

WELCOME

to the

Interstate 10: Loop 202 (Santan) to State Route 387

Environmental Assessment
and Design Concept Report

PUBLIC SCOPING MEETING

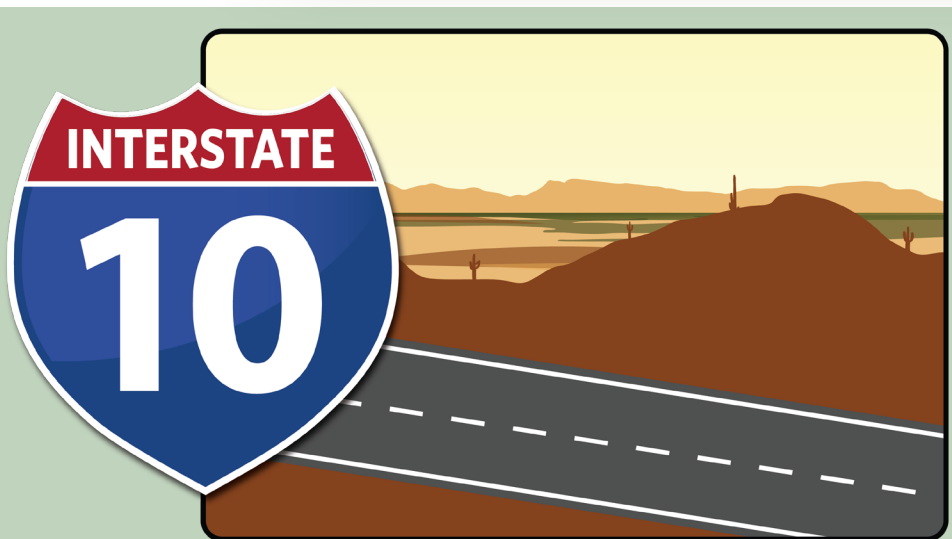


Please Sign In



Por favor vea a los miembros del equipo de estudio si necesita ayuda de interpretación en Español o O'odham.

Please see a study team member if you need Spanish or O'odham interpretation assistance.

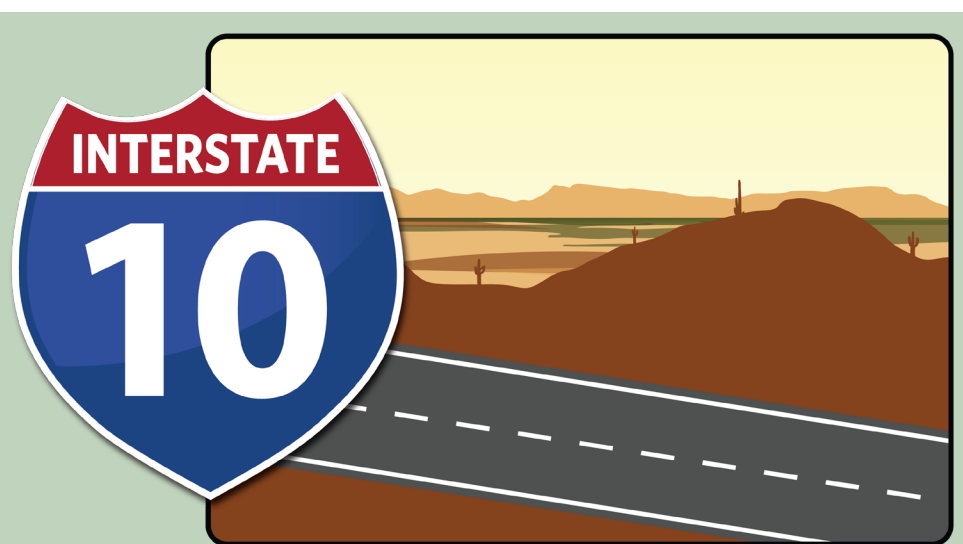


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NATIONAL ENVIRONMENTAL POLICY ACT

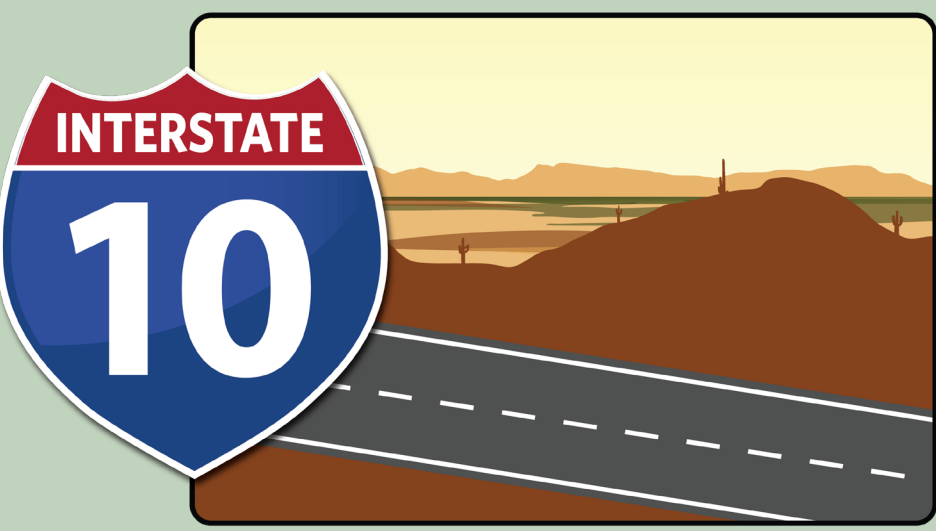
- The National Environmental Policy Act (NEPA) requires analysis, disclosure, avoidance, or minimization and mitigation of environmental impacts for federally funded projects.
- NEPA requires coordination with applicable federal agencies during the NEPA process.
- An Environmental Assessment (EA) is the NEPA-level documentation that will be used to evaluate potential impacts for this study.
- The purpose of this EA is to describe the need for a proposed action (i.e., Preferred Alternative), alternatives for implementing or constructing a proposed action, and the environmental impacts of the Build Alternatives and No Build Alternative.



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STUDY AREA

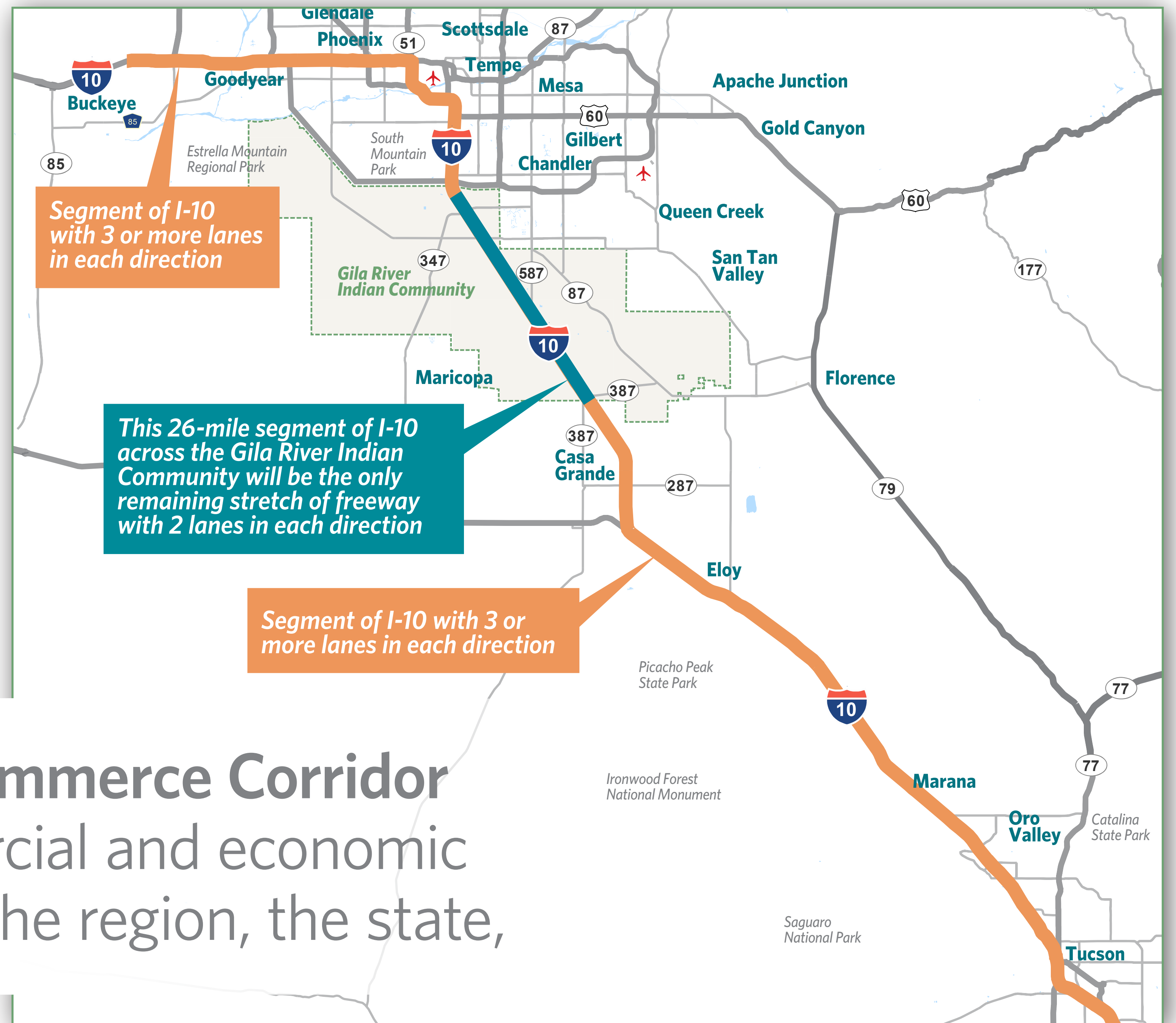


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STUDY PURPOSE & NEED

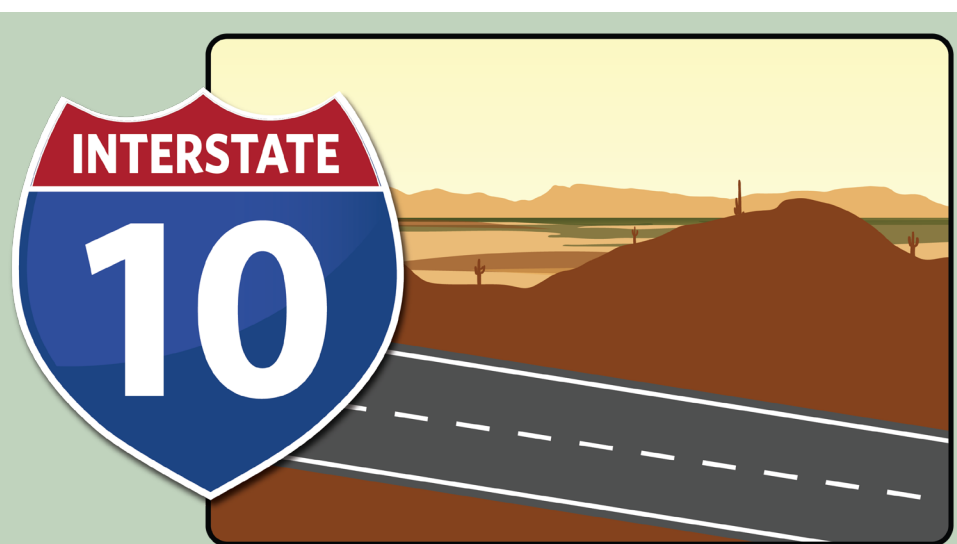
- By late 2019, I-10 will be three lanes in each direction between SR-387 near Casa Grande and Tucson, leaving **this 26-mile segment of I-10 across the Gila River Indian Community as the only remaining stretch with two lanes in each direction.**
- I-10 is classified as a **Key Commerce Corridor** because it supports commercial and economic growth for the Community, the region, the state, and the country.



Based on projected traffic growth, travel time through the study limits will increase greatly by 2040 without any I-10 improvements.

At 75 MPH Speed Limit (free flow speed)	24 minutes	
2018 Peak Time (actual)	33 minutes	(9-minute delay)
2040 No-Build Peak Time (projected)	40 minutes	(16-minute delay)

- The objective of this study is to evaluate alternatives that will increase the capacity of I-10 to:
 - Reduce congestion and travel times
 - Meet current and future travel demand
 - Improve reliability of freight movements



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TRAVEL TIME COMPARISONS



Note: Numbers shown in colored directional arrows represent minutes of travel time from one interchange to the next.

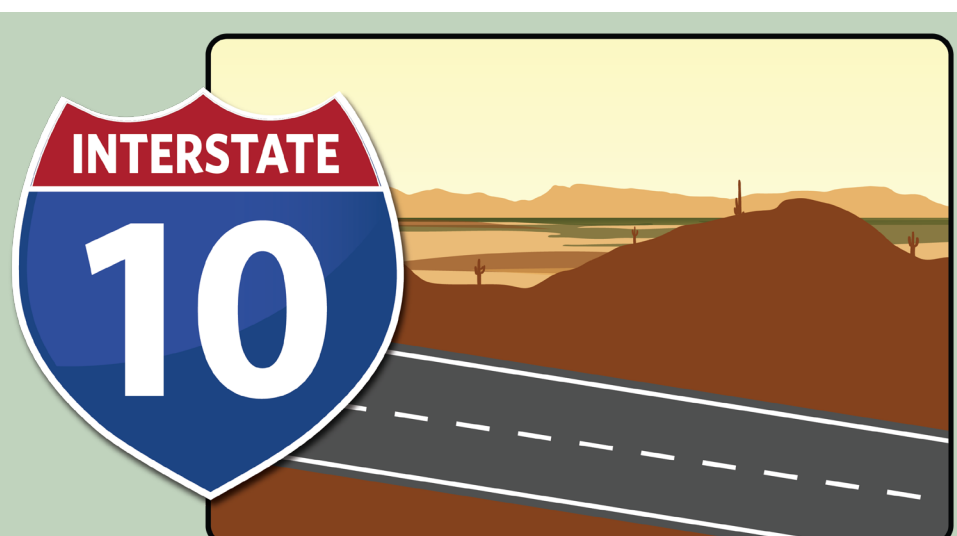
POTENTIAL STUDY OUTCOMES

No Build Alternative

- No improvements other than routine maintenance of the existing freeway
- A basis against which to compare environment, social and economic impacts of the build alternative(s)

Build Alternative

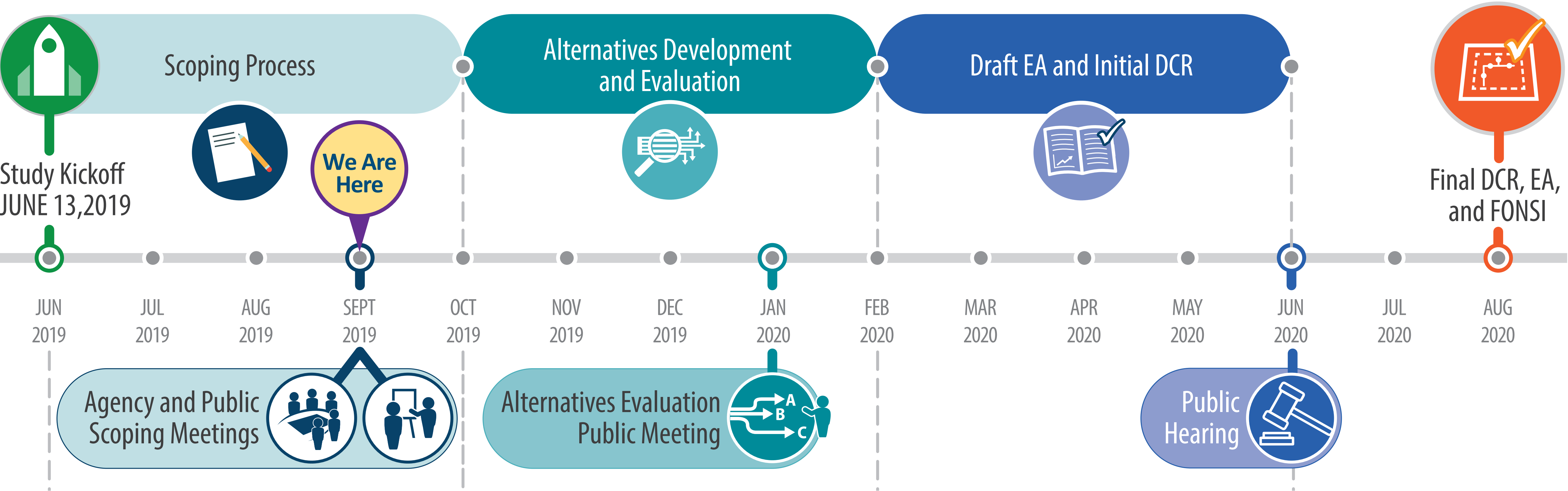
- Defined as a project that would enhance the capacity of the I-10 corridor
- An alternative which meets the purpose and need of the project



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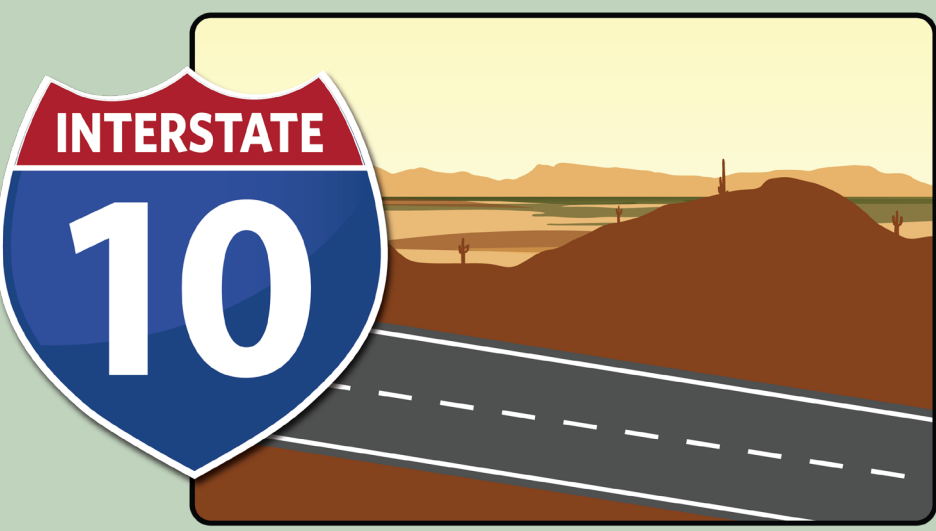
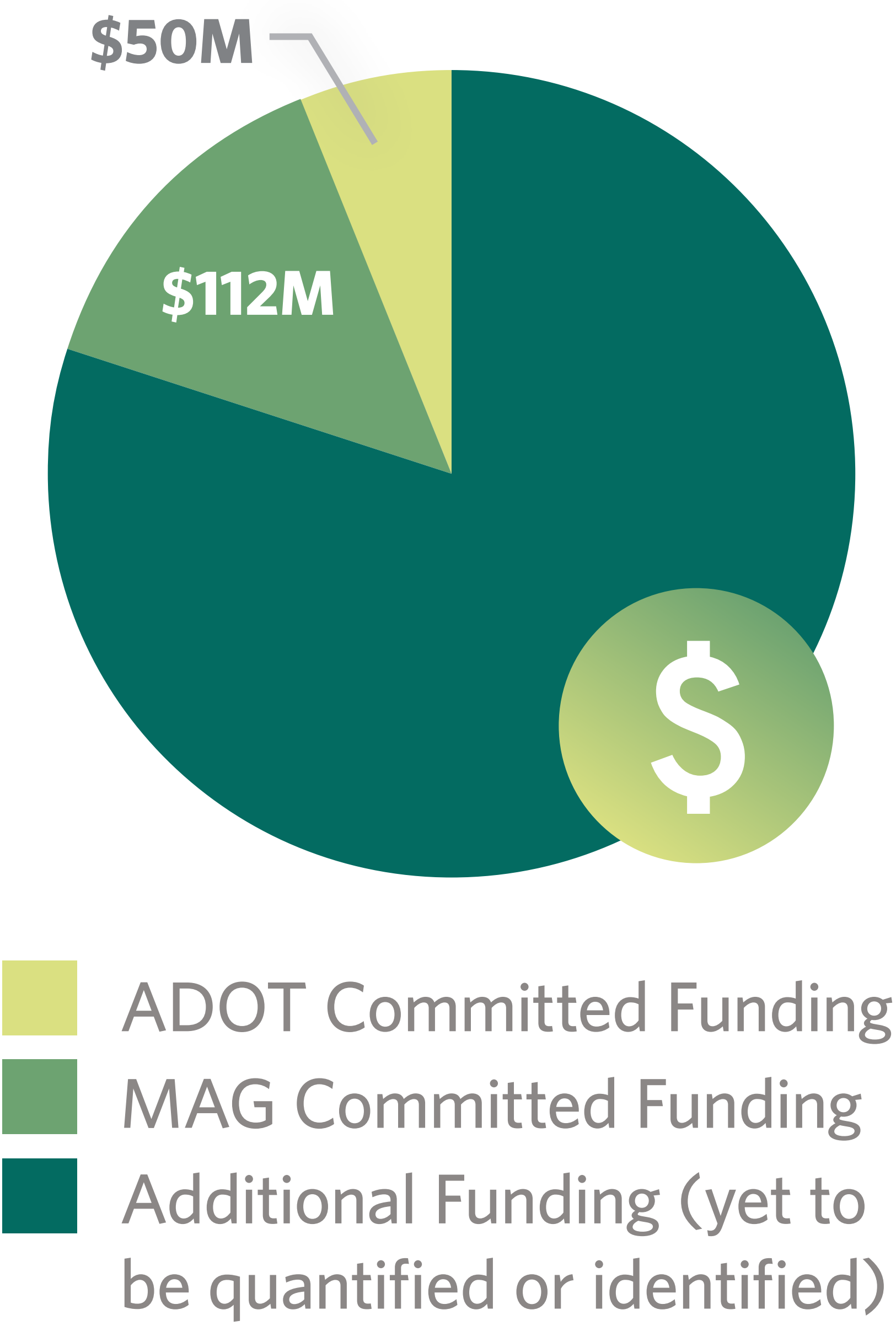
SCHEDULE



FUNDING

If a Build Alternative is selected, construction will be phased over multiple years.

While **ADOT** has committed **\$50 million** for initial improvements in **Fiscal Year 2023**, improvements for the entire 26 miles are expected to cost significantly more. **The Maricopa Association of Governments** has programmed an additional **\$112 million** in **Fiscal Year 2025** toward I-10 improvements between the Loop 202 and Riggs Road—the portion of the project located within Maricopa County.



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HOW TO PROVIDE INPUT

Let us know what is important to you and what we need to know about the corridor



Visit the website and leave a comment:

i10wildhorsepasscorridor.com



Call the toll-free, bilingual study line:

602.522.7777



Email: **i10wildhorsepasscorridor@hdrinc.com**



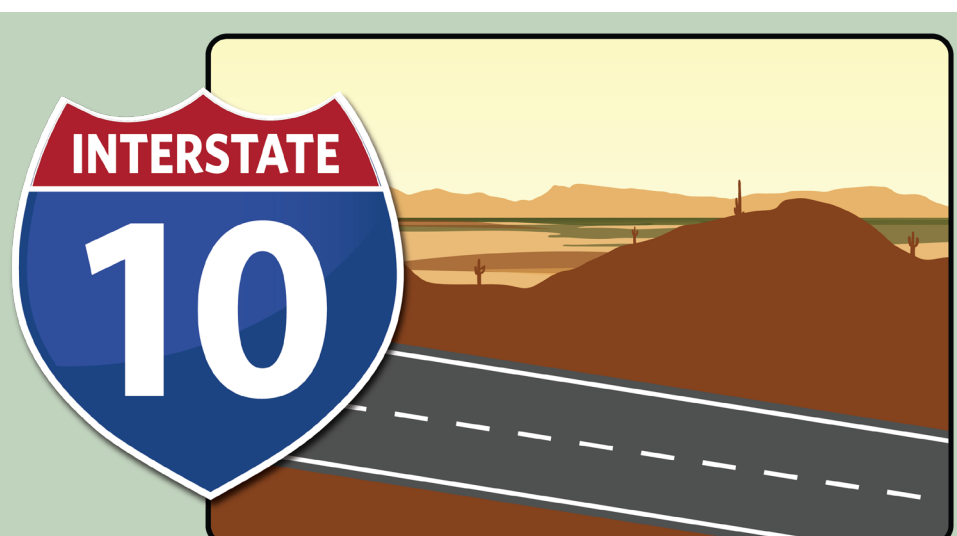
USPS Mail:

I-10 Wild Horse Pass Corridor Study Team

c/o HDR, Inc.

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

Comments received by October 3, 2019 will be included in the study record.



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