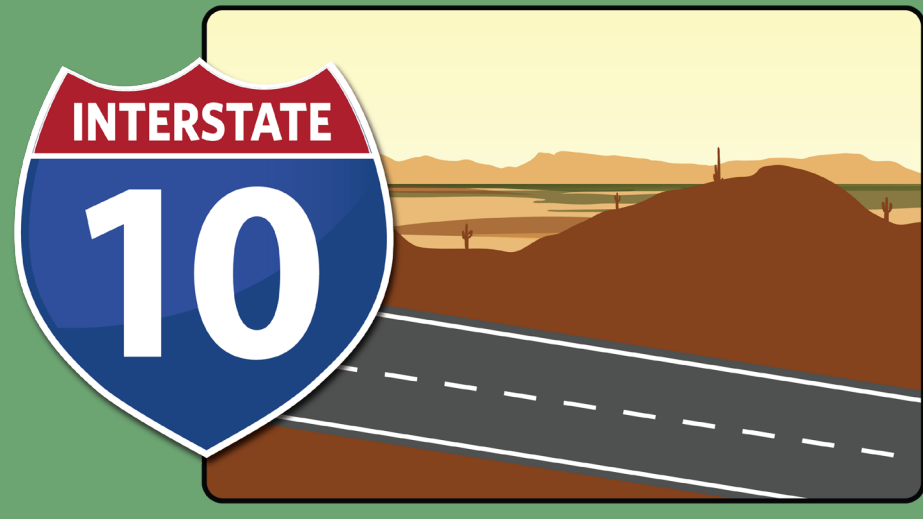
Have one or both of these symptoms:

- Cough
- Shortness of breath/difficulty breathing

Have at least two of these symptoms:

- Fever
- Chills
- Repeated shaking with chills
- Muscle pain
- Headache
- Sore throat

Symptoms may be mild or severe and may appear two to 14 days after exposure.



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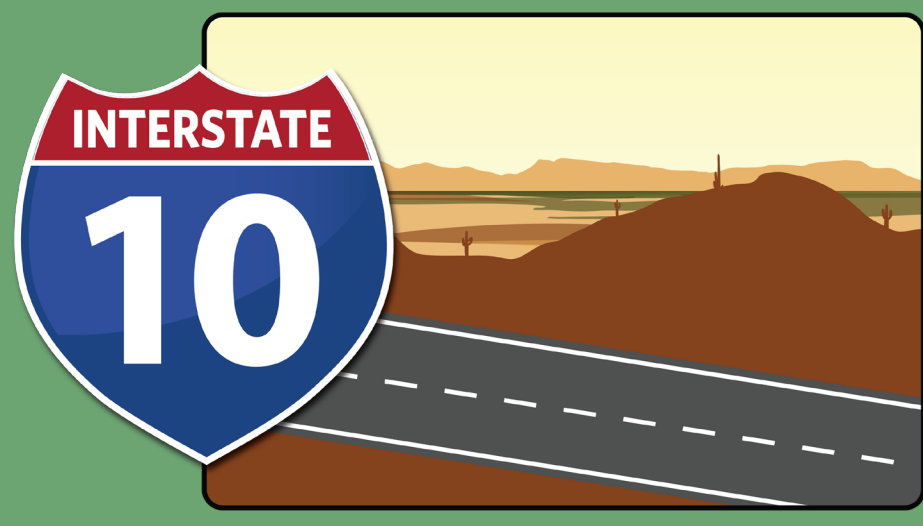
Provide Your Comments

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

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

All comment methods are considered equal.





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Guidelines For Giving Formal Public Comments

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

Speakers:

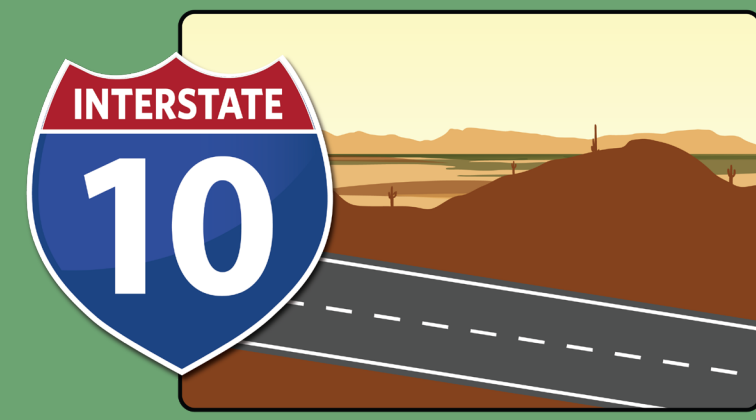
- » Please sign-up at the speaker registration table if you wish to verbally comment to the panel.
- » Before your comment, please state your name and speak clearly for the court reporter, who will record your comment.

Panelists:

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

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.



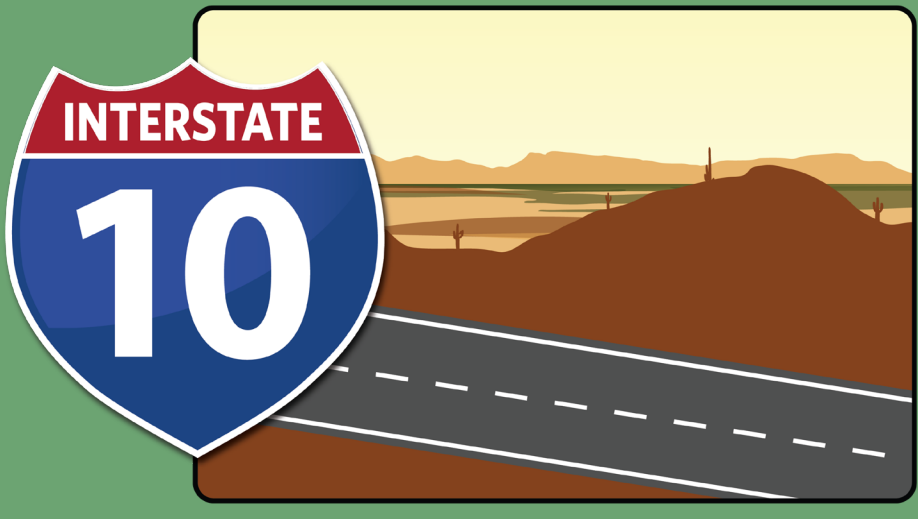
Study Overview/Timeline

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.

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.





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What is NEPA?

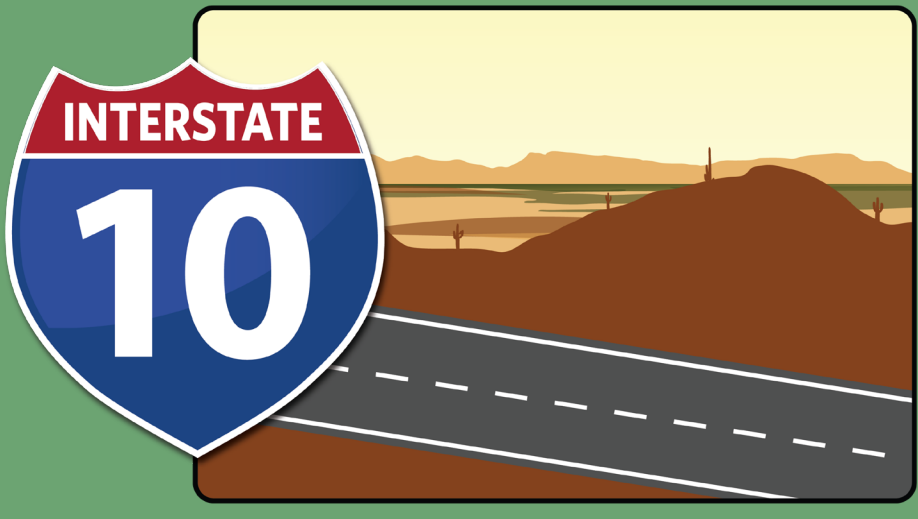
The National Environmental Policy Act (NEPA) requires agencies to analyze, disclose, avoid, minimize, or mitigate adverse environmental impacts for projects with federal involvement.

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.

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.



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Purpose and Need



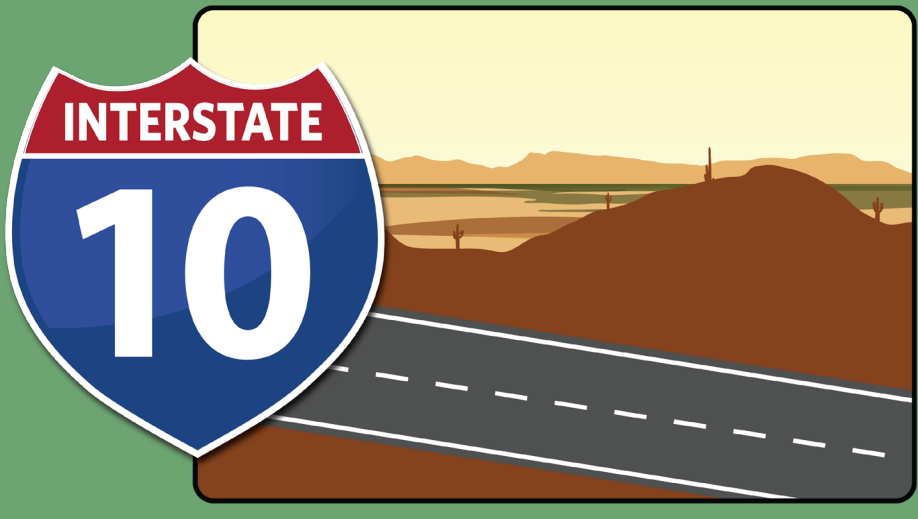
Increase the capacity of I-10 to meet the projected travel demand, decrease congestion, improve travel time reliability, and minimize traffic detouring off I-10 onto the Gila River Indian Community during traffic incidents.



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.



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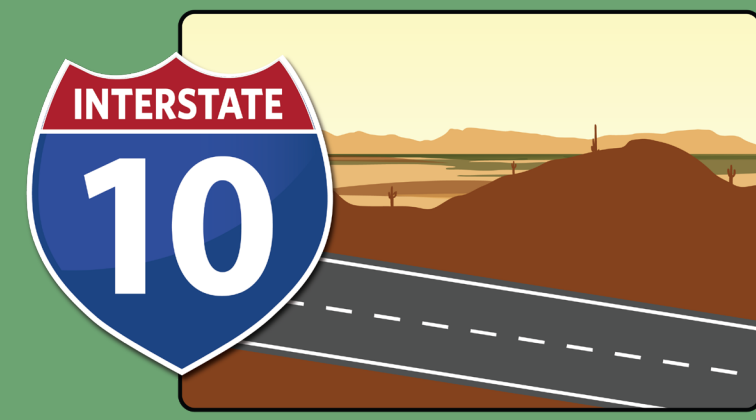
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What is the No-Build Alternative?

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.

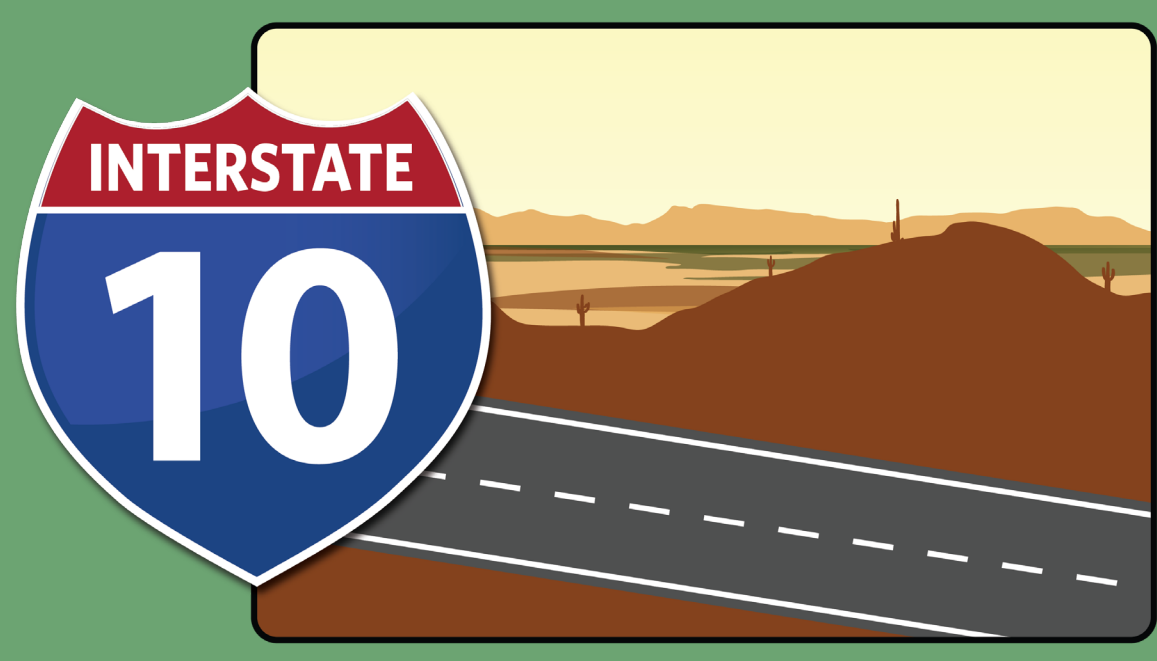


What is a Recommended Build Alternative?

- » 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.

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.

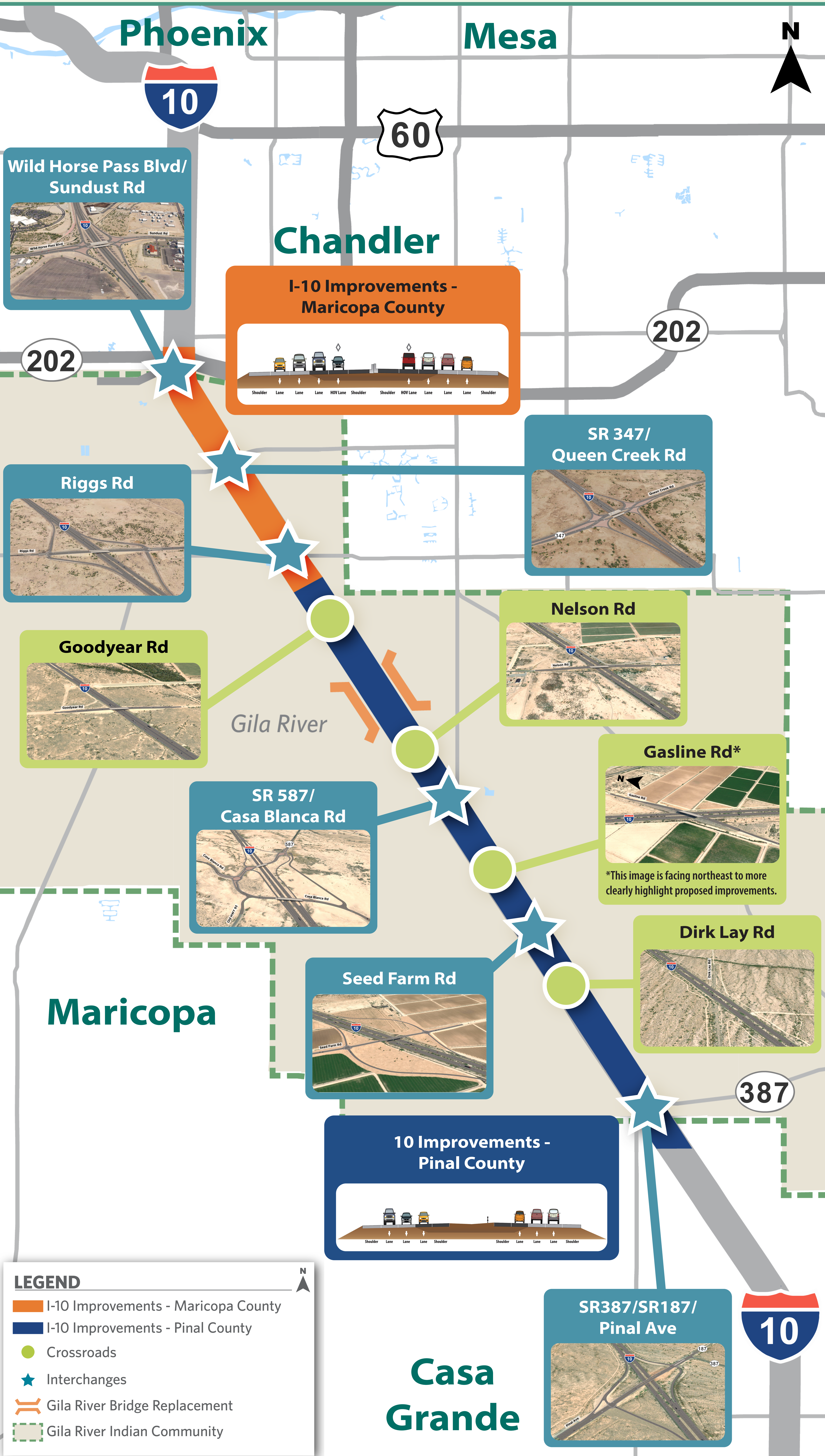


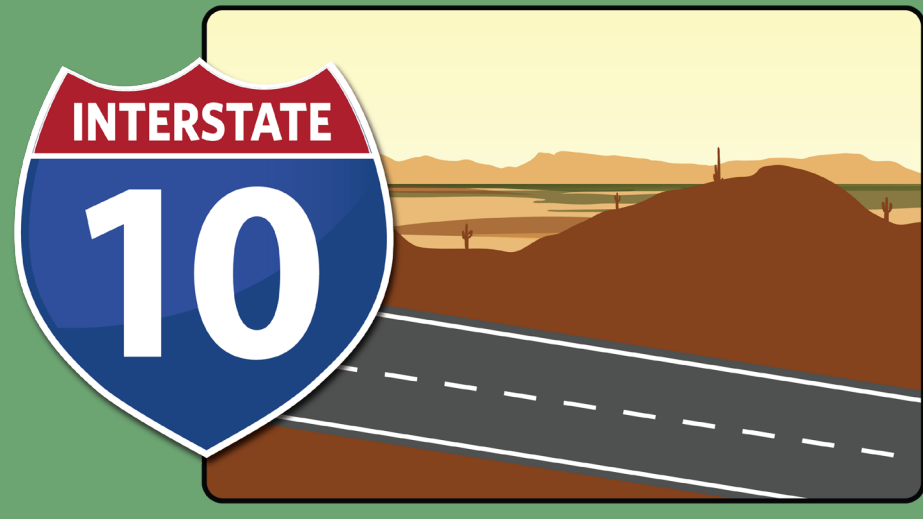
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Recommended Alternative (RA)

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.





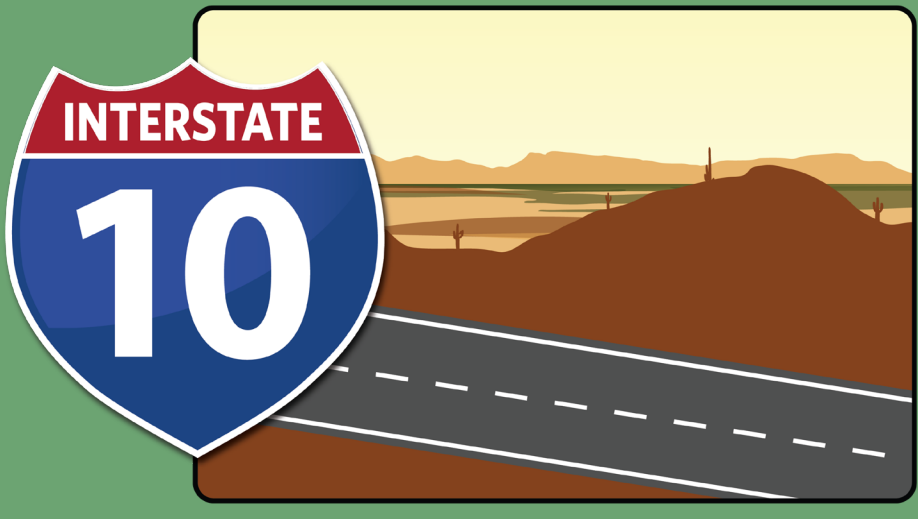
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Cultural Resources Findings

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.



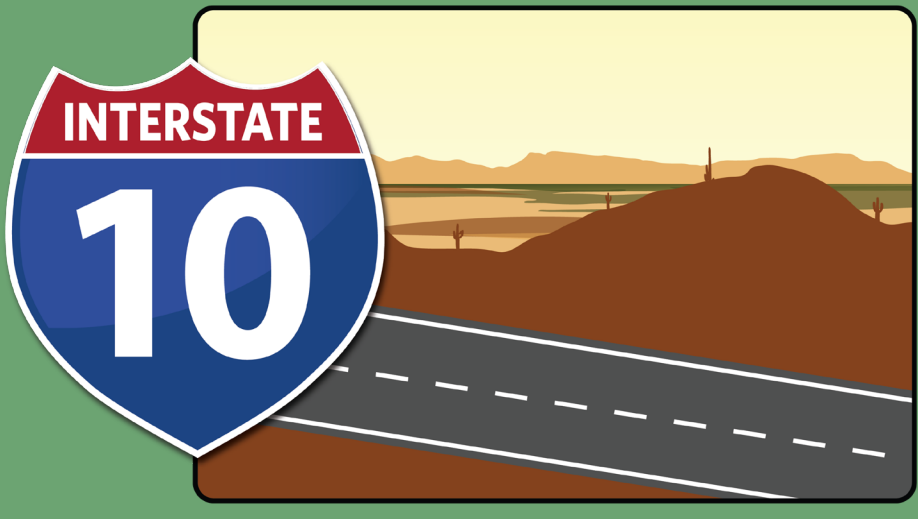


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Section 4(f) Findings

- » 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.





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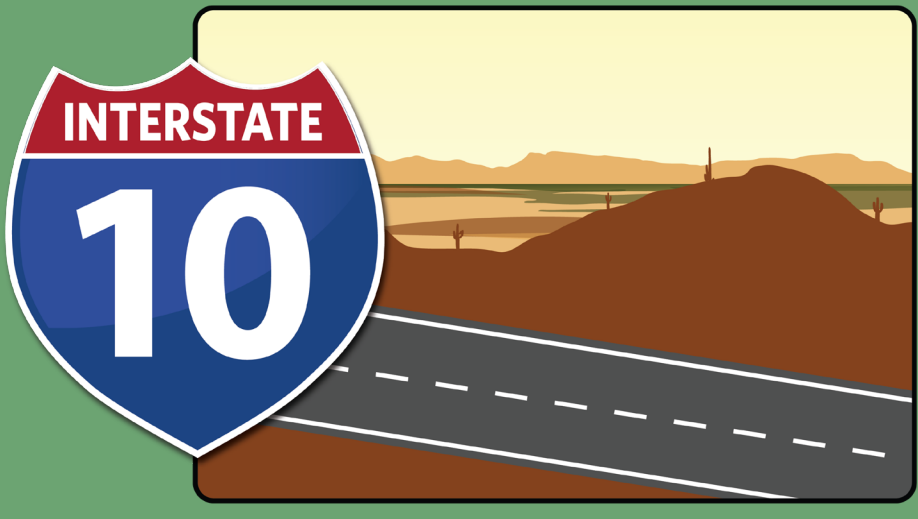
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Recommended Alternative Findings

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.





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Recommended Alternative Justification

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 I-10 onto the Gila River Indian Community during traffic incidents.

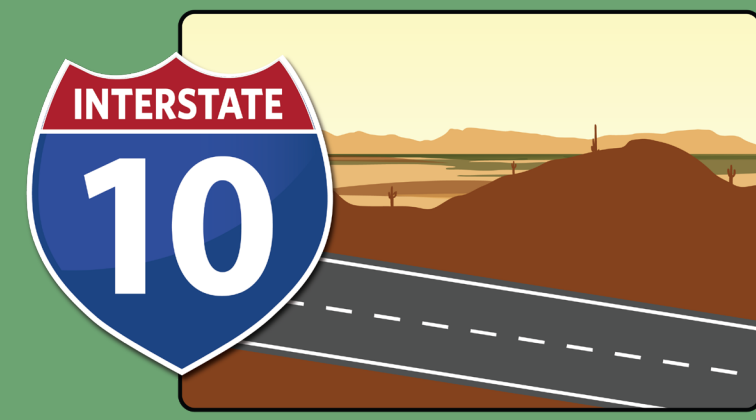


Improves the I-10 corridor, interchanges and crossroads to reduce the number and frequency of crashes.








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

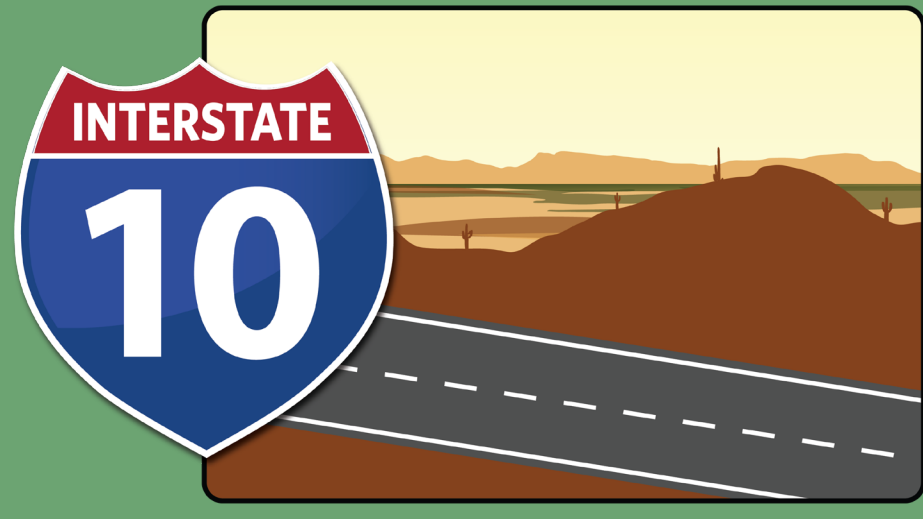
- » The RA meets ADOT design requirements.
- » The RA was developed using a consensus-based process between ADOT, the Gila River Indian Community, Bureau of Indian Affairs and Federal Highway Administration.
- » After evaluations, it was determined that the No-Build Alternative does not meet the purpose and need of this study.



ADOT's Right-of-Way Acquisition Process

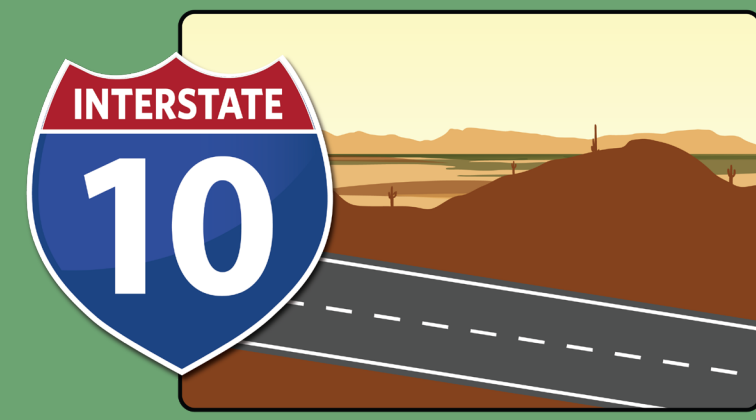
	Year 1	Year 2	Year 3
 Final Environmental Document			
 Appraisal and Survey			
 Landowner Consent			
 BIA Review and Granting of Right-of-Way			

- » 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.



Right-of-Way Acquisition FAQs

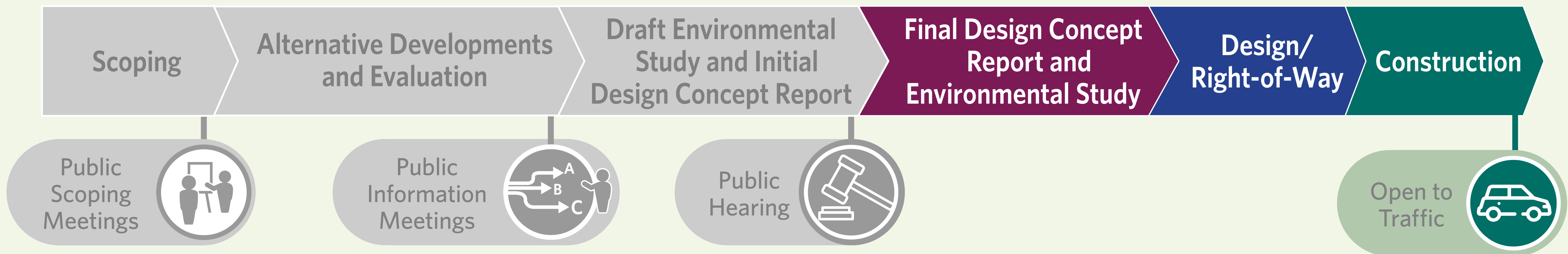
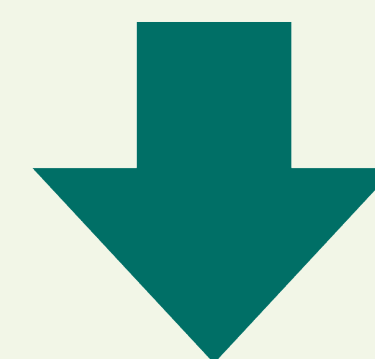
- 1.** Acquisitions will be done in accordance with the Code of Federal Regulations (CFR) including 25 CFR 169 with oversight from the Gila River Indian Community and the Bureau of Indian Affairs.
- 2.** Relocation assistance is performed in accordance with the Uniform Relocation Assistance and Real 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.

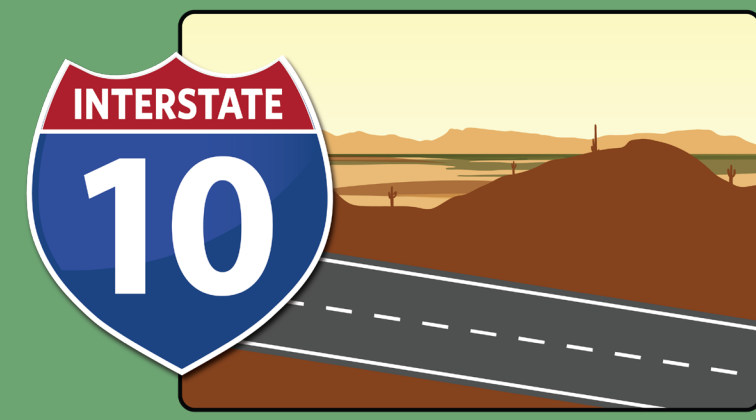


Next Steps

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.

September 2022
WE ARE HERE





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.

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.

-  **State Funds**
-  **Local Funds**
-  **Federal MEGA Grant**

