



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

Frequently Asked Questions

August 19, 2022

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 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.



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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.



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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

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.



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

Frequently Asked Questions

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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): 2484 471 6549

Webinar password: WHP2022 (9472022 from phones)

Spanish

Enlace (Inglés): bit.ly/WHP-EN

Teléfono: +1-408-418-9388

Número de Reunión (Código de acceso): 2490 170 8079

Clave: WHP2022 (9472022 from phones)

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.



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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 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 I-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 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 I-10 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 I-10; short term closures or restrictions for 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 I-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 I-10 Broadway Curve Project construction schedule.