

Interstate 10 Broadway Curve: Interstate 17 (Split) to Loop 202 (Santan Freeway) Public Scoping and Information Meeting Summary Report

May 2019



Arizona Department of Transportation
206 S. 17th Ave.
Phoenix, AZ 85007

Prepared by WSP

In cooperation with



ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C (220) T

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1 Introduction

1.1 Study Overview

The Arizona Department of Transportation (ADOT), in partnership with the Federal Highway Administration and the Maricopa Association of Governments, is investigating alternatives for improvements to the I-10 Broadway Curve area between I-17 (Split) and Loop 202 (Santan Freeway) in Maricopa County, Arizona. In compliance with 23 CFR §771.101 through § 771.131, the Study Team is conducting an Environmental Assessment of the proposed improvements. 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 April 16, 2019, and executed by FHWA and ADOT. Proposed improvements could include:

- Adding general purpose lanes
- Adding auxiliary lanes
- Adding high-occupancy vehicle (HOV) lanes
- Adding a collector/distributor road system
- Substantially modifying the I-10/State Route 143/Broadway Road and I-10/US 60 connections
- Improving the roadway technology systems
- Building retaining and sound walls, and pedestrian crossings



Figure 1 - Study Area Map

1.2 Purpose of This Report

This Public Scoping and Information Meeting Summary Report documents the public scoping and information meeting ADOT held. Scoping is a formal process and one of the first steps initiated early in the study which allows agencies and the public to identify the range or scope of issues to be considered during the development of engineering, planning and environmental studies.

1.3 Public Scoping and Information Meeting Date, Time, Location, and Overview

Council on Environmental Quality (CEQ) regulations do not identify specific scoping requirements for an EA; however, ADOT typically conducts early coordination for EA projects with federal and state agencies and local governments and holds a public scoping meeting. The purpose of this meeting was to inform the public and agency representatives about the study and obtain their input on any issues, concerns, and opportunities. Early agency coordination assists in refining the study area, project purpose and need, and alternatives. It is also an opportunity to gather information on environmental resources and receive input from resource agencies regarding study expectations and potential mitigation requirements. Following early agency coordination, ADOT held a public scoping and information meeting and invited the stakeholder agencies to participate as well in accordance to 40 CFR 1506.6 and

23 CFR 771.105(c) which requires that practitioners “make diligent efforts to involve the public” in the NEPA process. ADOT hosted this meeting at Rio Salado Community College Conference Center. The meeting location was selected based on:

- Proximity to Study Area
- Accessibility and free parking availability
- Accessibility to public transit
- Visibility
- Ability to accommodate anticipated capacity
- Ability to accommodate technical and audio/visual needs
- Compliance with the Americans with Disabilities Act (ADA)

The meeting was held on Tuesday, February 26, 2019. It began at 5:30 p.m., a formal presentation was provided at 6:00 p.m., and the meeting was over at 7:30 p.m. The meeting was held on this date to accommodate the public comment period which remained open until April 1, 2019. This schedule provided the public more than 30 days to comment.

The meeting included a presentation, display boards, aerial maps, a Collector-Distributor Road (C-D) simulation video, a question and answer session, and time before and after the presentation for attendees to speak with project team members one-on-one to ask questions and provide input. A Spanish language interpreter was available with assistive listening devices, but no one requested her assistance.

More than 150 individuals attended the meeting. General sentiment among attendees was of interest in and support of making improvements to I-10 in the Broadway Curve area.

1.4 Agency Scoping

Early in the study process, an extensive list of agencies, elected officials and stakeholders was identified to include in the study process and invite to the information meeting. A total of 156 letters (see Appendix A) were mailed to representatives at the following agencies and stakeholder groups, describing the proposed improvements, providing information about the meeting, and soliciting comments, questions, and concerns:

- | | |
|--|--|
| • Bureau of Land Management | • U.S. Fish and Wildlife Service |
| • Bureau of Reclamation | • U.S. Department of Homeland Security |
| • Western Area Power Administration | • U.S. Department of Housing and Urban Development |
| • Department of the Interior | • Natural Resources Conservation Service |
| • National Park Service | • U.S. Department of Transportation |
| • U.S. Army Corps of Engineers | • U.S. Department of Commerce |
| • U.S. Department of Agriculture | • National Transportation Safety Board |
| • U.S. Environmental Protection Agency | |
| • Federal Railroad Administration | |

- U.S. Department of Energy
- U.S. Geological Survey
- Federal Aviation Administration
- U.S. Bureau of Indian Affairs
- Federal Transit Administration Region 9
- Federal Emergency Management Agency
- Federal Highway Administration
- Arizona Game and Fish Department
- Arizona Department of Public Safety
- Arizona Department of Homeland Security
- Arizona Department of Environmental Quality
- Arizona State Land Department
- Arizona State Museum
- Arizona Department of Water Resources
- Attorney General's Office
- Arizona State Parks
- Arizona Department of Transportation
- New Mexico Department of Transportation
- Maricopa County
- Flood Control District of Maricopa County
- Maricopa County Department of Transportation
- Maricopa County Recorder and Elections Department
- Maricopa County Sheriff's Office
- Gila River Indian Community
- Salt River Pima-Maricopa Indian Community
- Ak-Chin Indian Community
- Tohono O'odham Nation
- Maricopa Association of Governments
- City of Mesa
- City of Scottsdale
- Town of Paradise Valley
- City of Tolleson
- Valley Metro
- City of Phoenix
- City of Tempe
- Town of Guadalupe
- City of Chandler
- Phoenix Sky Harbor International Airport
- Wilson Elementary School District
- Roosevelt Elementary School District
- University of Phoenix
- Arizona State University
- Northern Arizona University
- Phoenix Union High School District
- Tempe Elementary School District
- Chandler United School District
- Kyrene School District
- Tempe Union High School District
- Salt River Project
- Arizona Public Service
- Phoenix Sub-Regional Operating Group

- Tempe St. Luke's Medical Center
- Chandler Regional Medical Center
- Ahwatukee Foothills Village
- Central Phoenix Village
- Galleria Palms Apartments
- Fiesta Village Homeowners' Association
- Knoell Garden Villas
- South Mountain Coalition of Neighborhoods
- Peterson Park Neighborhood Association
- Tempe Bicycle Action Group
- Tempe Villages Townhomes Homeowners' Association
- Phoenix Chamber of Commerce
- Tempe Chamber of Commerce
- East Valley Hispanic Chamber of Commerce
- Chandler Chamber of Commerce
- Ahwatukee Foothills Chamber of Commerce

Comments from agencies, elected officials and stakeholders received via email, U.S. mail, and telephone are listed in Table 1.

Table 1 – Agency and stakeholder comments

Agency	Comment	Individual Commenting
National Park Service	NPS has reviewed this project and has no comment at this time.	David Hurd, Intermountain Region
Bureau of Land Management	Thank you for the opportunity to comment on this study; however, there are no lands under the management of BLM within the study area.	Jim Andersen, Lower Sonoran Field Office
Arizona State Museum	Thank you for providing ASM with the opportunity to review the proposed I-10/I-17 Split project. We have no comments at this time	Shannon Twilling
Federal Highway Administration Arizona Division	Project scope as presented in letter limits open discussion that is the purpose of scoping. FHWA encourages ADOT to align their NEPA practice with accepted processes and that scoping not be pre-decisional in nature.	Rebecca Yedlin
Federal Emergency Management Agency	Construction within a regulatory floodway must comply with 44 CFR §59-65 and not increase base flood elevation levels.	Patricia Rippe for Gregor Blackburn
Arizona Department of Public Safety	AZ DPS has no concerns regarding the above-referenced project. However, there was a request by the Metro South Commander for diagrams of the highways as they are currently, along with the proposed changes, if at all possible.	LeeAnne Lockwood
Arizona Game and Fish Department	Protect bats under bridges and comply with Arizona Native Plant Law.	Andrew Cavalcant
City of Phoenix	Phoenix requests regular meetings with study	Tom Remes

Agency	Comment	Individual Commenting
	<p>team.</p> <p>Review Aviation Dept.'s Sky Harbor Master Plan and avoid adverse effects to recommendations. Aviation Dept. concerned about traffic during construction. Conform to FAA airspace requirements.</p> <p>Coordinate with City Public Transit and Valley Metro regarding RAPID, Express, and Local buses affected by construction.</p> <p>Expect TPs from Street Transportation, Planning and Development Services, and Water Services Departments.</p>	
Maricopa County Department of Transportation	At this time MCDOT does not have any comments.	Nicolaas Swart
Valley Metro	No apparent permanent effect to current bus operations; please keep informed about construction schedules and activities on the Interstate and adjacent arterials having bus routes. Interested in surface street plans that could affect existing stops or routing. Interested in considering remnant parcels for park-and-ride lots.	Wulf Grote
U.S. Environmental Protection Agency	Please supply link to online document when DEA is released. (Six-page attachment with detailed comments on individual environmental resource categories: Air Quality, Environmental Justice, Water and Wetlands Resources, Cumulative Impact Analysis, and Growth-Related [Indirect] Impacts)	Carolyn Mulvihill
City of Chandler	<p>1. Evaluate AM peak congestion on WB I-10 from Chandler Blvd. to Ray Rd. Recommended improvements:</p> <ul style="list-style-type: none"> - Extend WB SR202L direct connector to Ray Rd. and provide AASHTO lane merge - Provide AUX lane between Chandler Blvd. and Ray Rd. - Provide 2-lane exits to Ray Rd. and Warner Rd. <p>2. Provide continuity to existing bike and ped facilities at Chandler Blvd. and Ray Rd. TIs</p> <p>3. FMS/Arterial Traffic Operations:</p> <ul style="list-style-type: none"> - Implement technology recommended in Spine Master Plan Chap. 7, including arterial detection, CCTV, Wayfinding and DMS at interchanges, and arterial improvements to support I-10 Integrated Corridor Management 	Dana Alvidrez

Agency	Comment	Individual Commenting
	<ul style="list-style-type: none"> - Review available storage on Chandler Blvd. and Ray Rd. entrance ramps for ramp metering - Review signal timing and phasing sequence at I-10/Ray Rd. and I-10/Chandler Blvd. TIs. Evaluate opportunities to minimize queue spillbacks and delays on arterial streets - Share ADOT fiber infrastructure with City of Chandler and provide physical connectivity to City fiber network on I-10 and SR202L to provide redundant paths to City fiber network <p>4. Involve Chandler in the coordination of MOT curing construction, freeway closures, and detours</p>	

1.5 Agency Elected Official Notification

In addition to Agency Scoping Letters, official letters (see Appendix B) were sent to elected officials and their representatives at the local agencies and jurisdictions within the project area.

These letters were sent to the following individuals:

- Tom Remes, City of Phoenix
- Matt Burdick, City of Chandler
- Cori Garcia, City of Chandler
- Ryan Peters, City of Chandler
- Jeff Kulaga, Town of Guadalupe
- Marge Zylla, City of Tempe
- Denny Barney, Maricopa County Board of Supervisors, District 1
- Steve Gallardo, Maricopa County Board of Supervisors, District 5
- Cristina Arzaga-Williams, Maricopa County Board of Supervisors, District 5
- Michelle Hindman, Maricopa County
- Luis Herredia, Office of Congressman Ruben Gallego
- Seth Scott, Office of Congressman Greg Stanton

2 Meeting Notification

2.1 Planned Notifications

To ensure community members knew about the meeting and had an opportunity to participate, ADOT provided notification by:

1. Placing advertisements in *The Arizona Republic* Community Section and *La Voz* (Spanish Language) Newspapers (see Appendix C)
2. Sending an email notification (Eblast) to members of the project mailing list via ADOT's Gov Delivery system (see Appendix D)
3. Sending a press release to media outlets (see Appendix E)
4. Alerting municipal partners Maricopa County, Tempe, Phoenix, Chandler, and Guadalupe via phone, postal service, and email
5. Mailing a postcard to 36,610 property owners and occupants in the study area (see Appendix F)
6. Posting meeting information on the study webpage at:
azdot.gov/I10BroadwayCurve
7. Posting social media invitations

The methods of notification and dates of publication are shown in Table 2.



Figure 2 - Facebook post notifying the public of the meeting

Table 2 - Notification Methods and Publication Dates

Notice Type	Distribution Channel	Notice Title	Publication Dates
Newspaper Advertisement (Half Page)	<i>Arizona Republic</i>	Interstate 10 (Maricopa Freeway) Broadway Curve Study: Interstate 17 (Split) to Loop 202 (Santan Freeway) Public Information Meeting	<ul style="list-style-type: none"> February 9, 2019 February 13, 2019 February 15, 2019 February 16, 2019 February 20, 2019 February 22, 2019
Newspaper Advertisement	<i>La Voz</i>	Interestatal 10 (Autopista Maricopa) Estudio de la curva Broadway, desde la I-17/I-10 hasta el Loop 202 (Autopista Santan) Reunión Pública Informativa	February 15, 2019

Notice Type	Distribution Channel	Notice Title	Publication Dates
Eblast	eGov Delivery		February 11, 2019
Postcard	Postal Service		February 7, 2019
Press Release	Media Outlets	Public meeting planned Tuesday, Feb. 26, on I-10 Broadway Curve Study	February 22, 2019
Social Media Post	Facebook	Join us at the Rio Salado Conference Center this evening for a meeting allowing the public to get information and provide input on improvements proposed for Interstate 10 between the Interstate 17 “Split” interchange and the Loop 202 Santan Freeway. More: http://bit.ly/2WVUiSE	February 26, 2019
Social Media Post	Twitter	Come out and visit us at @RioSaladoOnline tonight from 5:30-7:30 pm to learn about potential I-10 Broadway Curve improvements and let us know what you’d like to see. More info: azdot.gov/mobile/media/...	February 26, 2019

2.2 Earned Media Notifications

In addition to the planned notifications, media outlets advertised meeting details beginning one day prior to the meeting. More detail is contained in Table 3.

Table 3 - Media Advertisements

Media Outlet	Title of Story	Estimated Impressions	Run Date
East Valley Tribune	“ADOT seeks public input on massive I-10 improvement plan”	10,001	February 26, 2019
Fox 10 Arizona Morning at 7 a.m.	I-10 Broadway Curve Study	25,420	February 26, 2019
5 CBS This Morning	I-10 Broadway Curve Study	70,947	February 26, 2019
ABC 15 News at 6 a.m.	Broadway Curve Study	63,357	February 26, 2019
12 Today in AZ	I-10 Broadway Curve Study Public Meeting	77,832	February 26, 2019
CBS 5 This Morning	I-10 Broadway Curve Study – Public Meeting	50,145	February 26, 2019
Channel 15	“ADOT looking at ways to improve I-10, Broadway Curve	112,149	February 26, 2019

Media Outlet	Title of Story	Estimated Impressions	Run Date
	area”		
3TV News at 9	Interview: 3 Good Evening Arizona - I-10 Broadway Curve Study Meeting	Not available	February 25, 2019
3TV Good Evening Arizona	Interview: I-10 Broadway Curve Study Public Meeting	Not available	February 25, 2019
Eastvalleytribune.com	“ADOT seeks public input on massive I-10 improvement plan”	2,468	February 25, 2019

3 Scoping and Information Meeting Elements

3.1 Meeting Setup

The meeting was held in the Rio Salado Community College Conference Center. The welcome/sign in area was set up immediately inside the entry area of the building. This setup allowed staff to point out important areas of the building, such as emergency exits and restrooms. All four adjoining conference rooms were used to create one large open room. Within the larger room, several areas were set up to help guide attendees through study information in various formats, including:

- Presentation screen with chairs
- Display boards on stands
- Printed large format maps on tables
- Visualization video shown on a television on a rolling stand

3.2 Welcome/Sign-in Station

The Welcome/Sign-in station provided a place for attendees to be greeted and sign up for the project mailing list, get a project flyer, comment form and question card, and learn about the meeting format and agenda (see Appendices G – K for sign in sheets, flyers, comment forms, and question cards). A sign identifying Title VI information alerted attendees to the bilingual Title VI brochures and self-identification cards which were provided. Another sign alerted Spanish-speaking attendees that interpretation was available.



Meeting attendees register in the lobby

3.3 Presentation

A PowerPoint presentation was delivered at 6:00 p.m. ADOT Community Relations Project Manager Gaby Kemp and ADOT Project Manager Amy Ritz delivered the presentation. The purpose of the presentation was to tell the story of the proposed project, so attendees could learn about the studies that preceded the current study, the NEPA process, the geographic study area, potential improvements, and how they could participate (see Appendix M for the presentation). Following the presentation, a question and answer session was facilitated.

3.4 Display Boards, Maps, and Visualization Video

Display boards, large print aerial maps, and the simulation video were



available for the duration of the meeting, so attendees had an opportunity to view project details at their convenience. Display boards depicted the study area, traffic volumes, improvements, collector-distributor roads, schedule, and contact information. After the presentation, meeting attendees viewed the maps and displays while asking project team members questions and providing comments (see Appendices N & O) for the display boards and maps).

4 Feedback from Meeting Attendees

All scoping comments received from agencies, tribes, and the public are considered in further development of the project. ADOT gives careful consideration to input received in determining how to best advance the EA. ADOT responds to all scoping comments received. Public feedback is an essential component in the study team's efforts to obtain information about stakeholder's concerns, travel patterns, and potential opportunities. Several comments were received from stakeholder agencies which are recorded in the project files and available as part of the Environmental Assessment appendices. Verbal comments provided to staff during the meeting were generally favorable. During the meeting, ADOT provided the public with multiple opportunities to submit both written and verbal comments, including filling out a printed comment form, talking with study team members, and filling out a question card. After the meeting, the study team replicated the comment form as an online survey which was linked to the study webpage. The webpage and project hotline number were publicized throughout the meeting. Number of comments received by comment method are summarized in Table 4.

Table 4 - Number of Comments Received

Comment Method	Number Received
Printed comment form	14
Question card	22
Online survey	60
Email	44
Voice Mail	4
Letter	2

4.1 Comment Forms

The 15 written comment forms received during the meeting are summarized by in Table 5 (see Appendix I for completed comment forms).

Table 5 - Comment Form Response Summary

Question 1: What issues do you experience related to this section of I-10 (Maricopa Freeway)?
Frequent lane changes: Drivers weaving between lanes; too many lane changes at the intersection with the SR 143
Regular traffic backup on freeway during rush hours
Traffic backup on arterial roadways: waiting for several light rotations to get through interchange intersections due to backup on freeway entrances and exits, cannot make left turns out of communities
Daily traffic crash incidents
Warner Road overpass needs more lanes to move traffic through it
Noise from the freeway affects business/residence

Question 2:
What suggestions do you have for the study team regarding this section of I-10?
Use collector and arterials more efficiently to keep traffic off the freeway
Connect the US 60 to the airport
Add barriers between HOV lanes and regular travel lanes, especially at interchanges
Additional signage to help drivers navigate before last minute lane changes are needed

Question 3:
Please provide any other comments or input you have regarding this section of I-10 or the environmental study:
Keep traffic flow during construction
Wait until new Loop 202 is constructed to determine if this is needed.
Pedestrian bridges south of Baseline may not be needed.

Figure 3 breaks down the frequency of comment topics made on the comment cards.

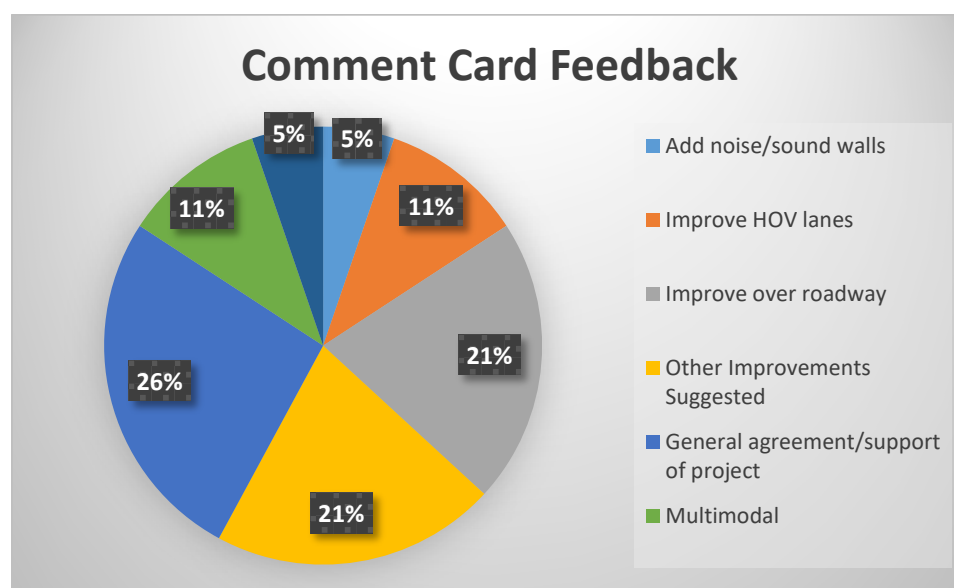


Figure 3 - Comment Card Feedback

4.2 Question Cards

In addition to the comment forms summarized above, attendees at the meeting participated by asking questions they wrote on question cards. These questions were addressed during the Q and A session immediately following the formal presentation. Staff collected question cards after attendees filled them out, sorted them into like categories, and brought them to Study Team members, who repeated

the question and answered for all meeting attendees to hear (see Appendix J for completed question cards).

4.3 Verbal Comments

Study Team members were available during the meeting to answer questions and listen to input given by meeting attendees. Some of the questions they answered were:

- How many lanes are you adding to I-10?
- Will the wall between my house and the freeway move closer to my house?
- Are you widening the ramps from WB US 60 to EB I-10 and from WB I-10 to EB US 60?
- Will you be upgrading the Warner Rd bridge and roadway?
- Has there been any work yet on the impacts to air quality with adding the proposed lanes and improvements?
- Will you be doing any improvements to the Baseline Rd traffic interchange?
- Can you add an I-10 WB on-ramp at Southern Ave?
- Are you cutting off emergency access to my home?
- How are you going to fix the weave where WB I-10 and US 60 merge?
- Why are new pedestrian crossings shown at Alameda and Western Canal?

Some of the input attendees gave were:

- This project is badly needed.
- This project should have been done sooner – even before the South Mountain Freeway was built.
- The direct HOV ramps between I-10 and SR 143 are a good idea.
- The collector-distributor roads look like they will help the Broadway Curve area.
- It is terrible trying to get on EB I-10 from SR 143.
- The project should extend farther along I-17 up to the Stack.
- You should widen more south of the 60 – that part needs at least two more lanes.
- Consider the residential communities immediately adjacent to the corridor (48th St/Baseline area, and others) for planned detour routes during construction that could significantly impact their ability to get to/from their homes on a daily basis.

4.4 Online Survey Comments

In addition to attending the public meeting in-person, members of the public were able to view all of the documents and materials presented at the meeting online using the project website. Online participants were invited to fill out an online comment form via an online survey tool, Survey Monkey. The online comment form was modeled after the physical comment form used at the public meeting. The online survey was opened following the public meeting and remained open for the duration of the public comment period. Table 6 summarizes the comments received from the 61 people who filled out the online survey form. Please note, not all respondents answered each question (See Appendix K for complete Online Survey Comment Form results).

Table 6 - Online Survey Comments by Question

Question 1: What issues do you experience related to this section of I-10 (Maricopa Freeway)?
Traffic congestion: Rush hour demand in both morning and evening; HOV lanes do not provide relief during rush hours
Challenges with limited availability of bike lanes and pedestrian pathways along the arterial roadways that cross the freeway
Confusing signage due to the curve in the road near freeway interchange with the US 60
Lane changes on the C/D roadways at Baseline Rd. Not enough room to maneuver across lanes.

Question 2: What suggestions do you have for the study team regarding this section of I-10?
Improved pedestrian crossings and bike lane access
Consider traffic levels after the Loop 202 freeway is completed.
Add lanes between US 60 and I-10/I-17 split; add HOV lanes and connections
Consider a lane for express bus service or other transit options to downtown area

Question 3: Please provide any other comments or input you have regarding this section of I-10 or the environmental study
Add pedestrian crossings along the I-10 and improving bike/pedestrian/ADA access directly on Baseline.
Consider a separate freeway either next to the existing freeway or on top of it (stacked).
Encourage carpooling, mass transit and other more sustainable ways of commuting
Please include the Warner Road overpass into this study / project.

Figure 4 shares the frequency of comment topics in the online survey comments.

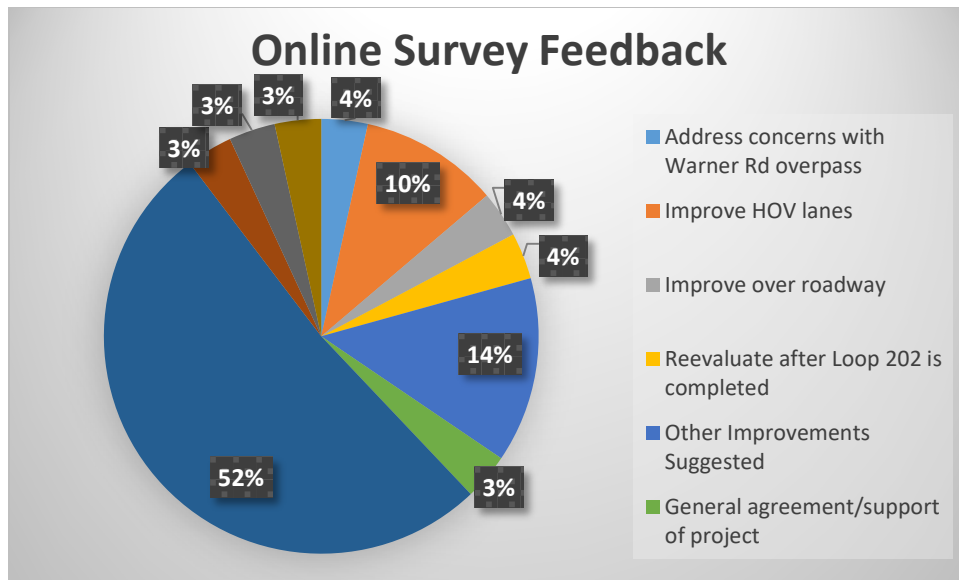


Figure 4 - Online Survey feedback

Appendices

5.1 Appendix A – Agency Scoping Letter



Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer

February 22, 2019

Phoenix - District 7 (Metro East Motors) and Metro West
Arizona Department of Public Safety
2610 South 16th Street

Phoenix, AZ 85005-6638

Re: NH-010- C(220)T
010 MA 150 F0072 D10
I 10, I-17 (Split) to SR202L (Santan)

Dear Marcia Johnson:

The Arizona Department of Transportation (ADOT), in cooperation with the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) of proposed improvements to a segment of Interstate 10 (I-10) from the I-10/I-17 (Split) Traffic Interchange (TI) (Milepost [MP] 149.5) to the Loop 202 (SR202L) Santan Freeway (MP 160.9). This letter is a request for comments, concerns, or issues relevant to the project.

The purpose of the I-10, I-17 (Split) to SR202L (Santan) Improvement Project is to enhance operational characteristics as well as mobility of regional and local traffic.

Traffic demand is causing the I-10 corridor and adjacent local arterial street system to become increasingly congested during the morning and evening peak travel periods. Future traffic volume projections indicate the congestion will continue to worsen, causing further travel delays and increased travel times for those using the I-10 corridor. Increased congestion on I-10 will cause travelers to divert their trips to other freeway corridors and the local arterial street system, causing these transportation facilities to become increasingly congested as well. Improvements to the I-10 corridor are necessary to increase the freeway capacity and help alleviate increased levels of traffic congestion on all components of the overall transportation system in the project area.

The goal of this proposed project is to increase the capacity of the I-10 corridor in accordance with the approved regional and local transportation plans. This project would also seek to optimize the traffic operations within the corridor for the projected Design Year 2040 traffic demand, to retain local access at existing traffic interchanges, and to minimize or mitigate impacts the improvements could have on the surrounding community.

The proposed project is located in ADOT's Central District within the cities of Phoenix, Tempe, and Chandler, and the Town of Guadalupe, in Maricopa County, Arizona (see enclosed Figures 1 and 2). The project also includes the segment of State Route (SR) 143 (Hohokam Expressway) from just south of the south bank of the Salt River (MP 001.3) south to Broadway Road (MP 000.25-) and US60 (Superstition Freeway) from Hardy Drive (MP 173.0) west to I-10 (MP 172.0).

ARIZONA DEPARTMENT OF TRANSPORTATION
206 S. 17TH AVE. | PHOENIX, AZ 85007 | azdot.gov

Construction Scope of Work

The project scope would consist of widening and restriping I-10 within the project limits to add general-purpose (GP) lanes, high-occupancy vehicle (HOV) lanes, and auxiliary (AUX) lanes; constructing collector-distributor (C-D) roads; reconstructing the I-10 system interchange with SR143 to include direct HOV access between SR143 and I-10 to and from the east; and improving the I-10 system interchange with US60. Construction of the proposed project would include the following:

- Widening the I-10 bridge over the Salt River;
- Reconfiguring the I-10/40th Street TI as a standard diamond interchange;
- Removing the existing 48th Street and Broadway Road bridges over I-10;
- Constructing new bridges to carry 48th Street and Broadway Road over I-10;
- Constructing new bridges and structures as needed to accommodate roadway elements at the reconfigured system interchanges, SR143, and elsewhere within the project limits;
- Constructing new pedestrian bridges over I-10 at Alameda Drive and the Western Canal;
- Widening the Guadalupe Road bridge over I-10 to accommodate a multi-use path;
- Milling the existing I-10 pavement within the project limits and replacing it with new pavement and striping;
- Installing retaining walls;
- Extending or replacing cross drain channels and culverts;
- Constructing storm water detention basins within the project limits;
- Removing and replacing existing guardrail and barrier throughout the project limits, as needed;
- Removing and replacing chain link fence throughout the project limits;
- Installing and/or upgrading Freeway Management System (FMS) facilities within the project limits, including dynamic message signs (DMS) and structures;
- Installing new light poles in the I-10 median and relocating existing light poles, as needed;
- Removing and replacing existing traffic signals throughout the project limits, as needed;
- Removing existing signs and placing new signs;
- Removing existing object markers and milepost markers and placing new markers;
- Painting existing infrastructure within the project limits, as needed;
- Applying aesthetic treatments to new infrastructure to complement existing;
- Relocating utilities;
- Clearing and grubbing vegetation within the existing right-of-way;
- Landscaping areas disturbed by construction, as needed; and
- Controlling noxious weeds within the project limits mechanically, chemically, or manually.

Project construction is currently planned to begin the summer of 2021, with an expected duration of 36 months. Traffic control would be used to minimize impacts on motorists and pedestrians while allowing for construction. Access to residences and businesses would be maintained throughout construction. The project would occur within the existing ADOT right-of-way (ROW) and ADOT easements across Bureau of Reclamation land. Approximately 10.6 acres of new ROW requires anticipated to be necessary to construct the project, as well as temporary construction easements (TCEs). Some right-of-way acquisition for this project has already occurred. No additional residential displacements are anticipated.

Capacity and Operational Changes

The proposed project would widen existing I-10 to the outside between 34th Street and Ray Road. The existing Salt River bridge would be widened to accommodate 7 general purpose (GP) lanes and 3 high-occupancy vehicle (HOV) lanes in both directions to 32nd Street. The west end of the bridge would flare to accommodate proposed future reconstruction of the I-10/I-17 system interchange. Between 32nd Street and the I-10 system interchange with US60, I-10 would have a basic 6 GP lane and 2 HOV lane typical section, with auxiliary (AUX) lanes added in each direction between interchanges and at collector-distributor (CD) roadway connections. South of Baseline Road, two GP lanes would be added in the eastbound direction to Elliot Road (6 GP lanes and 1 HOV lane) and one GP lane in the westbound (5 GP lanes and 1 HOV lane). Between Elliot Road and Ray Road, one GP lane would be added in each direction (4 GP lanes and 1 HOV lane). HOV buffers would be eliminated throughout the project length.

The SR143, Broadway Road, and 48th Street interchanges would be reconstructed and connected to the proposed CD roads. The eastbound CD road would begin as the direct connection from southbound SR143 to eastbound I-10 with the addition of the Broadway Road eastbound on-ramp and extending to Baseline Road, providing access to US60, I-10, and Baseline Road. The westbound CD road would run between Baseline Road and 40th Street, providing access to Broadway Road, SR143, 48th Street (north), University Drive, and 40th Street. A direct HOV connection between SR143 and I-10 to and from the east would also be added.

Access to I-10 eastbound from 24th, 32nd, and 40th Streets would be maintained. SR143 southbound and the Broadway Road on-ramp would access I-10 eastbound via the proposed eastbound CD road. Traffic from University Drive would no longer access I-10 eastbound via SR143, but would continue south on 48th Street to eastbound Broadway Road to access I-10 eastbound as described above. University Drive traffic could also access I-10 eastbound from the 40th Street and 32nd Street TIs.

Baseline Road and SR143 southbound would access I-10 westbound via the proposed westbound CD road. A new ramp from US60 westbound would also connect directly to the westbound CD road. On-ramps from 40th Street and Broadway Road westbound would provide direct access to I-10 westbound.

The interchanges at 40th Street and US60 would be modified. The existing loop on-ramp from 40th Street southbound to I-10 eastbound would be eliminated, and the I-10 eastbound off-ramp to 40th Street relocated. In addition, the I-10 westbound to US60 eastbound ramp would be widened.

This letter serves as our agency's invitation to review the proposed project based upon the scope of work outlined above. If you or others in your agency have any specific concerns, suggestions or recommendations pertaining to this specific proposed project, please let us know. This may include information on future development, general plans, or capital improvement projects that would be affected, to name a few.

You are invited to attend a public meeting to learn about the current Environmental Assessment, discuss potential improvements, provide your input, and ask questions. The meeting will be held on Tuesday, February 26, 2019 at the Rio Salado Conference Center, 2823 W. 14th Street, Tempe, AZ 85281. The meeting format will be an open house from 5:30 to 7:30 p.m., with a presentation at 6:00 p.m.

Please submit your comments or concerns by April 1, 2019 to ADOT c/o WSP, ATTN: Anthony Scolaro, 1180 W. Washington St., Suite 405, Tempe, AZ 85201, by telephone at 480.449.4939, and via e-mail at anthony.scolaro@wsp.com. Thank you for your time and assistance.

Sincerely,

Michelle Cgburn, CEM
Environmental Planner
ADOT Environmental Planning

Enclosures

c: Aryan Uranga, FHWA
Anthony Scolaro, WSP

5.2 Appendix B - Official Letter to Elected Officials



An Arizona Management System Agency

Douglas A. Ducey, Governor
John S. Hallikowski, Director
Dallas Hammit, State Engineer
Steve Boschen, DD Division Director
Brent Cain, IS&MD Division Director
Gregory Byrnes, MAPD Director
Robert Samour, Major Projects

February 7, 2018

Subject: Interstate 10 Broadway Curve Study: I-17 (Split) to Loop 202 (Santan Freeway)

Dear Agency Partner:

The Arizona Department of Transportation (ADOT) has scheduled a public information meeting on Tuesday, Feb. 26, 2018, to provide information regarding the I-10 Broadway Curve Study from the I-17 (Split) to the Loop 202 (Santan Freeway).

The meeting will occur at the Rio Salado Conference Center located at 2323 W. 14th Street, Tempe, AZ 85284 from 5:30 to 7:30 p.m. The open-house format meeting will include a brief presentation at 6 p.m., simulation video, display boards and maps.

Attached is the advertisement that is being placed in local newspapers to inform the community of the meeting. We are encouraging the public and stakeholders to attend, ask questions and provide input to the study team. All comments must be received by April 1, 2018, to be included in the official study record.

ADOT is formally requesting that you inform the appropriate members of your agency about the public meeting on Feb. 26, and share the information freely with your agency members as well.

If you have any study questions, please feel free to contact the ADOT Project Manager Amy Ritz at ARitz@azdot.gov. You may also refer to the study website for updated information before and after the public meeting at: azdot.gov/I10BroadwayCurve.

Additionally, please do not hesitate to reach out directly if I may be of further assistance. I can be reached at 480.215.7178 or Gkemp@azdot.gov.

Thank you,

Gaby Kemp

Gaby Kemp
Community Relations Project Manager- Major Projects

CC: Amy Ritz, ADOT Project Manager- Major Projects

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, or disability. Persons who require a reasonable accommodation based on language or disability should contact Gaby Kemp, 480.215.7178 or Gkemp@azdot.gov.

ARIZONA DEPARTMENT OF TRANSPORTATION
2055 17th Ave. | Phoenix, AZ 85007 | azdot.gov

Page 2


Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con El Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con Gabby Kemp al 480.215.7178 o gakemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

Enclosures (7)

5.3 Appendix C – Newspaper Advertisements (Arizona Republic and La Voz)

English and Spanish versions



**Interstate 10 (Maricopa Freeway)
Broadway Curve Study:
Interstate 17 (Split) to Loop 202 (Santan Freeway)
Public Information Meeting**

The Arizona Department of Transportation, in partnership with the Federal Highway Administration and the Maricopa Association of Governments (MAG), invites you to attend a public information meeting to discuss improvements to I-10 between I-17 and Loop 202 (Santan Freeway).

This section of I-10 handles more than 40 percent of freeway traffic in the region and experiences heavy congestion as motorists converge and switch between lanes. The proposed improvements could include adding general purpose and high-occupancy vehicle lanes, adding a collector/distributor road system, substantially modifying the I-10/State Route 143/Broadway Road connections and the I-10/US 60 (Superstition Freeway) connection, improving the technology systems, building retaining and sound walls and pedestrian-bridge crossings, and other related work.

PLEASE JOIN US...

To learn about this environmental assessment study, discuss potential improvements, ask questions and provide comments. The open house meeting will include a presentation, display boards, simulation video and maps. Representatives from the ADOT study team will be available to answer questions and listen to your input. All comments must be received by April 1, 2019, to be included in the study record.

Tuesday, February 26, 2019 - 5:30 to 7:30 p.m. - Presentation at 6 p.m.
Rio Salado Conference Center, 2323 W. 14th St., Tempe, AZ 85281

azdot.gov/I10BroadwayCurve


If you are unable to attend the meeting but have questions or want to provide input, you can do so by mail, phone or email.




1655 W. Jackson St., MD 125F
Phoenix, AZ 85007

Bilingual helpline: 802.501.5505
Projects@azdot.gov

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Gaby Kemp at 480.215.7178 or GKemp@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) y a sea por idioma o por discapacidad deben ponerse en contacto Gaby Kemp a 480.215.7178 o GKemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.



ADOT Project No. 010-M7-149-0002-000
 Federal AID No. 01041220/T



**Interestatal 10 (Autopista Maricopa)
Estudio de la curva Broadway, desde la
I-17/I-10 hasta el Loop 202 (Autopista Santan)
Reunión Pública Informativa**

El Departamento de Transporte de Arizona, en colaboración con la Administración Federal de Carreteras y la Asociación de Gobiernos de Maricopa (MAG, por sus siglas en inglés), le invita a una reunión pública informativa respecto a mejoras para la I-10 entre la I-17 y el Loop 202 (Autopista Santan).

Más del 40% del tráfico que circula por las autopistas de la región lo hacen en este tramo de la I-10 causando gran congestión debido a que allí los vehículos se unen y cambian de carril. Posibles mejoras que se proponen podrían incluir más carriles de uso general y

para vehículos de alta ocupación; la adición de un sistema de calles colectoras y distribuidoras; una considerable modificación a las conexiones entre la I-10, la Ruta Estatal SR 143 y Broadway Road; y la conexión entre la I-10 y US 60 (la Carretera Superstition); mejoras al sistema tecnológico, muros de retención y de control de ruido y cruces en forma de puentes peatonales y otras obras relacionadas.



Acompañenos

Para informarse acerca del estudio de impacto medioambiental, platicar sobre posibles mejoras, hacer preguntas y ofrecer sus comentarios. En la sesión abierta se ofrecerá una presentación, exhibiciones, video de simulación y mapas. Estarán a la mano integrantes del equipo del estudio de ADOT para responder y escuchar sus aportaciones. Los comentarios deben recibirse a más tardar el 1º de abril, 2019 para ser incluidos en la cronica del estudio.

Martes, 26 de febrero de 2019 - 5:30 to 7:30 p.m. - Presentación a las 6 p.m.
Centro de Conferencias Rio Salado, 2323 W. 14th St., Tempe, AZ 85281

azdot.gov/I10BroadwayCurve

Si no puede asistir a la reunión pero tiene preguntas o desea ofrecer sus comentarios, lo puede hacer por correo postal, teléfono o correo electrónico.

1655 W. Jackson St., MD 125F
Phoenix, AZ 85007

Línea directa bilingüe: 800.501.5505
Projects@azdot.gov


Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Gary Kemp at 480.215.7178 or GKemp@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) y desea por el idioma o por discapacidad deben ponerse en contacto Gary Kemp a 480.215.7178 o GKemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.




Arizona Department of Transportation
Tempe, Maricopa Administration


ADOT Project No. 010-M-149-0002-000
Cedera 2019-010-0224-01



Public meeting will preview potential I-10 improvements in metro Phoenix

Arizona Department of Transportation sent this bulletin at 02/11/2019 10:41 AM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices. Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/22ec426>





Public meeting will preview potential I-10 improvements in metro Phoenix

Proposed ADOT upgrade covers 11 miles including Broadway Curve

The Arizona Department of Transportation will hold a meeting in Tempe on Tuesday, Feb. 26, allowing the public to get information and provide input on improvements proposed for Interstate 10 between the Interstate 17 “Split” interchange and the Loop 202 Santan Freeway crossing Phoenix, Tempe, Guadalupe and Chandler.

The I-10 Broadway Curve Study includes widening and upgrading 11 miles of I-10 between 24th Street and Ray Road, including the Broadway Curve, which handles more than 40 percent of freeway traffic in the region, resulting in heavy congestion.

The project must first go through an Environmental Assessment to analyze potential impacts of the proposed improvements.

Major elements of the potential project include the addition of a second HOV lane in each direction between the Salt River bridges and just west of US 60; a new collector-distributor roadway system that would funnel traffic to local and express lanes to improve traffic flow; reconstruction of the I-10/State Route 143 interchange to improve access to and from Phoenix Sky Harbor International Airport; and improving US 60 near the junction with I-10.



ADOT and the Federal Highway Administration invite the public to attend an open house meeting:

When: 5:30 p.m. to 7:30 p.m. Tuesday, Feb. 26

Where: Rio Salado College Conference Center, 2323 W. 14th St., Tempe, AZ 85281

Who: Representatives from ADOT’s I-10 Broadway Curve Study Team will be available to hear comments and answer questions. There will be a brief presentation at 6 p.m.

Funding for the potential project is allocated through the Maricopa Association of Governments' Regional Transportation Plan approved by county voters in 2004.

Construction could begin in early 2021.

Beyond the public meeting, opportunities to learn more about the project and provide feedback are available:

- Online: azdot.gov/I10BroadwayCurve
- Mail: ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix AZ 85007
- Email: projects@azdot.gov
- Bilingual Hotline: 602.501.6505

Comments must be received by April 1 to be considered part of the scoping process for the I-10 Broadway Curve Study.

For more information, visit azdot.gov/I10BroadwayCurve.

Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Project Information Line at 855.712.8530 or email Projects@azdot.gov. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at www.az511.gov, follow ADOT on Twitter ([@ArizonaDOT](https://twitter.com/ArizonaDOT)) or call 511, except when driving.

Download the free [ADOT Alerts](#) app to your iOS or Android mobile device and know before you go!

Visit us on social media on [Facebook](#), [Twitter](#), [YouTube](#), [Flickr](#) or the [ADOT blog](#).

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5.5 Appendix E – Press Release

From: ADOT News
Sent: Monday, February 11, 2019 10:31 AM
Cc: ADOT News
Subject: ADOT News: Public meeting will preview potential I-10 improvements in metro Phoenix
Newsrooms: Attached are a map of proposed Interstate 10 improvements between Interstate 17 and Loop 202 (Santan Freeway) and I-10 Broadway Curve Study Logo.

For Immediate Release, Feb. 11, 2019
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

Public meeting will preview potential I-10 improvements in metro Phoenix

Proposed ADOT upgrade covers 11 miles including Broadway Curve

PHOENIX – The Arizona Department of Transportation will hold a meeting in Tempe on Tuesday, Feb. 26, allowing the public to get information and provide input on improvements proposed for Interstate 10 between the Interstate 17 “Split” interchange and the Loop 202 Santan Freeway crossing Phoenix, Tempe, Guadalupe and Chandler.

The I-10 Broadway Curve Study includes widening and upgrading 11 miles of I-10 between 24th Street and Ray Road, including the Broadway Curve, which handles more than 40 percent of freeway traffic in the region, resulting in heavy congestion.

The project must first go through an Environmental Assessment to analyze potential impacts of the proposed improvements.

Major elements of the potential project include the addition of a second HOV lane in each direction between the Salt River bridges and just west of US 60; a new collector-distributor roadway system that would funnel traffic to local and express lanes to improve traffic flow; reconstruction of the I-10/State Route 143 interchange to improve access to and from Phoenix Sky Harbor International Airport; and improving US 60 near the junction with I-10.

ADOT and the Federal Highway Administration invite the public to attend an open house meeting:

When: 5:30 p.m. to 7:30 p.m. Tuesday, Feb. 26

Where: Rio Salado College Conference Center, 2323 W. 14th St., Tempe, AZ 85281

Who: Representatives from ADOT’s I-10 Broadway Curve Study Team will be available to hear comments and answer questions. There will be a brief presentation at 6 p.m.

Funding for the potential project is allocated through the Maricopa Association of Governments’ Regional Transportation Plan approved by county voters in 2004.

Construction could begin in early 2021.

Beyond the public meeting, opportunities to learn more about the project and provide feedback are available:

- Online: azdot.gov/I10BroadwayCurve
- Mail: ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix AZ 85007
- Email: projects@azdot.gov
- Bilingual Hotline: 602.501.5505

Comments must be received by April 1 to be considered part of the scoping process for the I-10 Broadway Curve Study.

For more information, visit azdot.gov/I10BroadwayCurve.

#



From: ADOT News <news@azdot.gov>

Date: Mon, Mar 25, 2019 at 12:01 PM

Subject: ADOT News: Last chance to provide comments on I-10 Broadway Curve study

To:

Cc: ADOT News <news@azdot.gov>

Newsrooms: Attached are a map of the I-10 Broadway Curve Study area between Interstate 17 and Loop 202 (Santan Freeway), the I-10 Broadway Curve Study logo and a photo of the Feb. 26 public meeting. Please give credit to Arizona Department of Transportation or ADOT.

For Immediate Release: March 25, 2019

Contact: ADOT Public Information Office

news@azdot.gov or 1.800.949.8057

Last chance to provide comments on I-10 Broadway Curve study *April 1 deadline nearing for input on potential I-10 improvements*

PHOENIX – Members of the public have until Monday, April 1, to share comments, suggestions and recommendations about potential improvements to Interstate 10 between the Interstate 17 "Split" interchange in Phoenix and Loop 202 Santan Freeway in Chandler, one of the most heavily traveled areas in the Valley.

About 200 people attended a Feb. 26 Arizona Department of Transportation public information and scoping meeting in Tempe to hear a presentation about the potential improvements and submit comments. All meeting materials presented at the meeting are available on the study homepage at azdot.gov/I10BroadwayCurve under "Public Meetings Documents."

There are still plenty of ways to provide feedback, including:

- Online: azdot.gov/I10BroadwayCurve (click on "Comment Form")
- Email: projects@azdot.gov
- Bilingual Hotline: 602.501.6505
- Mail: ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix AZ 85007

In partnership with the Federal Highway Administration and Maricopa Association of Governments, the regional planning agency, ADOT is conducting an Environmental Assessment in accordance with the National Environmental Policy Act of 1969 to study 11 miles of I-10 between 24th Street and Ray Road, a stretch that includes the Broadway Curve, which handles more than 40 percent of freeway traffic in the region and sees heavy congestion.

Potential improvements identified through previous studies, including the I-10/I-17 "Spine" Corridor Master Plan, include: an additional general purpose lane and/or additional HOV lane; a collector-distributor road system offering local traffic lanes; and reconstructing the I-10/State Route 143/Broadway Road connections and the I-10/US 60 connection.

Funding for the potential project is allocated through the Maricopa Association of Governments' Regional Transportation Plan approved by county voters in 2004.

Construction could begin in 2021, if approved.


Comments must be received by April 1 to be included in the official study record.

For more information, visit azdot.gov/I10BroadwayCurve.

#




5.6 Appendix F – Postcard



Interstate 10 (Maricopa Freeway) Broadway Curve Study:


INTERSTATE 17 (SPLIT) TO LOOP 202 (SANTAN FREEWAY) PUBLIC INFORMATION MEETING






The Arizona Department of Transportation, in partnership with the Federal Highway Administration and the Maricopa Association of Governments (MAG), invites you to attend a public information meeting to discuss improvements to I-10 between I-17 and Loop 202 (Santan Freeway). The proposed improvements could include: adding general purpose and high-occupancy vehicle lanes, adding a collector/distributor road system, substantially modifying the I-10/State Route 143/Broadway Road connections and the I-10/US 60 (Superstition Freeway) connection, improving the technology systems, building retaining and sound walls and pedestrian-bridge crossings, and other related work.

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Gabby Kemp at 480.215.1178 or GKemp@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.


De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Gabby Kemp a 480.215.1178 o GKemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.




ADOT must receive your questions and comments by April 1, 2019, for them to be included in the study record.

500' from 0.000 MA to 1000.00
 1 mile = 5280 ft (1609.34 m)



1655 W. Jackson St., MD 126F
Phoenix, AZ 85007



PLEASE JOIN US...


- Learn about the current Environmental Assessment
- Discuss potential improvements
- Ask questions and provide your input

Tuesday, February 26, 2019
5:30 to 7:30 p.m. Presentation at 6 p.m.
Rio Salado Conference Center
2523 W. 14th St., Tempe, AZ 85281
azdot.gov/I10BroadwayCurve

If you are unable to attend the meeting but have questions or want to provide input, you can contact by mail, phone or email.

Bilingual hotline: 602.501.3505
Projects@azdot.gov
 1655 W. Jackson St., MD 126F
 Phoenix, AZ 85007

5.7 Appendix G – Sign-in Sheets



**Interstate -10 Broadway Curve Interstate 17 (Split) to Loop 202 (Santan Freeway) Environmental Assessment Scoping Meeting /
Curva Broadway de la Interestatal 10 (Autopista Maricopa) desde la I-17 hasta el Loop 202 (Autopista Santan) Evaluación Medioambiental
Reunión Pública Informativa**

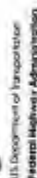
Tuesday, February 26, 2019 5:30 p.m. - 7:30 p.m. / Martes, 26 de febrero, 2019 5:30 p.m. a 7:30 p.m.
Rio Salado Community College Conference Center, 2323 W. 14th St., Tempe, AZ 85281

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become a part of the public record and, as such, will be re-
leased to any individual upon request. Please print clearly. Llenar esta forma con sus datos es enteramente por su propia voluntad y ayuda al equipo del proyecto a mantener un registro preciso de los asistentes a la reunión. Conforme a la ley estatal, datos
que usted proporcione e identificación que lo puedan identificar personalmente quedarán a formar parte del registro público e, por lo tanto, se divulgarán previa solicitud. Any form written on letter de impresión, de manera legible.

Name / Nombre	Address / Domicilio	Email / Correo electrónico
Jeff Brown	1543 E Desert Flower Ln Phx 85048	JEFF@1728@GMAIL.COM
Carly Ann	5126 S. 4th N. Phx 85040	
Erin Dada	4501 E McDowell Road, Phx 85008	Erin Edada@aztec.us
Roy Winward	2630 E. Southgate Ave, Phx 85040	2630.E. @desertpecs.com
Edwin Wolf	8050 S Pointe Pkwy W Phoenix 85044	
Marian Flugel		
Tracy Eisenstein	16639 S. 15th Lane Phoenix, 85045	tubeisen@aztec.us
Melodie Moore	7240 N. Dreamy Drive Unit 130 85020	mmu3@cox.net
Nichelle Bowls	1642 N Arrowhead Dr Chandler 85224	MICHELLE@WZ@YAHOO.COM
Rob Allen	5038 S. Hardy Dr. Tempe, 85282	mitche@mitch@msn.com
Doreen Garcia		doreengarcia@aztec.us
J. Saul Alachid	1033 W. 19th St. Tempe, AZ 85281	jsalad@msn.com
Milos Vasiljevic	70 E. TROTAS RD PHOENIX AZ 85017	MVASILJE@HOTMAIL.COM
Phryia Kilgus		kilgus91@gmail.com
Patricia Jimenez	9031 S. Calle Maravilla, Guadalupe, AZ 85283	patricia.jimenez789@gmail.com
Louise Kenyon	15210 N 12th Ave Phx, AZ 85033	lkenyon5799@gmail.com



Completion of this sign in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become a part of the public record and, as such, will be accessible to any individual upon request. Please print clearly. *Entar carta formo con sus datos y sus datos se encuentran por su propia voluntad y ayuda al equipo del proyecto a mantener un registro veraz de sus participantes a la reunión. Conforme a la ley estatal, datos de identificación que se proporcionan en esta hoja de registro se convertirán en parte del registro público y, como tal, serán accesibles a cualquier individuo a su voluntad. Por favor escriba con letra de imprenta.*

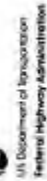
[illegible]

ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-C(220)T



Tuesday, February 26, 2019, 5:30 p.m. - 7:30 p.m. / Martes, 26 de febrero, 2019 5:30 p.m. a 7:30 p.m.
Rio Salado Community College Conference Center, 2423 W. 14th St., Tempe, AZ 85281

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become a part of the public record and, as such, will be posted to any individual upon request. Please print clearly. *El llenar esta forma con sus datos es voluntario, pero su probable voluntad de ayudar al proyecto o mantener un registro sobre los concurrentes a la reunión. Conforme a la ley estatal, los datos que usted proporcione a continuación que le puedan identificar serán accesibles al público como el producto de un registro público. Por favor escriba con letra de imprenta.*

[illegible]

ADOT Project No. 010 MA 149 F0072 010
Federal Aid No. 010-C(220)T

Interstate -10 Broadway Curve Interstate 17 (Split) to Loop 202 (Santitas Freeway) Final - Municipal Assessment/Scoping Meeting / Curva Broadway de la Interestatal 10 (Autopista Maricopa) desde la 107 hasta el Loop 202 (Autopista Santitas) Evaluación Medioambiental

Reunión Pública Informativa

Tuesday, February 26, 2019 - 5:30 p.m. - 7:30 p.m. / Martes, 26 de febrero, 2019 5:30 p.m. a 7:30 p.m.
 Ilco Salado Community College Conference Center, 3323 W. 14th St., Tempe, AZ 85281

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U.S. Department of Transportation
Federal Highway Administration

ADOT Project No. 010 MA 149 F0072 01D
Federal Aid No. 010-Q(220)T

Interstate -10 Broadway Curve Interstate 17 (Split) to Loop 202 (Santan Freeway) Final Public Assessment Scoping Meeting /
Curva Broadway de la Interestatal 10 (Autopista Maricopa) desde la 1777 hasta el Complejo (Autopista Santan) Evaluación Medioambiental
Reunión Pública Informativa

Tuesday, February 26, 2019 5:30 p.m. - 7:30 p.m. / Martes, 26 de febrero, 2019 5:30 p.m. a 7:30 p.m.
 Elia Salido Community College Conference Center, 2323 W. 14th St., Tempe, AZ 85281

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TERESA REBER	3401 E. ILLINOIS, PHX, AZ 85046	TERESA@SSPACING.COM
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Steve Shugab	2620 S. 55th St, Tempe, AZ 85285	sdschugab@south.com
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Nathan Palmer	808 N. 155 St. Phoenix AZ 85004	n.palmer@structurelance.com
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Marsha Miller		Marsha_Miller73@gmail.com
Tom Remes		tom.remes@phoenix.gov
Katherine Collier		coles.kate@gmail.com

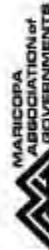


Interstate -10 Broadway Curve Interstate 17 (Split) to Loop 202 (San Antonio Valley) and Interchange 17 Assessment Scoping Meeting /
Curva Broadway de la Interstatal 10 (Autopista Maricopa) desde la 17 hasta el punto de intercambio 17 Evaluación Medioambiental
Reunión Pública Informativa


Tuesday, February 26, 2019, 5:30 p.m. - 7:30 p.m. / Martes, 26 de febrero, 2019 5:30 p.m. a 7:30 p.m.
Rio Salado Community College Conference Center, 2323 W. 14th St., Tempe, AZ 85281

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Name / Nombre	Address / Domicilio	Email / Correo electrónico
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ADOT Project No. 010 MA 149 F0072 01D
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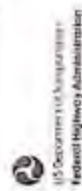
10 BROADWAY CURVE

Interstate -10 Broadway Curve Interstate 17 (Split) to Loop 202 (San Juan Freeway) Environmental Assessment Scoping Meeting / Curva Broadway de la Interestatal 10 (Autopista Maricopa) desde la I-17 hasta el Loop 202 (Autopista San Juan) Evaluación Medioambiental Reunión Pública Informativa

Tuesday, February 26, 2019 5:30 p.m. - 7:30 p.m. / Martes, 26 de febrero, 2019 5:30 p.m. a 7:30 p.m.
Rio Salado Community College Conference Center, 2323 W. 14th St., Tempe, AZ 85283

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JEFF KUNNAC	Town of Maricopa	



ADOT Project No. 010 MA 146 (0072) 010
Federal Aid No. 010-C(220)T



**Interstate-10 Broadway Curve Interstate 17 (Split) to Loop 202 (San Antonio Freeway) Environmental Assessment/Scoping Meeting /
Curva Broadway de la Interestatal 10 (Autopista Maricopa) desde la 117 hasta el Loop 202 (Autopista Santia) Evaluación Medioambiental
Reunión Pública Informativa**

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leased to any individual upon request. Please print clearly. Llenar esta forma con sus datos es enteramente por su propia voluntad y ayuda al equipo del proyecto a mantener un registro claro de los participantes a la reunión. Conforme a la ley estatal, datos
que usted proporcione a continuación que se puedan identificar personalmente pasaran a formar parte del registro público y, por lo tanto, se divulgarán previa solicitud, de manera legítima.

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ADOT Project No. 010 MA 149 F0072 010
Federal Aid No. 010-C(220)

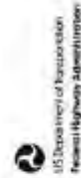
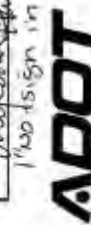


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Curva Broadway de la Interestatal 10 (Autopista Maricopa) desde la I-17 hasta el Loop 202 (Autopista Santan) Evaluación Medioambiental
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ADOT Project No. 010 MA 149 F0072 010
Federal Aid No. 010-C(1201)

5.8 Appendix H – Project Flyers (English and Spanish)

10

Interstate 10: Broadway Curve Environmental Study

INTERSTATE 17 (SPLIT) TO LOOP 202 (SANTAN FREEWAY)

10 BROADWAY CURVE

STUDY OVERVIEW

The Arizona Department of Transportation, in partnership with the Federal Highway Administration and the Maricopa Association of Governments, is studying and designing preliminary concepts for improvements to the I-10 Broadway Curve area between I-17 (Split) and Loop 202 (Santan Freeway). The study team is conducting an Environmental Assessment in advance of making proposed improvements.

Potential improvements could include: an additional general purpose lane, and/or high-occupancy vehicle (HOV) lane; a collector-distributor road system; substantial modifications of the I-10/

State Route 143/Broadway Road connections and the I-10/US 60 (Superstition Freeway) connection as well as other related work.

To obtain environmental clearance, ADOT will complete an Environmental Assessment guided by the National Environmental Policy Act of 1969 (NEPA) and federal and state environmental process requirements. Following the assessment of proposed alternatives and after public comments are received and considered, a determination of the significance of the impacts will be made. If no significant impacts associated with the proposed improvements are identified, the project will receive a Finding of No Significant Impact. ADOT will provide information and ongoing opportunities for public input during the environmental study phase.

PUBLIC MEETINGS/HEARINGS

The first public information and scoping meeting is scheduled to occur from 5:30 to 7:30 p.m. Tuesday, Feb. 26, 2019, with a presentation at 6 p.m. at the Rio Salado Conference Center, 2323 W. 14th Street, Tempe, AZ 85281. A public hearing is anticipated to take place in summer 2019.

STAY CONNECTED

Please visit the study website for information and to subscribe to receive updates by email:

- ▶ Website: azdot.gov/I10BroadwayCurve
- ▶ ADOT Bilingual Project Information Line: 602.501.5505
- ▶ Email: Projects@azdot.gov
- ▶ Mail: ADOT Communications, 1555 W. Jackson St., MD 1785, Phoenix, AZ 85007

TIMELINE

EA SCOPING PROCESS	DRAFT EA PUBLIC HEARING	ANTICIPATED FINDING OF NO SIGNIFICANT IMPACT	PROJECT DEVELOPMENT	DESIGN AND CONSTRUCTION
Early 2019	Summer 2019	Late 2019/ Early 2020	2020	2020-2024

PROGRESS TO DATE

Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who cannot access this information based on language or disability should contact Gaby Kemp at 480.225.7178 or GKemp@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA), ADOT no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Si usted requiere información de este proyecto en español o por discapacidad, debe ponerse en contacto Gaby Kemp al 480.225.7178 o GKemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

ADOT

Federal Highway Administration

MARICOPA ASSOCIATION OF GOVERNMENTS

ADOT Project No. 610-MR-149-F0072-01D
Federal Aid No. 610-CJ220IT



Interestatal 10: Estudio de Impacto Medioambiental de la curva Broadway

DESDE LA BIFURCACIÓN DE LA INTERESTATAL 17
HASTA EL LOOP 202 AUTOPISTA SANTAN



RESUMEN DEL ESTUDIO

El Departamento de Transporte de Arizona, en colaboración con la Administración Federal de Carreteras y la Asociación de Gobiernos de Maricopa, está estudiando y diseñando conceptos preliminares para las mejoras a la curva Broadway de la I-10, entre la bifurcación de la I-17 y el Loop 202 Autopista Santan. El equipo del estudio está analizando el impacto al medioambiente antes de proponer mejoras.

Posibles mejoras podrían incluir: un carril adicional de uso general o para vehículos de alta ocupación (HOV); un sistema de calles colectoras y distribuidoras; modificaciones considerables a las conexiones entre la I-10, la Ruta Estatal SR 143 y Broadway Road, y la conexión entre la I-10 y US 60 (la Autopista Superstition); y más obras relacionadas.

Para recibir la autorización ambiental, ADOT completará un estudio del impacto medioambiental con base en la Ley Nacional de Políticas Ambientales de 1969 (NEPA) y los requisitos procesales medioambientales federales y del estado. Después de evaluar las alternativas que se propongan y de recabar y considerar los comentarios del público, se determinará la medida de los impactos. Si no se identifican impactos significativos asociados con las mejoras propuestas, el proyecto recibirá resultados de Ausencia de Hallazgos de Impactos Significativos (FONSI, por sus siglas en inglés).

ADOT ofrecerá información así como continuas oportunidades para comentarios del público durante la fase del estudio de impacto medioambiental.

AUDIENCIAS Y REUNIONES PÚBLICAS

La primera reunión informativa y de delimitación de su alcance está fijada para el martes, 26 de febrero, 2019 de las 5:30 a las 7:30 p.m., con una presentación a las 6 p.m. en el Río Salado Conference Center, en 2323 W. 14th Street, Tempe, AZ 85281. Se tiene programado celebrar una audiencia pública durante el verano del 2019.

MANTÉNGASE EN CONTACTO

Por favor visite el sitio web del estudio para mayor información y para suscribirse para recibir noticias por correo electrónico:

- Sitio web: azdot.gov/I10BroadwayCurve
- Línea directa bilingüe de ADOT para el proyecto: 602.501.5505
- Correo electrónico: Projects@azdot.gov
- Correo postal: ADOT Communications, 1655 W. Jackson St. 11D, 120F, Phoenix, AZ 85007

CRONOLOGÍA

PROCESO DE ALCANCE EA	AUDIENCIA PÚBLICA EA	HALLAZGO DE NINGÚN IMPACTO SIGNIFICATIVO ANTICIPADO	ELABORACIÓN DEL PROYECTO	DISEÑO Y CONSTRUCCIÓN
Principios del 2019	Verano del 2019	Finales/ Principios de 2019/2020	2020	2020-2024

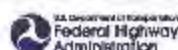
PROGRESO HASTA
LA FECHA



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De acuerdo con el Título VI de la ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT) por sus siglas en inglés no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Por favor, si requiere un acomodamiento debido a la raza o por discapacidad deben ponerse en contacto Gary Kemp al 480.225.7278 o GKemp@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

12/1/2019



ADOT Project No. C10 MA 146 F0072 01D
Federal Aid No. C13 C(22)BT

5.9 Appendix I – Comment Forms

Comment Form Number	Question 1: What issues do you experience related to this section of I-10 (Maricopa Freeway)?
1	The weaving & lane changing from the 60, Baseline, I-10 east and 143 area the issue that needs to be solved Please undo the “Spaghetti” mess.
2	If you’re in the I-10 HOV lane going west, it is crazy to cross many lanes of traffic to get to the 143. There should be a HOV lane on the 143 that ties to the I-10 westbound + Eastbound
3	Weaving on Broadway curve Lack of capacity on Baseline/Warner/Elliot road Slowing on SR 143 During long periods reconstruct US 60 to I-10 Ramp
4	Adding an on ramp at Southern Ave only for the US-60 behind the mobile home park.
5	I commute from East Mesa to Rio Salado College on 60 WB to I-10 and then get off at Broadway Exit. Traffic backs up on the 60 WB due to the backup @ the 60 + 10. The traffic nightmare continues when I leave Rio Salado as 52nd St is baked up waiting through about 6-7-8 rounds of stoplights to get onto Broadway overpass to get on 10 and then onto 60 EB
6	Please recognize that every alternative traveler is one less Auto on the Freeway – Put over passes where alternatives can be encouraged. The freeway is wonderful for auto travel, but a barrier to other travel. Aesthetics is important
7	My biggest issues are changing 17 lanes in a quarter mile in order to transition from WB-10 to 143 to get to the airport. I also often observe and occasionally experience extensive backups from people wishing to exit WB I-10 at Baseline Road.
8	I take I-10 North @ 6:40 a.m. daily. I have to cross 3 lanes to get to the Broadway rd exit. Cars seldom stop or slow down to allow me to move over the 3 lanes. I often have to honk at drivers to let me move over, Also the 2 lane exit ramp from the 60 to the S. Bound I-10 is horrible! Cars speed excessively! I go over the speed limit & people honk & tailgate me. Some sort of meditation needs to be done to slow drivers down.
9	I live north of Baseline + East of 48th St. It is always difficult to get out of my community from Calle los Cerros onto Baseline, especially left turns. Drivers on Baseline tend to block the cross streets. It can take 3 to 4 lights to turn left onto Baseline.
10	Crossing 3-4 lanes to exit or get on the I-10 especially getting off at Broadway /north bound or getting on I-10 from Broadway (Southbound) across other on/off ramps () Traffic moving at one speed but merging traffic is lower.
11	My issue is a small portion near the north part of the study area. However, I don’t have as much fear there, as I do at the Rt. 51 to I-10 EB transition. Sadly, that is not part of this study. But, I want you to know that traffic coming off the 51 during morning rush hour is significantly slowed by people who are trying to get to the airport rental car exit, and the airport exit. They don’t know where they’re going, and drive dangerously slow on a

Comment Form Number	Question 1: What issues do you experience related to this section of I-10 (Maricopa Freeway)?
	section where I-10 EB is 65 mph speed limit.
12	Try my best to avoid B.W. Curve. Almost never risk I-10 to 143 N.
13	Backups into downtown in the morning -Significant. Back-ups out of downtown in the afternoon-Significant. Daily crash incidents. Rocks & debris onto my car (3 cracked windshields last 2 years!!!)
14	Broadway road on ramps/exits. 25 year resident – merges from Broadway to I10 south are dangerous. As are merges from I10 west to the Broadway exit. I am strongly in support of improved safety & flow for these merges.
15	I go home from work by entering the I-10 East from 24th ST. Every day the traffic is already built up when I get off work. The problem is that I must merge over 2-3 lanes (In bumper-to-bumper) just so I don't get caught on the University Dr/32nd St. "Exit Only", and then the 40th St. "Exit-Only". 2) In the mornings going to work, I often take Broadway Rd. westbound to the I-10 west entrance. If I don't ride the right 1-2 lanes between Priest & 52nd St. I may not be able to get over to the right to catch the I-10 W entrance, which is immediately after 52nd St. However, If I do ride the right lane, I will often get caught in traffic that is trying to turn right (northbound) onto 52nd St. This furthermore may cause me to have to wait 1-3 additional lights if I do ride the right lane to ensure I don't miss the I-10W onramp. Not to mention all the unsafe cars weave around back-and-forth, because they are also aware of this exact problem.

Comment Form Number	Question 2: What suggestions do you have for the study team regarding this section of I-10?
1	Take traffic off I-10 & put it onto collector distributor roads / or frontages roads so drivers can stay in dedicated lanes to access 60, 143, Baseline, 52nd St. thus eliminating the dangerous weaving.
2	It would be great to have a ramp from the 60 directly to the airport. The west bound 60 traffic wouldn't even hit the Broadway curve. They off ramp could go from just after the mill offramp directly to the airport. It would be great to tie the 60 to the 202 San Tan too. Then the I10 could be avoided altogether for folks going west.
3	Reconsider Ramp & Street improvements between Warner & Baseline Roads
4	No response
5	Stop vehicles from crossing 10 lanes of traffic with last second decisions to exit roads. Add another left turning lane on Broadway overpass to get on on-ramp to 10 EB. Get rid of red flashing lights @ end of that entrance ramp.
6	Good design – and this looks good. Keep thinking and be open to alternatives needs
7	Looking at the proposal, I am concerned about the SR-143 HOV exit – People will miss the

Comment Form Number	Question 2: What suggestions do you have for the study team regarding this section of I-10?
	c/D exit and often panic to take the HOV exit. I suggest a physical barrier to prevent access to the carpool lane between Baseline bridge and the finish of the Broadway curve.
8	I like the suggested improvements. You need to plan for light rail expansion! Nothing worse than building and tearing apart once the construction is done.
9	Cross hatching on city intersections. Add photo radar at intersections. Add do not turn right on red when exiting the I10 either north or south at Baseline. Get rid of the Baseline exit from I-10 going east. Can you provide another way into ASU? When ASU is not in session, traffic is significantly less.
10	Wayfinding/signage well in advanced of lane changes ☹ google maps and waze give directional prompts too late –Unless living local, you don't always know which lane to be in. *have this trouble in San Antonio downtown corps
11	None for the current study. However, please add my concern about the 51 to 10 transition to future projects.
12	Proposed solution is outstanding. Can't wait!
13	Please make improvement that look as nice as all other new freeways, plants & Graphics
14	No response
15	No response

Comment Form Number	Question 3: Please provide any other comments or input you have regarding this section of I-10 or the environmental study:
1	Keep traffic flow during construction – No new ROW or displacement of property owners
2	For a thorough study, you should wait until the 202 freeway along Pecos Rd in Ahwatukee has been completed and has been used for a significant amount of time. That data and traffic may alleviate a good portion of the current traffic for people headed to the west valley. You may find that changes your current data.
3	No response
4	No response
5	Don't put in the pedestrians bridges south of Baseline, it's a waste of money
6	Noise mitigation
7	No response
8	No response
9	Making Baseline be collector would make it more of a nightmare for residential communities and businesses along it.
10	No response
11	Thanks for putting this on the morning news. I'm glad I hear about it
12	Would like to see individual first person videos of each path (ie I10W to 143, 60W to 10-

	E)
13	Great Presentation
14	I would be interested in air quality modeling before/after in general area and into residential areas. Thank you
15	The signs from 48th St. Northbound to enter either the I-10W or 143 northbound are a little confusing to be sure that you are getting on the I-10W, and not Indivertibly the 143. The exit from the I-10E onto Broadway/48th St./143 is very unsafe with cars speeding, trying to bypass the curve during afternoon/evening traffic. It is only 1 lane, which doesn't help.

5.10 Appendix J – Question Cards

Comment #	Question Cards
1	Please include under the NEPA umbrella: Public Law 101-601 Native American Grave Protection Act. The present-day freeway disrupted the Yaqui community of Guadalupe, including the environment and culture.
2	Air Quality modeling. Before? After?
3	Will university Dr. bridge for SR 143 be widened to handle new traffic capacity? Will Broadway Rd become a diverging diamond interchange?
4	Please note that people stay off the cell phone drive on the freeways.
5	How are you going to help residents + businesses on feeder streets?
6	How much do you anticipate the I10 I17 270K traffic decrease with south mountain bypass opening?
7	If homes need to be removed to expand/build the I-10, how much notice do homeowners get? What homes are looking at being removed? Do you prefer to remove businesses over residential homes where one side of the freeway has all business and the other has homes?
8	What improvements will be made at the Baseline Rd interchange to address traffic backups there?
9	Why is the study not going I17 up to like 19 Ave afternoon/evening traffic backups threw like 7 Ave and gets backup to Broadway going west bound?
10	How is the I10 S to Ray being done? If expanding to 4 lanes & 1 HOV, how will the homes close to be addressed, how will the washes that run to Tempe retention area.
11	Briefly describe difference between Project Development opposed to Design & Construction
12	Will there be any accommodation for public transport? (ie. Light rail in the middle of fwy or designated bus lane like in Seattle/Portland?)
13	The Warner Rd. Overpass needs more capacity. Warner Rd. is the “Only” unimproved not widened overpass into Ahwatukee. What would it take to add a wider overpass to this project? -SB I-10 to EB warner fills queue space on the bridge -WB warner to SB I-10 often takes two traffic cycles.
14	As a bicyclist I am interested in what the new Broadway Road & 40 th Street bridges will look like? Could you elaborate on the timeline for the ‘multi-model’ bridge construction, particularly Alameda?
15	1. If sound barrier walls are built what will they look like? 2.If built on property line will walls be maintained by ADOT? 3. Will construction look into coxidiodomycosis [Coccidioidomycosis] – “Valley Fever” soil movement caused infection. 4. What barrier safety precautions for accidents Why isn’t Baseline interchange addressed – Could it be?
16	Impacts to mall that seems to be at the center of the construction?
17	Do you have video of what a distributor road would like @ say Baseline + 48 St
18	Local traffic is also impacted, and I-10 cuts off part of Tempe from this whole. What factors go into deciding a Ped bridge is better than a vehicular bridge at Alameda? Is there any chances of adding access to I-10 and/or US 60 at southern Ave? Both moves would really help Baseline & Broadway

19	Concern about pedestrian crossings: How were they selected? Can/do some allow for minimal auto crossing? Has bicycle routes been considered to allow for alternate vehicles to get from à To? What aesthetics + light be incorporated on those crossings? Are there enough to encourage alternative transportation? Is there any special accommodation for bus travel?
20	Are any of the proposed improvements designed to improve traffic incident management?
21	My questions was misunderstood on feeder streets like Baseline and 48 th St, which are already a nightmare for residents and businesses, what would be put in place so that we can safety get in and out of our neighborhoods and businesses on to feeder streets?
22	What are you planning to eliminate the crossing southbound opposite Tempe Diablo Stadium?
23	What aesthetics and landscaping will there be? This corridor needs major improvements in its appearance

5.11 Appendix K – Online Survey Comments

Respondent Number	Question 1: What issues do you experience related to this section of I-10 (Maricopa Freeway)?
1	Trying to cross the I-10 near Baseline for school, shopping, etc.
2	Not enough capacity and too much demand during peak traffic times. Plus, the merge and diverge points of I-10 and US 60 are maxed out. Providing the on ramp from Broadway to I-10 EB does not help. Really need to strike a balance between how much local access is being provided and what needs to be done to preserve the mainline.
3	Rush hour travel delays, both AM and PM.
4	We need more bike lanes that cross it. Also you should have wildlife crossings.
5	Lack of bicycle lanes
6	I often take Express/RAPID buses, but the HOV lane is so clogged. It feels like the bus travels the same speed as single occupancy vehicles, if not slower.
7	extreme congestion during rush hour
8	Too many motor vehicles.
9	I don't use it during rush hour. It's too congested
10	Hard to bike through
11	We need more bicycle and pedestrian bridges over the sections of I-10... walking and bicycling contribute to sustainable communities
12	As a cyclist, I fear for my life both on the street and sidewalk on Southern between 48th St and Priest Drive and on Baseline between 48th St and Priest Drive. There should certainly be a pedestrian/cyclist pathway between Phoenix and Tempe. Many of us commute from that area by bicycle. It's important to connect the 2 cities at these locations.
13	ADD MORE PEDESTRIAN AND BICYCLE BRIDGES ! ARIZONA IS A FOCUS STATE FOR PEDESTRIAN AND BICYCLE CRASHES. https://safety.fhwa.dot.gov/fas/ ADOT MUST DO MORE FOR PEDESTRIAN AND BICYCLE SAFETY ! https://www.azdot.gov/.../i-10-broadway-curve-i-17-(.../overview
14	Heavy congestion. Hard to bike around the area.
15	Frequent traffic jams caused by overcapacity of existing highway infrastructure.
16	Too many cars.
17	ARIZONA IS A FOCUS STATE FOR PEDESTRIAN AND BICYCLE CRASHES. https://safety.fhwa.dot.gov/fas/
18	LACK OF PEDESTRIAN BRIDGES ! ARIZONA IS A FOCUS STATE FOR PEDESTRIAN AND BICYCLE CRASHES. https://safety.fhwa.dot.gov/fas/ ADOT CONTINUES TO DO NOTHING FOR PEDESTRIAN AND BICYCLE SAFETY
19	Traveling east bound at Broadway curve, the signs are confusing due to the curve in the road. Cars try to merge into the on-ramp lane (that ends) as they think that is going to US-60. Please add lane paint to indicate what lane goes where.
20	Constant delays, bottlenecking
21	Delays
22	Severe congestion during rush hours, especially going westbound in the morning and eastbound in the afternoon. Connecting the carpool lane on the northern part of 202 with the carpool lane on I10 would also help reduce congestion on I10.
23	Congestion / slowing/ difficulty getting to the proper lane.

Respondent Number	Question 1: What issues do you experience related to this section of I-10 (Maricopa Freeway)?
24	I live in Awhatukee and try to avoid this area from 6am to 8:30am and again from 2:30pm to 6:30pm. My husband works at the Broadway curve. He travels through Guadalupe to avoid this area.
25	I've been experiencing extreme delays with no discernible cause during my commute, which is outside of normal rush hour. The backup usually starts around Warner on I-10 and continues until I get off at 7th Ave on I-17.
26	Traffic congestion.
27	Heavy traffic
28	Weaving on the C/D at Baseline. Traffic bound for US 60 from I-10 West, currently utilizes a two lane exit and has to merge over to a short auxiliary lane in order to complete the maneuver. This is an awkward movement for a major freeway-to-freeway interchange. Drivers unfamiliar with the area get dumped right back onto the I-10, then have to cut across three lanes in order to exit at Broadway, or continue on to the 40th Street Exit and turn around, if they want to go east on US 60.
29	Massive traffic jams, doh!
30	Now is the time to incorporate plans for increased traffic due to the L202 South Mountain Freeway.
31	Traffic from Broadway Rd entering I-10 south/east bound is always backed up onto Broadway Rd in BOTH directions (east and west bound Broadway). The video animation was not clear how this interchange would end up. Please consider how to alleviate this congestion in your final plans.
32	The logic of the lanes on the SR-143 needed to be fixed immediately. The biggest problem in my opinion is the Southbound lanes on SR-143 which allow you to exit on the east I-10. They do not seem to follow other Service Route logic. The issue with the lanes for the exit make a huge confusion. If you are coming from the north going southbound on the SR-143 and planning to use exit ramp to exit east on I-10, you need to jump in the merging ramp lane to get off. I feel this creates too much confusion and does not follow what other SR in area do. Take for example, the SR-51 when you exit at the south end the lanes coming in/off Thomas exit are the ones that goes West. It is not like what the SR-143 does making people merging into that incoming exit lane to allow you to go east. On the SR-143 the lane that comes in from University is the lane you have to merge into exit and go East I-10. What should be done immediately is make University lane exit to the West I-10 like others do. Then others who are in the right lane to exit East I-10 are in the correct lane for the east exit. Today at 4 pm-7 pm rush hours, you have a huge confusion as people rush down the far right lane, to get to the exit to go east on I-10 and then stop to find out they have to merge into the lane coming off the University exit. Then what usually happens is someone cuts off someone in the exit lane from University or just completely stops sits blocking the entire lane of traffic to get in. If you changed this immediately this would in my opinion help a lot. With the amount of visitors we have in the area and just people who don't travel that stretch and are not familiar with it, it would help out, until we setup these new lanes proposed in 2020.
33	To much 'cross over' traffic; ie. Broadway on-ramp to EB 10 drivers need to cross 2 lanes of traffic in about 1/2 mile... POOR DESIGN! WB Broadway to 10 EB, drivers are forced to make a left on an acute angle; again, BAD DESIGN. The only REAL solution is

Respondent Number	Question 1: What issues do you experience related to this section of I-10 (Maricopa Freeway)?
	a REAL cloverleaf. I do not understand why ADOT cannot grasp that.
34	Major backups begin at the Baseline entrance to the 10, under the overpass, as people start to merge. From the Baseline entrance to Broadway, there is massive congestion as people frequently try to move across seven lanes of congested traffic within the space of a mile and a half.
35	I commute from Warner Northbound on I-10 towards downtown Phoenix every day. The freeway is ALWAYS backed up starting just North of Ray, before Warner. Traffic is infuriatingly slow as the 60 merges into the I-10. Cars from the HOV lane constantly stop and slow down the flow of traffic when they change lanes to get off on the 143. Additionally, many Northbound HOV lane vehicles merge into the regular traffic lanes to avoid the traffic caused by the US60's HOV lane merge on the Northbound I-10.
36	I travel from Ahwatukee to central Phoenix every day and find that if I take the 143 to the I-10 it is frequently backed up and dangerous to drive.
37	Taking SR 143 southbound to access EB I-10 or US 60 is a pain. Some drivers like to take the fast-pass approach and merge at last second to get on the transition loop ramp and then have to move over at least 2 lanes of traffic to stay on the EB I-10 due to the next exit in 3/4 of a mile being that to EB US 60. If you notice, this weaving also happens when the transition ramp from WB I-10 to NB SR 143 as two lanes need to move over at least one lane before it exits in 1/4 mile to University Dr exit.
38	Traffic from US 60 trying to move left, and traffic from I10 and the HOV offramp trying to move right to access 143 makes it very difficult in this area.
39	Every weekday, I experience a significant and increasing slowdown between Ray Rd and the 143. The length of rush hour is increasing every day as well.
40	I live near I-10 and Warner Road but work in Gilbert. Total commute is about 30 minutes. However half of that time is in traffic trying to get onto the US 60 from the the I-10.
41	Congestion and safety
42	Too much merging in a short span. Afternoon rush hour entrance onto I-10 East from Broadway. And from 143 to I-10 East.
43	This section of I-10 is a bottleneck East and West bound most any day, due to high commercial vehicle and commuter volume..
44	I believe that weave is the biggest issue through the actual curve for both east and west bound traffic.
45	Heavy traffic congestion alot of the time.
46	The entire stretch is a bottleneck. The C-D road strategy to link US 60 and SR 143 with I-10 seems like a good plan.
47	traffic congestion
48	Safety challenges during high traffic volumes - difficult to safely transition from Interstate 10 to SR143 due to volume of inbound traffic from US60. Challenges with exit cross over traffic from 10 to 60 south bound
49	Frequent backup from the "Split" all the way past the 60/10 interchange. Stop and go traffic.

Respondent Number	Question 1: What issues do you experience related to this section of I-10 (Maricopa Freeway)?
50	Significant slowdown even in light traffic and I-10E to US 60 due to 143 and baseline merge. Also I-10W between 60 and 143 has massive disruptions due to crossing of multiple lanes.
51	Congestion.
52	Too much weaving of traffic between I-10 WB to reach Broadway Rd/SR 143 (Sky Harbor Airport) and traffic from US 60 WB to get over minimum of 3 lanes to stay on I-10 before SR 143/airport exit. Same happens for traffic in EB direction on Broadway Rd on-ramp to reach I-10 EB lanes, must get over 2-3 lanes before EB US 60 off-ramp.
53	1. I-10 WB weaving from #1-3 lanes to exit at SR143. 2. I-10 EB weaving from SR143 entrance into thru lanes to travel beyond US60. 3. I-10 WB slowed traffic with US60 traffic merge. 4. Warner Rd Overpass backed up in BOTH directions (not enough thru and turn lanes). 5. I-10 WB after L202 Santan merge - two lanes die in quick succession, requires merge and merge again into leftmost lanes. 6. I-10 EB to L202/Pecos requires merge and merge again across lanes entering from Ray Road. Not horrible, but can it be improved?
54	Difficulty crossing the freeway on foot or via bicycle when traveling east-west. I-10 is sometimes a great wall separating the western sliver of Tempe from the rest of the city.
55	Overall: The I-10 is heavily congested and slow during rush hour, with multiple artificial bottlenecks preventing smooth flow. Roads traveling over freeway are very slow, with or without congestion. Bicyclists do not have a safe route to cross I-10 south of Guadalupe road. Specifically: Warner road bridge is too congested and narrow, with limited left turn onto the highway queuing space, and lacking safe bike lanes in both directions. Ray road and Chandler boulevard lack bike lanes while travelling over the bridge and are very slow to drive over the highway. Connections between surface roads and the highway largely allow for right turn on red, while lacking visibility of oncoming traffic, especially for bicyclists. On ramp for Chandler blvd to I-10 north lacks metering. There is a high degree of mixing and merging traffic on northbound I-10, between Chandler boulevard and Warner road, which results in an exaggerated amount of slowness given the actual number of cars. Highway overpasses are traditional inefficient diamond interchanges, which have their flaws compounded by the restricted size configuration of the dated designs. (Chandler, Ray, Warner) During congestion, transferring from north I-10 to east US-60 forces crossing traffic with incoming Baseline road to northbound I-10 traffic, causing exaggerated slowness. Merging traffic onto southbound I-10 between Baseline and Guadalupe road during congestion is a particularly slow bottleneck from the quick reduction in lanes of traffic.
56	It's almost impossible (and incredibly dangerous) to cross at the major overpasses by foot or by bike. Crossing distances are huge, speeds are high, and the number of people driving cars that run red-lights/aren't paying attention to other road users is ridiculous.
57	1. Frequent extreme congestion 2. No safe way for bicyclists or pedestrians to cross I-10.

Respondent Number	Question 1: What issues do you experience related to this section of I-10 (Maricopa Freeway)?
58	1. Too much traffic. 2. Perception of no coordination between agencies on cycle lengths; you will stop at every signal as you cross the interstate east or west 3. Step child of phoenix is the name of ahwatukee along Ray rd. The traffic engineers seem to prefer to give the guests priority turning in and out of the shopping and disregard the residents. You will stop at every light on Ray rd on the weekend. Every one! 4. Chandler turns right onto the interstate, so do not stop or have any queueing. This effectively blocks the on ramps for phoenix drivers and creates massive queues along the arterials. 5. Would be nice to be able to ride a bike without almost certainty of death
59	There is no safe way for cyclists and pedestrians to cross this stretch of road Both North/South and East/West. There are no bike lanes on Broadway, Southern, or Baseline connecting East of the freeway to West of the freeway. The western canal also does not connect and just dead ends at the freeway on both sides.
60	Traffic

Respondent Number	Question 2: What suggestions do you have for the study team regarding this section of I-10?
1	Improved pedestrian crossings near Baseline and/or the nearby canal paths.
2	Time to think about providing a parallel separate freeway that connects I-10 to US 60 and I-10 to I-10. I believe this was being discussed as a concept by ADOT back in the early 1980's. Suggest you talk to Dean Lindsey (if you have not already) about what the thinking was at that time. Dean was the I-10 completion engineer for ADOT during this time. He is an outstanding engineer and knows his stuff. ADOT should bring him in and get his input on this.
3	Overhead info signs indicate minutes to upstream interchanges, not free-flow or delayed travel. Provide parking enlargement for Tempe Diablo Stadium prior to the lose of said.
4	Make it do bikes can cross. Also you should have wildlife crossings.
5	Add bicycle lanes at the very least to cross it
6	A busway corridor would immensely help express buses, and potentially create a BRT line like in Los Angeles along Interstate 110.
7	straighten out the curve
8	Install some bicycle/pedestrian overpasses.
9	Make it bike/pedestrian friendly
10	This area needs pedestrian/bicycle bridges. There are very few safe pedestrian/bicycle crossings on I-10 and it endangers the lives of citizens
11	Examine the full integration of support for bicycle and pedestrian bridges and pathways environment impact and economic impact towards growing vibrant and healthy communities ... this is part of the public health conversation
12	As a cyclist, when riding from 48th to Priest on Southern, the road thins out significantly as soon as you pass under the I-10. This makes it very unsafe and dangerous for cyclist who lawfully ride on the road.

Respondent Number	Question 2: What suggestions do you have for the study team regarding this section of I-10?
13	ADD MORE PEDESTRIAN AND BICYCLE BRIDGES ! ARIZONA IS A FOCUS STATE FOR PEDESTRIAN AND BICYCLE CRASHES. https://safety.fhwa.dot.gov/fas/ ADOT MUST DO MORE FOR PEDESTRIAN AND BICYCLE SAFETY ! https://www.azdot.gov/.../i-10-broadway-curve-i-17-(.../overview
14	Develop more biking bridges and pedestrian walkways.
15	Add HOV lane for west/north bound traffic at I-10/US60 interchange so that HOV lane does not back up. Add general purpose lane for west/north and east/south bound traffic for entire section of study. Add lane to on ramps for both east and west bound traffic from the 143 to the I-10.
16	Find ways to encourage people to not drive.
17	ADD MORE PEDESTRIAN AND BICYCLE BRIDGES
18	ADD MORE PEDESTRIAN BRIDGES ! LACK OF PEDESTRIAN BRIDGES ! ARIZONA IS A FOCUS STATE FOR PEDESTRIAN AND BICYCLE CRASHES. https://safety.fhwa.dot.gov/fas/ ADOT CONTINUES TO DO NOTHING FOR PEDESTRIAN AND BICYCLE SAFETY
19	Like the idea of not having to cross multiple lanes to exit. Eliminate left turns to get to on-ramps.
20	Distributor local system
21	Completion of the South Mtn Freeway may reduce congestion along this section of I10. The team should take that into account before choosing any option.
22	Wait to see what the impact of the South Mountain (202) freeway is before committing large resources to this segment. I imagine many cross-country trucks will take the 202 and alleviate much of what we're currently seeing.
23	We need some relief on the freeway. It's getting worse. I agree with the proposal, it's something.
24	I would suggest looking at the frontage road traffic causing backups on I-17, thus causing traffic delays further down. People on the frontage road looking to go forward onto I-17 or turn left will pull forward past the "Yield to Ramp Traffic" sign and block that area, so traffic turning right onto 7th Ave cannot pass through and ends up backing up traffic on the off-ramp. I've seen large backups on the off ramps on I-17 that stretch onto the actual freeway, which causes traffic problems from traffic not moving plus people trying to go around the stopped cars. I just wonder if traffic would move more smoothly without the traffic from the frontage road trying to merge in.
25	Add two lanes in each direction between US 60 and I-10/I-17 split
26	Simply add more exits/ entrances. I had a horrific experience in the heat of the summer and no gas I got stuck in this portion of the freeway and there are simply no exits for drivers to decide to exit the freeway to relieve the traffic..
27	Consider braiding the westbound Baseline on-ramp with the westbound C/D roadway in order to eliminate the weaving problem.
28	Widen it, add 3 lanes each side.
29	Traffic from L202 South Mountain, West bound to West bound I-10 will impact I-10 staying at the approach to Ray Rd. In addition, I-10 West bound traffic at Chandler Blvd / Pecos Rd / L202 exit area is often heavy and chaotic during rush hour. The increased traffic from the new L202 South Mtn will make this area even worse.

Respondent Number	Question 2: What suggestions do you have for the study team regarding this section of I-10?
30	The SR143 flyover ramp will NOT solve Broadway Rd traffic issue. The issue is volume of traffic from Broadway rd added to volume from SR143. If that combined traffic is simply forced to remain in a frontage road until it is passed Baseline Rd, this will not work. Most days the existing lanes of the I-10 east bound exit to Baseline and the transition ramp from east bound US60 to eastbound I-10 is snarled at Baseline due to high volume of traffic trying to cross over to the Baseline exit. Adding SR143 and Broadway Rd traffic to this ix would make things much worse. Eliminating the US60 ramp ability to exit at Baseline would help, but I would imagine businesses in the area would be furious over the potential for lost traffic when people find it difficult/frustrating trying to get to businesses on Baseline.
31	Just work to complete this study as fast as possible. Some days it feels like the commute around this area is worse by the day. (I am sure its not but this needs to be fix as soon as possible.) I am hoping the new FW-202 helps relieve the stress in the area.
32	See #1 Too much 'merging' and 'cross-over' traffic. Accidents and delays are the inevitable product of this design failure.
33	I'd suggest raising the incoming traffic from the 60 into an overpass that comes in about half a mile before Broadway instead of the sharp curve that exists now. Funnel the Broadway and 143 traffic around and under the overpass, with it breaking off half a mile to 3/4ths of a mile from the inbound Baseline flow to give them time to merge in. I'd also lengthen the inbound flow from Baseline, and mark it more clearly from the 10. Allow a single lane outlet for people coming from the 60 to the 143 and Broadway, on the far right side of the overpass.
34	On my commute home from downtown Phoenix via the I-10, my GPS wants to route me via the Southbound 143 . I hate doing this because of the merge from 143 onto the I-10. When the 143 to I-10 backs up, cars are constantly cutting each other off causing huge issues for everyone. The Southbound exit to Broadway causes the issue. The exit for I-10 needs to be separated from the Broadway traffic further north.
35	Wider bridge on the SR 143 over University Dr; separate lanes of traffic for those getting on the I-10 or the US 60 at Broadway Rd, to reduce weaving on EB side.
36	Use barriers to prevent HOV traffic from moving 7 lanes in half a mile to access 143, and have a 143 exit prior to the 60 merge for I10 traffic to reduce cross traffic patterns
37	With the tremendous growth in the SE valley, I am concerned the Ray Rd to 143 section willbecome even worse. I am in favor of bold changes that make this stretch workable, not small fixes that will provide temporary or inadequate relief.
38	2 HOV Lanes +6 General Purpose Lanes +Auxiliary Lanes
39	Try to eliminate or at least reduce the weaving of traffic between US -60 and Sky Harbor exit.
40	An entrance onto 60 East from Southern Ave, and/or a dedicated entrance onto 60 East from the Broadway entrance ramp, so it doesn't mix with I 10 East traffic. On 143 South, right lane ends over University Ave; this lane should continue and merge with the University Ave entrance lane.
41	Is any consideration given to the possible volume reduction as result of completion of the 202 in the near future?

Respondent Number	Question 2: What suggestions do you have for the study team regarding this section of I-10?
42	Because of the issue above, I have to believe that the option to provide a collector-distributor road system will help take the weave away from the curve and help traffic flow better
43	Add two lanes to I 10 in each direction
44	I like the entire plan, but I don't see any specifics in regards to the I-10 intersection with Baseline Rd. This is a very problematic interchange during rush hour that far exceeds its capacity. Are there any plans to improve it? Also, there needs to be signal integration with the City of Tempe as well.
45	add more HOV lanes on this stretch of I-10 and modify the interchange with US-60 and SR-143.
46	Improve traffic cue and merging speeds from 143 onto I-10. Remove traffic access to I-10 from Broadway Road southbound. Significant hazards of collision with exit and merging in the same transition zone toward US 60.
47	No off ramp access from Broadway Rd. onto the 10. It gunks things up all those people getting on the freeway at that exit trying to move over to NOT get onto the 60 lanes. Also, get rid of the cloverleaf interchange at the 143 and 10. Keep that traffic flowing directly onto the 10 eastbound lanes.
48	143 South to I-10 E needs a high speed merge, much like the on ramp to 143 from I-10 W. The 270 degree 1 lane turn causes mile long back ups and lots of stop and go on the 143 causing daily accidents and aggressive merging. This seems to be overlooked in the improvement plan.
49	more lanes
50	Build new and wider bridges at Broadway Rd, SR-143, easier transition lanes and ramps to distinguish between the local traffic to access nearby exits (Baseline Rd, US 60, Broadway Rd, SR 143, etc.) and longer distance traffic.
51	1. The overall plan is great for I-10, US60, SR143. 2. Question...is there any concern with I-10 through traffic using the local collector/distributor lanes even though traveler intends to go through on I-10? Some traffic does this now at I-10 WB Baseline and US60 weave. 3. Warner Road overpass is over capacity in both directions. EB Warner through lanes do not clear the bridge between cycles. WB Warner requires ~2 cycles to turn left onto EB I-10.
52	Please formalize the timing, funding, and design for the proposed bicycle / pedestrian crossings at Alameda, Western Canal, and Guadalupe.
53	Overpasses need to be modernized, utilizing configurations that are more efficient than classic diamond interchanges. Improvements are needed to give bicyclists safe passage thru overpasses. Dedicated bicycle lanes and no turn on red restrictions are needed at a minimum. Ideally a pedestrian and HOV bridge between Chandler and Ray would be build in addition. Potentially, a collector-distributor system or similar traffic mix control system is needed between Chandler and Warner road. Change the northbound I-10 to eastbound US-60 interchange such that traffic does not need to cross-merge with Baseline traffic.

Respondent Number	Question 2: What suggestions do you have for the study team regarding this section of I-10?
54	Really need to take a closer look at how non-motorized road users cross the freeway at all points. Forcing people walking or riding bikes into crazy corridors with high speeds and lawless drivers is unsafe. On a number of crossings (in Tempe and near Metro Center, for example), I've timed the crossing times to be over 6 minutes - waiting for light changes, etc... That's an insane amount of time for what is less than a 2 minute walk. There is also so much trash and detritus in the sidewalks. This wouldn't be acceptable in the car section of the roadway, why is it OK in the bike and pedestrian areas?
55	1. Place a pedestrian bridge over I-10 between Ray and Chandler blvd...accessed via the street immediately south of Home Depot.
56	1.Widen it. AND NOT JUST FOR HOV!!!! 2.Prevent Chandler residents from taking all priority of on ramps and causing queueing in Phoenix/Ahwatukee.
57	Please consider the option of connecting the western canal to increase safety and access from phoenix to Tempe. Also please look at the possibility of including bike lanes or paths on southern and Broadway.
58	Possibly a lane only for express bus service to downtown which should be improved. I also do not believe that making the highway six lanes will improve traffic. Look at what happened on the 101. After the expansion traffic is just as bad. Induced demand is a real thing. At most we should add one HOV lane in each direction and cap it at that. In fact maybe we should take a general lane away and use it for HOV. Instead we should invest in commuter rail on the already existing freight lines in the region. I also do believe that HOV interchange lanes would be helpful on the 143 though. We should emphasize carpool and transit not more soul crushing lanes and inevitable traffic.

Respondent Number	Question 3: Please provide any other comments or input you have regarding this section of I-10 or the environmental study
1	Please consider adding crossings at the Highline and Western canals near Baseline Rd, as well as improving bike/pedestrian/ADA access directly on Baseline. There is currently too much turning activity and aggressive driving in the vicinity for it to feel safe, and this seems to be getting worse. This is a major commercial area (AZ Mills/hotels) and commuting corridor for students and people who live and work nearby. Also, the canal crossings are two of the only missing links in an otherwise great network of canal trails. Residents of South Phoenix, Tempe, and Guadalupe deserve the same trail access as those in Arcadia, Chandler, and other areas where the canal trails are being improved - perhaps even more so if you consider the two-fold recreational and economic (commuting) benefits related to pedestrian/bike access in the community.
2	Providing wider freeways with more and more lanes is not the answer here. Once you hit 4 or 5 lanes it is time to think about a almost totally separate freeway either next to the existing freeway or on top of it (stacked). You have to eliminate the damage that weaving and lane drops due to capacity utilization on freeways when the volume to capacity ratio is nearing 1 or is over 1. Learn from CALTRANS.
3	Maintain twelve foot lane widths, fifteen foot outside / twelve inside shoulders widths. Provide bikeways/pedestrians paths on crossings - either on or over

Respondent Number	Question 3: Please provide any other comments or input you have regarding this section of I-10 or the environmental study
	improvement.
4	You guys shouldn't be building this.
5	Please add bicycle crossings to all transportation developments. And connect them all to the existing paths. It will make the city more economically sustainable. People working three jobs to pay rent/mortgage will spend less on cars. Cyclists spend more in the local community. We can make Phoenix a cycling destination- TOURISM. DO IT. Call me: Margaree Bigler 602-705-8456
6	I like the idea of collectors as well.
7	Need more access OVER (or under) I-10 between ahwatukee and tempe/chandler area for bikes/peds. I don't want to get involved in the automobile traffic when i'm walking or biking.
8	Make it pedestrian and bike friendly
9	The pack of safe pedestrian/bicycle crossings on I-10 endangers the lives of citizens
10	Pedestrian and bicycle bridges and pathways incentivizes communities to make better choices for individual and community benefits. These values need to be values in use at the State level.... input such as this needs to be distributed equitably within the final decision making process
11	I believe by creating an avenue for those who choose a more sustainable way of commuting will only encourage more people from the area to do the same. Reducing our carbon footprint should be #1 priority.
12	ADD MORE PEDESTRIAN AND BICYCLE BRIDGES ! ARIZONA IS A FOCUS STATE FOR PEDESTRIAN AND BICYCLE CRASHES. https://safety.fhwa.dot.gov/fas/ ADOT MUST DO MORE FOR PEDESTRIAN AND BICYCLE SAFETY ! https://www.azdot.gov/.../i-10-broadway-curve-i-17-(.../overview
13	Make them beautiful. incorporate art!
14	The cars driving this section of I-10 directly reduce my quality of life. The pollution is bad for me. We need fewer cars.
15	ADOT MUST DO MORE FOR PEDESTRIAN AND BICYCLE SAFETY ! https://www.azdot.gov/.../i-10-broadway-curve-i-17-(.../overview
16	LACK OF PEDESTRIAN BRIDGES ! ARIZONA IS A FOCUS STATE FOR PEDESTRIAN AND BICYCLE CRASHES. https://safety.fhwa.dot.gov/fas/ ADOT CONTINUES TO DO NOTHING FOR PEDESTRIAN AND BICYCLE SAFETY
17	Please make changes. Even before 6am, this stretch of freeway is already ridiculously busy.
18	Need toll lanes. I've always dreamed that the state would use the "waterless Salt River" to construct and use as a "toll lane", fast lane or for some sort of high speed train
19	Along with the options under consideration, please also consider having a mass transit option like light rail along the median of I10.
20	Thank you for the opportunity to give input.
21	If at all possible, increase the speed if construction. To have this area under construction for 4 years is going to create massive backups.

Respondent Number	Question 3: Please provide any other comments or input you have regarding this section of I-10 or the environmental study
22	Also I would find ways to make the surface streets more appealing for example by raising the speed 5 miles an hour in the surrounding stressed area or perhaps only during the times the HOV lane is restricted or something? OR also by making certain street lights that are not major ones become decommissioned so drivers wont "hit" as many lights during their trip and instead be treated as an other small roads. So much time is just wasted at these lights that are incredibly frequent and dont really serve a very good purpose outside of weekend nights.
23	Widen it NOW AND don't put the lame 1" of asphalt over the concrete that falls off after 4 years. Use what little synapses ADOT collectively has.
24	Just work to resolve this as soon as possible please. This area really needs help. Thanks!
25	This part of the interstate was not well designed for even smaller amounts of traffic. I am perfectly willing to take alternate routes while this is done.
26	I am most excited for the collector-distributor roads being added to the I-10. Additionally, widening the I-10 through the Broadway curve is long overdue and I am thankful you are addressing the issue. Thank you, thank you, thank you, thank you. You are going to make my life a little better every day. It's a big deal, and I appreciate it.
27	Living between 51 St street and the I-10 at Elliot, my concern is if there will be widening of the I- 10 such that residential property will be purchased and destroyed.
28	When closure of this freeway will occur for the improvements, give many multiple notices to use alternate routes like for those big rig trucks going to California to take I- 8 to SR 85.
29	Some cars won't let you into the far right lane to the Mesa/Globe exit going eastbound. Add a ramp traffic light or maybe another lane.
30	Provide better freeway to freeway connection between I-10 and 143
31	A marginal road along I-10 from Chandler to Baseline. Then combine exits for Chandler and Ray, as well as Warner and Elliot.
32	I sense commercial traffic trying to just get to other side of PHX will most likely use the new 202 connection to by-pass the heart of PHX, relieving much of the congestion currently experienced.
33	Anything that can be done to improve the capacity of the curve has to improve impacts to the environment.
34	Also change the timing according to the time of day for traffic lights near freeway on/off ramps to help increase the flow of traffic
35	The sooner construction begins, the better. This project is well overdue.
36	Remove traffic access to I-10 from Broadway Road southbound
37	I-143 Southbound needs to be included in this analysis. it is a major gateway to the east valley from the airport and major businesses on washington st. This is a major issue as the I-101 S to US-60 E is also a massive slow down and one of the worst accident corridors in the valley.
38	I hate driving the curve
39	Build quickly, if you must close the interstate down, tell those big rigs to take the existing Phoenix by-pass (I-8 to SR 85) and the South Mountain Frwy stretch when that

Respondent Number	Question 3: Please provide any other comments or input you have regarding this section of I-10 or the environmental study
	opens in Late 2019.
40	Please include the Warner Road overpass into this study / project.
41	It's created such a huge barrier to transportation for people walking or riding their bikes. The number of safe crossing points (that don't include stairs or ridiculous ramps) is next to zero. People have to go so far out of their way to cross the freeway, and are usually forced to either use a busy, high-speed roadway in unsafe manners, or climb stairs / ramps into overpasses. It increases travel time exponentially and divides our communities.
42	Much needed project. Thank you.
43	Chandler residents definitely have priority getting on the freeway. When queues are long the ahwatukee residents have a long endeavor. I think the 202 will reduce demand from ahwatukee on the ramps at ray/warner/elliott, however, it will not eliminate this issue. The commute on this stretch has increased tremendously in the 10 years i've lived in this area. I do think 202 bypass will help some. However, its feasible to think some lanes that are protected from the strong on ramp undulations would help. However, in the end, i think its way over capacity.
44	Please consider the safety of these areas in regards to non-motor vehicles.

5.12 Appendix L – Comment Matrix

Name	Channel	Comment	Requires Resolution	Resolved	Resolution
Michael Kies	Email	<p>Dear ADOT Study Team,</p> <p>I attended the Public Meeting on February 26th regarding the I-10 Broadway Curve project, and would like to submit the following comments and/or input for your consideration, and inclusion in the public record.</p> <p>During the presentation, I was informed (yet again) this study is requesting input to determine the scope of improvements that should be considered during the NEPA process (Scoping) for this section of our transportation system. Ironically, I was a team member during the 1988 Corridor Improvement Study that identified the need for improvements (C-D Roads) very similar to those shown in the video presented at the meeting. I am fully aware that a project of this magnitude can take decades to plan and construct, but to still be in the scoping process over 30 years after recommendations is a concern, and I request this NEPA document disclose the unique issues that have dragged the process out for over a generation.</p> <p>I have similar concerns to those raised by the audience during the question and answer session, and I have the following input to include in the study process;</p> <ol style="list-style-type: none"> 1) Include an Alternative that relies mostly on technology improvements as opposed to expansion. 2) Include an Alternative that relies mostly on Public Transit/Multi Modal measures as opposed to expansion. 3) Include an Alternative similar to the 1988 Corridor Recommendations, since the current facility (i.e. US60 TI) was constructed to accept the C-D System with minimal construction. 4) Present traffic and operational data after the South Mountain Freeway is open to traffic to clearly demonstrate that improvements along I-10 are still required. <p>I suspect that these alternatives will demonstrate that these strategies will not fully address the future transportation needs, however based on the questions asked; this analysis is of interest to the public. These Alternatives should have been included in the MAG Spine Study, but MAG staff chose to cut corners instead of completing a comprehensive study. I assume the results of this exercise will highlight the need for a combination of Expansion, Technology, and Multi-Modal options to be the best use of taxpayers' dollars.</p> <p>Based on answers provided to public questions and input, I have concerns about the project team's adherence to the NEPA Scoping Process. Input was requested from the Public and received, such as;</p> <ul style="list-style-type: none"> 1) Improvements to the Baseline Interchange should be considered 2) Improvements to the Warner Road Overpass should be considered <p>Responses to this input indicated that these interchanges are not included in the Scope of the project, even though they are clearly within the study limits. The NEPA Scoping Process encourages the input on improvements to be considered, and because the final scope of the project has not been determined; the responses provided to the public seem disingenuous, and may open FHWA open to legal challenges based on non-adherence to the NEPA process.</p> <p>I look forward to continued participation in this process as an interested member of the traveling public, and thank you for receiving and documenting my comments and concerns.</p>	Yes	Sent initial response and copied Gaby.	TBD ADOT

Christopher Jensis	Called	Lived in Ahwatukee for over 42 years, things have changed, you probably know this, I'm just telling you because I received card on environmental study on the projected area between 202 and the split with I-17 and I-10, and when cars are actually coming off Warner Rd. don't actually come from the west, they're getting ready to turn left-they are backing up onto the ramp now a lot, and I don't know what you can do about it because it's a short bridge, short between intersections. Just in case you didn't know it, or are wondering, it is happening all the time, in all directions, especially coming off the EB ramp to turn left, into the east, into Tempe. It's changed a lot in the last year. A lot. A lot in the last couple years for sure. Anyhow, if anyone want to talk about it my number is 480-893-9121	Yes	Yes	Called and told we'd include comments. Mr. Jensis was grateful for call back.
Liz Zervus	Called	I reside next to the I-10 freeway. My phone # is 480-9470072. I do have questions, as it probably will affect me, and also I do not have internet access, so please give me a call back, hopefully today before the meeting, that would be nice, you know what, I'm not sure if I can attend the meeting, but I will be impacted by this change to the I-10, alright, because I live right next to the I-10. Thank you very much	No	Yes	Spoke with stakeholder at public meeting
Chad sirs	Called	Hi, do you have a mailing address that I could be added to? And if so, my mailing address is 4216 cornell crossing	Yes	Left Message for man to call back due to message being cut off	
Lynn Dame	Email	Good Morning, As someone who travels the 51 and I10 between Shea and Elliot every day to get to/from work, I can only say please, please, please leave the proposed sections alone, and focus the energy/funds on relieving congestion on the 51. The targeted areas on the I10 are an absolute pleasure to travel during rush hour compared to the 51. And please, no more HOV lanes. Those that can carpool will do so, carpool lane or not, so not an incentive at all. The number of cars that legally use the HOV lane do not make up for the fact that a whole lane is being "wasted" during peak travel times, when every available lane should be open to moving traffic. Kind of defeats the "environmental benefits" argument! In addition, every other car using the HOV lane is doing so illegally. Thank you!	No		Sent initial response
Jon Fell	Email	In-lue of the Broadway Curve Public Meeting I wanted to submit a future improvement project that would extend 101 in the West Valley across the new 202 (South Mountain) and into the 17. See attached image showing alignment along the north bank of the Salt River. 12 Mile stretch. Enjoy your day!	No		Sent initial response
Mary Morrow	Email	Don't you think you should allow the opening of the South Mountain new freeway connecting I10 from Pecos to 59th Avenue FIRST before continuing to survey the traffic flow on what is needed along the Broadway curve and I-10 to the split??? the whole reason the South Mountain corridor is there is to improve the downtown traffic. It's a waste of time to not wait for that effort to understand how the new 202 portion of South Mountain freeway will impact I-10. we will not approve another tax hike for this work until we see the affects of South Mountain.	Yes	Yes	Sent initial response and detailed response.
Cyndi Hersh	Email	I assumed when the 202 South Mountain extension opens later this year, much of the 10 congestion in the proposed section would be alleviated. Is this angle being considered? Sincerely, Cynthia Hersh	Yes	Yes	Sent initial response and detailed response.

David Gooman	Email	<p>Dear ADOT,</p> <p>I agree that improvements are badly needed to improve traffic flow on the I-10 between the I-10/ I-17 split and the Loop 202. I live in Gilbert and commute to the City of Phoenix each work day. I ride a Valley Metro Express bus which greatly helps with the commute, however I get to observe the general lanes of traffic between the US 60 and I-17 split on the I-10. Traffic generally slows a bit at the Broadway curve going East in the morning however traffic going West in the evening is much worse. Even the HOV lane in the West direction is slowed to the same pace as the general purpose lanes.</p> <p>The East bound lanes on the I-10 currently provide 5 general purpose lanes where 3 general purpose lanes of the I-17 join with 3 general purpose lanes of the I-10. The East bound I-10 is further reduced to 4 general purpose lanes at the 36th St curve. These lane reductions create a pinch point. This in combination with the Broadway curve Eastbound design debacle needs improvement for traffic flow.</p> <p>The HOV could be expanded to 2 lanes Eastbound on the I-10 between the I-17 and the US 60 split as this is generally the point that slows consistently on the entire HOV system. 5 general purpose lanes are definitely needed the entire length both directions on the I-10 between the I-17 and the US 60 split or if the HOV lanes are not expanded, 6 general purpose lanes would certainly benefit traffic flow the entire length between the I-17 and the US 60 split. 5 general purpose lanes should continue Eastbound on the I-10 to the Loop 202 junction. 5 general purpose lanes would also be beneficial Westbound on the I-10 from the Loop 202 however I understand that this may require re-design at the Westbound US 60 junction where the US 60 currently has 3 general purpose lanes merging with the general purpose lanes of the Westbound I-10. I am sure that traffic design engineers can work this out.</p> <p>SR 143 at the Broadway curve needs major redesign at the I-10 Eastbound junction. SR 143 should be designed to connect to the I-10 and US 60 independently. Construct a series of bridges and ramps that exit left to the Eastbound I-10 or right to the US 60 with separate exiting to connecting surface streets. SR 143 is a major point of congestion daily and needs remedied even if nothing else is done.</p> <p>I thank you for the opportunity to provide comments. I am hopeful that the process will move forward for the badly needed improvements and that funding will be given a top priority moving forward. The proposed improvements will greatly benefit all citizens that live and work here in this great valley of ours.</p> <p>Sincerely, David Goodman</p>	No	Sent initial response
James Marino	Email	<p>Good morning,</p> <p>After attending the public meeting for this project I have several suggestions which I was told I should email to you.</p> <p>1. ADOT should consider implementing a plan level Road Safety Assessment (RSA) for this project. Currently there are hotspots for crashes within this project's limits. US 60 WB at Priest for example has had two multi vehicle, freeway closing, crashes in the last 9 months or so. A plan level RSA would have a team (or teams) of traffic safety focused engineers, determine where the hotspots for crashes are occurring, review the crash histories, and examine the new plans to make sure all traffic safety issues at these hotspot locations are addressed. The RSA teams could also suggest low cost solutions to the new plans to reduce crashes at the hotspot locations. ADOT Traffic Safety funds could be used to pay for the plan level RSAs.</p> <p>I'm sure ADOT, MAG, and FHWA don't want this project to make the crashes in this corridor any worse then they are now and the RSA process has proven to be an effective method to address high crash locations. The major difficulty would be to determine how to incorporate the formal RSA process into the P3 design build process. Since RSAs are promoted by FHWA I suggest they should lead in determining how to combine the two processes. Perhaps MAG could have input as well. With the P3 Design Build process becoming prevalent I submit that this the perfect time to determine the method in which a plan level RSA could be incorporated into the P3 Design Build process.</p> <p>2. ADOT should consider the "liberal" use of in lane pavement markings to help drivers determine what lanes they need to be in. The existing left hand exit from US 60 WB to I-10 EB violates driver expectations which causes driver confusion. Confused drivers in the wrong lane will swerve at the last moment which causes the crash/fatality rate to increase. Additionally the proposed collector distribution road system will be unique in Arizona and will also increase driver confusion. Since confused drivers crash much more frequently than unconfused drivers, the drivers on this corridor will need every possible aid to help them determine what lanes they need to be in to safely reach their destinations. In lane</p>	No	Sent initial response

		<p>pavement markings are an inexpensive countermeasure to help reduce driver confusion.</p> <p>3. If the proposed collector distribution system is implemented has any thought been given to installing Freeway Management System (FMS) traffic cameras and Dynamic Message Signs (DMS) on it? If FMS traffic cameras are installed on the collector distribution system then ADOT's Traffic Operations Center (TOC) operators can monitor the collector distribution system and use the DMS to help manage the congestion and crashes that will occur.</p> <p>I'm sure ADOT would not want a crash on the collector distribution system to cause a backup out onto the the mainline freeway. Thus it will important to have crashes cleared on the collector distribution system as expeditiously as possible. Having the TOC operators be able to monitor the collector distribution system would be an effective way to help clear the inevitable crashes quickly.</p> <p>It is possible that some of the existing FMS cameras in the corridor may have a sufficient view of the proposed collector distribution system so new cameras may not be necessary at all points along the proposed collector distribution system. The project's designer, in consultation with the TOC operators, could determine where new cameras would be necessary.</p> <p>4. This corridor is over subscribed now and given the projected growth of the Valley it will be over subscribed after this project is finished. Has any thought been given to using advanced FMS techniques such as variable speed limits to ease the congestion? Given the cost of acquiring new right of way, it is most unlikely that more capacity will ever be added to this corridor after this project's completion. Therefore FMS techniques may be the only viable tool left to ease congestion.</p> <p>I do grant that given the political nature of Arizona implementing variable speed limits would be difficult at best. However I believe that 15 states are now trying variable speed limits. Perhaps these states could provide valuable lessons learned for this project. I suggest that the infrastructure for variable speed limits such as sufficient fiber and variable speed limit sign locations be installed with this project. Also any other advanced FMS techniques that could help ease congestion should be addressed by the study for this project.</p> <p>Best Regards, James G Marino P.E. ADOT Traffic Safety (retired)</p>			
Brian York	Email	<p>Hello, I received the meeting announcement flyer in the mail and although I am not able to attend I wanted to share my input on the project. Our business operates at 24th street and University and encounter significant traffic issues due to the lack of OFF ramp (westbound I17 at 24th street) and ON ramp (eastbound I17 at 24th street) Traffic must use 16th street (which gets extremely backed up) or use the Washington/Jefferson exists to Sky harbor circle to 24th street. These on/off ramps would be extremely helpful for the amount of local traffic happening on 24th street.</p> <p>Thank you for any consideration of my input</p>	No		Sent initial response
Tim Lank	Email	<p>The sound wall needs to be extended on I-10 eastbound between Ray Rd and Chandler Blvd.</p>	No		Sent initial response
Dan Coffey	Email	<p>Hi, I live at 4415 E. Monte Way. The noise level has been increasing for the past 20 years. I am West of I-10 at cross streets 48th/Piedmont toward the mountain. During rush hours and at other times the noise is way too much. I hear it North and East of me. Higher and better sound barriers need to be put up. This is effecting my quality of life. I like to go out in the morning and sit w/ my cup of coffee and now I can't... Lord knows what air I am breathing. Please take this into consideration when you are updating the I-10/60/143 segments. Thanks,</p>	No		Sent initial response
Rose F	Email	<p>Hello, I think it would be great if ADOT will improve the area of I10/60/143 Broadway curve area. I live in Ahwatukee and work near the airport. It's a nightmare trying to cross over the traffic coming off the 60 so I can get on the 143. I've always said it was a terrible set up. Please fix this! Benn tired of dealing with this for 17 years. Thank you. Rose</p>	No		Sent initial response
Peter Plush	Email	<p>ADOT is ignoring the most egregious incompetence on Arizona highways! Whoever designed the interchange from Highway 60 westbound to highway 10 southbound (/eastbound) should be indicted for criminal malfeasance!!</p> <p>Redesign and rebuild the HW60/HW10 southbound interchange!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p> <p>BTW another demonstration of ADOT incompetence is taking more than two years to rip Liberty Lane and Desert Foothills Parkway apart to install a few yards of water main!!!!!!!!!!!!!!!!!!!!!!!!!!!!</p>	No		Sent initial response

William Autrey	Email	<p>To whom it may concern:</p> <p>I have reviewed the materials and have several comments;</p> <p>From the "2018-03-28-Spine Corridor Master Plan</p> <p>Page 114 - I know there is a pedestal for a pedestrian bridge at Guadalupe and I10 but road use is relatively light. A lot of money for not much to show. Yes I know it's part of the master "trail plan".</p> <p>Page 117 and page 140 - I prefer this alternative over all other build options. It does a nice job of fixing SB143 to EB110 transition.</p> <p>Page 116 - I don't see NB143 at University details. The narrowing from 3 lanes to 2 lanes crossing University bridge causes merge issues, resulting in slow downs.</p> <p>Thanks, William Autrey</p>	No		Sent initial response
Georgia Bramwell	Email	<p>Does this project include widening Warner Road overpass? With all the construction and new and existing businesses on the Tempe side of I-10, the traffic is getting ridiculous and will only increase with time. Elliot Road and Ray Road have been widened so now it's Warner Road's turn. Thank you.</p>	Yes	Yes	Sent email response
Karen Sertich	Email	<p>I travel this route frequently during rush hour in the evenings. I personally think the best solution for at least the East bound lanes is to reconstruct the 143 and 60 interchanges. The biggest backup is traffic merging from the 143 into the right lanes of the 10 which then immediately go to the 60. There is a lot of lane switching in a very short distance for the 143 traffic that wants to go to the 10, not the 60.. Thank you,</p>	No		Sent initial response
Brian Thorn	Email	<p>1. Semi-trucks restricted to the two right lanes.</p> <p>2. More "Keep Right Unless Passing" signage and enforcement.</p> <p>3. Maximum of two axles in the HOV lanes.</p> <p>4. I'm not sure of the exact plans for the I-10 / 143 exit but it's sure a cluster right now.</p>	No		Sent initial response
Debbie C.	Email	<p>Hello,</p> <p>My suggestion is to extend the light rail to Ahwatukee and Chandler. This would be so much better for the environment! And a much easier commute.</p> <p>Phoenix is the 5th most populated City in US, why don't we have an extensive rail system?</p> <p>Thank you. Debbie</p>	No		Sent initial response
Leah Wolfe	Email	<p>I cannot attend the Feb 26th public feedback meeting re: interstate 10 improvements, but I want to submit that they simply must include fixing the Warner/10, Baseline/10, and 60 E/W interchanges. If you want to reduce accidents and congestion, those are three crucial hot spots.</p> <p>Widening "The Spine" won't do enough to improve traffic flow if we're still all jammed up trying to get on and off at those sections. They're ineffective and dangerous.</p> <p>Warner sees accidents a minimum of once/week, consequently jamming exits at Ray and all spots north. Any accident in this corridor creates a massive glut of traffic exiting at on Elliott, Chandler, Warner, Ray, and 48th St. lengthening commute times by hours, especially for those just trying to get to the west side of Phoenix.</p> <p>We pay plenty of taxes in this city for pet projects and ridiculous developments that create more commuter problems, so let's forego those for one year and put our money toward a more efficient roadway system.</p> <p>Lastly, ignoring these bottlenecks decreases our valley's accident preparedness and evacuation plans, putting more emergency response personnel at risk, as well as decreasing the survival rate of accident victims who depend on those emergency vehicles to get through.</p> <p>Currently, if there were a mass exodus from the Phoenix Metro area, we'd all die with no way out.</p> <p>Tell the real estate developers and sports teams to foot their own tax bills temporarily, ask our revenue department to squeeze a little more from our billion-dollar industries, and get a better stretch of highway to carry people more safely and efficiently from work and home.</p> <p>Thank you for your time and outreach.</p> <p>Leah Wolfe</p>	No		Sent initial response
Zac Rocheleau	Email	<p>ADOT,</p> <p>I travel the Broadway curve every week day mon-fri some Saturdays between the hours of 3:30am/4:00am I am traveling east and 1:30pm/2pm I am traveling west.</p> <p>Tha main cause for slow traffic is slow traffic. Improper merge speeds and slow drivers in the left lanes of travel. An extra or lengthed on ramp for the 51 hov exit would help,but the sub traffic merge speed is the major cause of the slow downs from my perspective. While causing a big problem as well, is drivers slowing through the tunnel becuase its dark, and I 17 traffic cutting through 4-5 lanes of traffic becuase they didn't move to the right before thier exit.. In my mornong commute it is very</p>	No		Sent initial response

		<p>uneventful with only a few drivers impeding traffic, which is comprised of drivers speeding up to drive next to a passing car causing 3 or even 4 lanes blocked for a mile or longer..</p> <p>The other huge problem is cell phone use. It would be wonderful if it carried the same penalty as drunk driving. You are making the choice to be distracted, and could possibly hurt or kill someone on the road. Those drivers are all over, and it needs to be addressed. Usually found traveling under the speed limit and randomly tapping brakes for no apparent reason.</p> <p>I am excited to see how much change the 202 brings I travel from buckeye to tempe every week day.</p> <p>Thank you for you time, Zac Rocheleau</p>			
Randy Weisman	Email	<p>I drive this every work day. One big issue I observe is the number and manner of people rushing into or out of the HOV lanes. They cut people off, causing heavy breaking.</p> <p>Perhaps to have limited access to the HOV lanes would help abate this issue. I have seen this in various parts of the country, IE: I25 through Denver, or Routes in the Washington DC corridor.</p> <p>I also think CD lanes will help. Also perhaps limiting commercial Tractor-Trailers to one or two lanes would be helpful.</p> <p>Just my opinion from observations</p> <p>Regards,</p>	No		Sent initial response
Darcy Wekell	Email	<p>Hello</p> <p>This applies to all freeways!</p> <p>Commercial vehicles regulated to the center and right hand lanes. Other states have these laws. When a semi " parks" in the left lane, passenger vehicles pass on the right, making unsafe maneuvers, and interrupting traffic flow</p> <p>Commercial vehicles should not be allowed in the HOV lanes PERIOD</p> <p>On 2 lane stretches of freeway, left lane is for passing ONLY. Again, no "parking" in the left lane. Interstate 20 in Texas has that law, traffic flows, it's patrolled and enforced. Much safer! I 10 to Tucson is terrible and unsafe!</p> <p>Thank you</p>	No		Sent initial response
David Urbinato	Email	<p>I am an HOV user (car pool) and the traffic has gotten so bad at the curve that the HOV lane often is just another lane of gridlocked traffic. It pretty much removes the incentive to carpool as the time savings are negligible.</p> <p>I'd support any option that can speed up the HOV lanes, especially where the HOV lanes from the AZ-60 merge with those on I-10. That is a dangerous, gridlocked mess that is a frequent source of rear end crashes.</p> <p>I'll also like to see sound walls built further south on the west side of I-10 all the way down to Chandler Blvd. I live just under a mile from the I-10 near 44th Street and Chandler and the roar from the highway is amazingly loud. The parcel of land immediately to the west of the highway north of Chandler Blvd. is vacant and has no sound walls -- see traffic roar comes across that field unimpeded and slams into the residential neighborhoods along 48th Street.</p>	No		Sent initial response
Garvin Brown	Email	<p>For many years this traffic corridor was the most dangerous I encountered in the metro phoenix highway system.</p> <p>If I was to design this project I would put a high speed lane AND a second HOV lane at the junction of I10 and US60 westbound both entering and mixing on the west side of I10 near the center divider. Hopefully this will mitigate west bound commuters desire to enter the I10 from the west bound 60 and immediately cut across 4 lanes full of traffic to reach the left high speed lane. A third lane might be desirable on the east side for the 60 to provide access to the 143 and the airport exits.</p> <p>Many thanks for these considerations</p>	No		Sent initial response
Wild Bill / WG Bolsszio	Email	<p>I never commented on things before please excuse any misunderstanding.</p> <p>Having driven the Superstition Freeway since the early 70's when it barely made it to Dobson Rd. I had always thought that it was only temporarily "T-ing" to the I-10 and that the Highway would continue west and connect to I-17 as a Southern corridor to by pass and what now is the "Spine".</p> <p>All traffic from North heading South has only the I-10 as the only main route thru the "Spine". If the Superstition continued West, the Airport, Rte-51, Rte-143 and I-17 would take the brunt of this traffic instead of the I-10.</p> <p>Therefore if I am traveling from Mesa, Queen Creek, Apache Junction, Gold Canyon to go to Prescott, Flagstaff, Buckeye etc. I would not have to travel thru Downtown Phoenix alleviating congestion in the existing infrastructure.</p> <p>I understand that Cost is probably prohibitive at this late time and that the Pecos will take a bite of the pass thru East/West traffic. Except that local traffic still has only One bridged crossing over the Salt River for this</p>	No		Sent initial response

		Major Metropolitan Area and its only on the Eastside. One of the benefits will be accessibility and growth for South Phoenix. Thanks for allowing my input			
Abhinav Puri	Email	Why not install barriers that prevent lane changing. Most of the congestion is due to people changing lanes. Also allow a 2-3 Mile hov lane zone that does not have any restrictions. Some of the non hov traffic can hop over and help decongest.	No		Sent initial response
Christopher Ingle	Email	I hear you are soliciting comments on your I-10 improvement project. RAISE THE SPEED LIMIT TO 75. Whoever set the speed limit at 65 must be a very ancient, very slow driver who wanted to give police an excuse to pull over anyone they wanted because everyone is speeding. Please do the right thing and stop being an enemy of the commuting public. That is all. Warm regards,	No		Sent initial response
Phil Kmett	Email	HOV LANES CREATE CONGESTION & ACCIDENTS!!! do away with the HOV lanes on all freeways & let traffic flow freely. It will cut down on accidents from people trying to exit or enter the lanes. At 2:55 PM all traffic is flowing smoothly, after 3 PM, the non HOV lanes are congested while the HOV lane is almost empty.	No		Sent initial response
Ruthie Harvey	Email	Hello, I was unable to attend the public meeting yesterday about the I-10 Broadway Curve project. Could you please send me the meeting exhibits and materials since I was unable to attend? Thank you in advance for your help, Ruthie Harvey I reviewed what you uploaded (thank you), but I do not see any files that show the actual proposed alignments and improvements in detail, there is just a cartoonish looking overview type picture, can you send me the draft EA docs or anything you have with more detail? Good morning, Ms. Harvey, All public materials will be uploaded to the project website. We have three larger maps we used at the meeting that we'll be uploading in the next week that give more detail. We're currently working with the documents to make sure they'll be easy to read once uploaded. The EA documents are not available yet. As noted in the presentation, we expect to hold a public hearing featuring the draft EA in Summer of this year. We will include you on the mailing list so you will receive notices about the release of the draft EA, if you would like. Thank you, again, for your interest. Hi again! I just wanted to follow up about the I-10 Broadway Curve project.... I just looked for the 3 maps you mentioned but I don't see that they've been added yet, so I was wondering if you can tell me when to check back? Good afternoon, Ms. Harvey, The aerial maps have now been added to the website. Please see the linked numbers 1, 2, and 3 in the line that says "Roll Plots" just under "Comment Form". It is shown in the snippet below. Thank you, Public Meeting Documents Tuesday, Feb. 26, 2019 Presentation Fact Sheet Meeting Boards Comment Form Roll Plots - Potential Improvements	Yes	Yes	Continued to Email Ms. Harvey to make sure she was able to obtain the requested documents
Michael Maughan	Email	My 2 cents.... Eliminate the Carpool lanes. While these sound fantastic and all. During the Busiest times for traffic we take away a lane that could be helping move more traffic through the corridor.	No		Sent initial response

Marchal Peck	Email	<p>Hi,</p> <p>From my front porch I see the traffic backing up on I-10 heading towards Phoenix everyday and I keep thinking I'm glad I don't have to drive in that it's only one solution to this whole problem maybe a toll road that would bypass this whole area because this part of the freeway has never been made you handle this much traffic and since more people are moving out to Maricopa and other places south of here it's only going to get worse. There really is no solution without tearing the entire freeway out of this area and redesigning the whole thing what could really mess traffic up so bad it would not be worth it. What we need if more pass through South Mountain not around it but with the mountain being what it is that'll never happen but that's the main problem with the Broadway curve everybody heading north on I-10 we're traveling west on US 60 have to hit Broadway curve and that's the problem too much traffic not enough roads.</p> <p>Well that is my input I hope it helps with the project I've been watching I-10 for close to 35 years from my front porch</p> <p>Marchal Peck</p>	No		Sent initial response
Donna Honaker	Email	<p>Per the below ADOT News Release. I would like to know if this widening will involve displacement of homes along the stretch. My Husband and I are located between Elliot and Warner off I-10 (Ahwatukee), 5205 E. Loloma Circle, Phoenix.</p> <p>Thank you,</p>	Yes	Yes	Sent email response
Adam Farni	Email	<p>Good Day,</p> <p>As a resident of Tempe living within yards of U.S. 60 retaining wall, I have some concerns and suggestions regarding Future of Broadway Curve[10BroadwayCurveFutureDesignReport].</p> <p>I have reviewed your Pre-Final Design Concept Report and have some concerns.</p> <ul style="list-style-type: none"> - Toll roads or as you call them C-D Roads 'Collector Distributor Roads,' are horrific no good terrible waste of resources: time, energy, & money. Aside from being illogical and ineffective. - "Toll roads would also push more vehicles on the "free" city streets [and non-pay highways]. This would create more gridlock and frustration for drivers, and increase the overall cost to taxpayers to repair and maintain city roads and highways." [Michael Taube, Conservative Case Against Toll Roads, 2017]. - Voters in Texas are so against Toll Roads they have amended their state constitution to eliminate future toll roads. Let me state that one more time, Texas voters amended their state constitution against Toll Roads [Robert Dunphy, Toll Roads: A Problem or a Solution?, 2015]. - The top minds of AECOM [For-Profit Multinational Firm, \$20.2 Billion Annual Revenue, 2018] author of Pre-Final Design Concept Report and AZDOT believe the only answer to our problematic freeway system is more lanes, I mean new Toll Lanes. Automobiles were invented in 1885 and 71 years later [1956] the highway/freeway system was created. Since then the only two ideas we have added to road transportation are MORE lanes and Toll Roads. - 'Experience shows that if a road is part of a larger transportation network with a region, peak-hour congestion cannot be eliminated for long on a congested road by expending that road's capacity.' [Anthony Downs, Traffic: Why it's Getting Worse, What Government Can Do, 2004]. It's 2019 and we are still using 1950's answers. How about LESS cars on the road? Condensed Work-Week? Tele-Commute? Park & Rides? Sponsored Ride-Sharing? Ride-Linking? <p>How do we encourage LESS cars on the roads?</p> <p>A. Business hours - 8AM-5PM, seem to be the main daily work time and as well peak travel times are from 6AM-8AM and 5PM-6PM respectfully. As the Sharing Economy comes to fruition, 'traditional' or early 20th Century thinking will evolve from 8AM-5PM mentality and be left behind. Is it possible to arrange work hours for employees that counter peak travel times? Could employees have alternative start and end times? Flex schedules could be seen as a huge benefit to employees over more compensation or additional paid time-off.</p> <p>B. Working from home has increased more productive workers as well as higher satisfaction with their jobs in Germany [David Van Opdrop, 2019]. So let me get this straight, German workers who already work less than, have more paid-time off, are already more productive than American workers were even more productive and more satisfied with their jobs by working from home[A German right to work from home in your pajamas?, 2019]. The ball rest in Employers court, when allowing employees to work from home; however, with higher digitalization of most jobs it could be the employers best interest. Also, Employers could see a huge benefit of more productive workers and less turn around with</p>	No		Sent initial response

		<p>higher job satisfaction.</p> <p>C. State/City Sponsored Ride-Sharing is becoming popular as well as economically effective. Cities like Sacramento have begun to revolutionize public transportation with on-demand shared rides. Such programs "help expand public transit infrastructure, provide efficient, cost-effective on-demand transit solutions that are far more flexible and dynamic than traditional fixed-route systems." [Via NYC, 2018].</p> <p>D. Higher gas prices being replaced by ride-sharing taxes and state surcharges. Many cities with dwindling gas tax revenue have switched to ride-sharing taxes and fees to off-set decreases [Liz Farmer, 2018]. Although it will not solve all transportation revenue budget problems, it certainly will not hurt.</p> <p>In conclusion, it is utterly cost-prohibitive, time and energy inefficient to create Toll Roads to decrease traffic congestion. Considering Texas, has constitutionally out-lawed future toll roads; toll roads are politically and economically un-viable. It is time we stop relying on early 20th century ideas of more lanes and more toll roads to fight over crowded freeways and streets. We need to look for real solutions and new ideas to significantly reduce congestion such as: flexible work schedules, working from home, sponsored ride-sharing and even new taxes on ride-sharing.</p> <p>Respectfully,</p>			
Gary Lord	Called	<p>My name is Gary Lord. I am the chief engineer at the Phoenix Marriot Tempe at the Buttes on the Broadway Curve. My email address is glord@columbiasussex.com</p> <p>I would like to talk to some one about the Broadway curve project and how it will affect our adjoining property.</p> <p>My cell phone number is 602-478-0239</p> <p>Hello Mr. Lord,</p> <p>Thank you for contacting ADOT. We look forward to speaking with you regarding the I-10 Broadway Curve study and your property. I have forwarded your request to the Project Manager, Amy Ritz. We will be in touch with you soon!</p> <p>Thank you,</p> <p>Gaby On Thu, May 2, 2019 at 10:30 AM Gary Lord <glord@columbiasussex.com> wrote: Do you have a project time line for this project ?</p> <p>Hello Mr. Lord,</p> <p>Please see link to Fact Sheet on our website that shows the timeline. Please let me know if you have any other questions or concerns.</p> <p>https://www.azdot.gov/docs/default-source/transportation-studies/i-10-broadway-curve-study-factsheet.pdf?sfvrsn=2</p> <p>Thank you,</p> <p>Gaby Kemp ADOT Community Relations Project Manager</p>	Yes		Sent initial response and GK followed up.

Paul E. Callahan	Letter	<p>ADOT</p> <p>To our public servants.</p> <p>Please find the enclosed map I have marked with my ideas to solve the Broadway Curve problem and the future needs of our cities and state. Page 149 shows in yellow an extension of 143 to relieve traffic on the Broadway Curve. It will remove the need for I-10 traffic to sift across traffic coming off 60 to exit Broadway. I believe the three new miles of freeway will serve Phoenix better than more lane on I-10.</p> <p>The blue (on both pages) will help develop South Phoenix and should serve as the first part to be built of a future I-12 from I-11 to Lordsburg NM. I-12 would relieve traffic on I-10, shorten the route, reduce travel time and carbon footprint.</p> <p>The next project (shown in green) would bring 51 south to I-12 and east to 60 completing the second Phase of I-12. This would further reduce traffic on I-10 and help develop south Phoenix.</p> <p>The blue west of 51 would extend to I-11 and come some time later. The red shows where added lanes would be needed.</p> <p>Hopefully helpful</p>	No		None
Nathan Madden	Called	<p>Hello, my name is Nathan Madden. Umm. I had a couple of suggestions, but you wanted my contact information. Obviously you have my name now, but my phone # is 602-502-7761, and my email is nmadden1998@gmail.com, if you wanted to get in contact with me - I would prefer a phone call, but if you need to use the email, do-go-ahead. I just simply wanted to suggest possibly having an HOV connection to the I-17, or also having that 202 connection have an HOV. One of the things that I mainly have a problem with on our transportation system is, whenever freeway traffic is terrible during rush hour, nobody can really interchange between the different freeways if they need to, and so that would be very useful. And since you're already constructing in that area, it would be an idea. You already have the space for it in that middle area, all you need is just the one lane going both ways, um, in-fact, where you have the 71st Avenue HOV exit, um, you could easily extend one road to the left, and then have the HOV lane for the 202 going there. Of course that would be going over the area, but it's not like your not doing that already, so anyway, this is just a suggestion and if you want to get in contact with me you now have my contact information, so you have a good day.</p>	No	Called to thank for input.	Commenter was grateful to have the return call acknowledging comments were received and will be included.
Curtis Stohr	Email	<p>Simple solution is to build an upper level road extending from Baseline rd. area (northbound) to the west side of the airport where the 202/51/10 connecting lanes are by going over or pass the northern hangers/buildings Air Lane. See attached drawings</p>	No		Sent initial response
Dave McKee	Email	<p>Enclosed are my comments regarding the Broadway Curve:</p> <ol style="list-style-type: none"> 1. A dangerous merge conflict situation exists between those transitioning from I-10 to US 60 East and those entering I-10 west from Baseline road. 2. I suggest the traffic entering I-10 west from the Baseline Road ramp be physically separated from the traffic transitioning from I-10 to US 60 East. Perhaps isolate the Baseline traffic to a new ramp that traverses over the I-10 to US 60 East transition ramp. Traffic from Baseline wishing to get to US 60 East could use Priest Road. <p>Dave McKee</p>	No		Sent initial response


Tammy Marcelja	Email	<p>Hello Ms. Marcelja,</p> <p>I am writing to provide a response to your question about a noise wall.</p> <p>We are currently conducting studies to determine noise levels. The results of those studies will be published in the draft Environmental Analysis (EA) we will publish for public review before the end of the year. Because you have written to us and provided your email address, I have added you to our mailing list. When the draft EA is available for review you will receive an email notice including information how and when you can review the document.</p> <p>Thank you for your vital input.</p> <p>Sincerely, Alex Albert on behalf of the I-10 Broadway Curve Study Team</p> <p>We live between Elliot and Warner, between 48th St and 51st St in Ahwatukee. While there is an existing wall on the west side of I-10 between Elliot and Warner, the freeway noise at our house is still very loud, especially when the wind is blowing from east to west. Would a higher noise wall help with this situation? There are times when we cannot stand to be outside! Tammy Marcelja</p>	Yes	Yes	Sent initial response & follow-up response (as noted)
David Rice	Email	<p>ADOT,</p> <p>(see included doc: Baseline1-10underpass.pdf)</p> <p>I am writing regarding the Interstate 10: Broadway Curve Environmental Study.</p> <p>Please consider widening the southern sidewalk at the I-10/Baseline underpass. This will allow a Highline Canal Path connection at ground level, and not four stories in the air, by way of an overpass.</p> <p>Please also consider the feasibility of connecting the Highline Canal Path to the Western Canal Path along the northern and western sides of Arizona Mills Mall. The configuration shown in the included document (Baseline1-10underpass.pdf), allows low stress connectivity from the Highline Canal to the west, Hardy Rd to the north, Western Canal to the east, Highline Canal to the southeast, and Priest Rd to the south.</p> <p>It would provide adequate connectivity without putting pedestrians on half mile long overpasses that rise multiple stories above the freeway.</p> <p>Thanks for your time and consideration, David Rice</p>	No		Sent initial response
George Sealy	Email	<p>My suggestion is to build an express overhead freeway of 2-3 lanes. You get on the express lanes at 202 and you can't get off until I-17. This would be a 'cars only' set of lanes, that is, no trucks. It would be very expensive, yes, but it would siphon off those travelers 'just passing through' thereby greatly reducing traffic.</p>	No		Sent initial response
vrncleod	Email	SLOW MOVING TRUCKS AND TRAFFIC SHOULD USE RIGHT LANE ONLY	No		Sent initial response
Christine Nechvatal	Email	<p>Please consider making the entrance from University/32nd St so that traffic can only go to I-17 North. I-10 West traffic can enter at 40th street instead. Afternoon traffic gets backed up due to all the merging at the I-10 West and I-17 North split near 24th street.</p>	No		Sent initial response

Anonymous	Letter	<p>Hello,</p> <p>In regards to proposed improvements to the 10, 60 and the Broadway curve I would ask for roads to be paved and filled in, too many potholes. I live in Ahwatukee and every time there is a wreck on the 10 about 15,000 people (seems like) or more get off the freeway and onto 48 St and also onto Priest. This should not happen. It usually takes me 15-20 minutes to get to work (5.5 miles). When everybody gets off of the 10 and onto to 48 St and onto Priest it takes me an hour to get to work. 48 St going around the Pointe South Mountain from Guadalupe Rd to Baseline should be 2 paved lanes in each direction, not the 1 lane. If you are going to tear up the 10 and the 60 please be sure to reroute all the traffic well away from Ahwatukee and from Priest. Probably not possible, but more lanes on surface streets and on the freeways.</p> <p>Also, please don't waste tax dollars on retaining walls, sound walls or pedestrian bridges, concentrate on getting tens of thousands of people to get to where they are going more quickly and efficiently without disrupting everyone else. I would also ask that Tempe start competently using their timed lights (north-south) on Priest between Baseline and University. When there is only 1 car on the small east west side streets, the traffic lights (north south) turn red and 15-30 cars going north south in each lane on Priest have to stop just to let only 1 car turn onto Priest. Political correctness is never efficient.</p> <p>Lastly, whatever you end up doing, if you could let us approximately know how many years this going to take.</p> <p>Thank you for trying to improve the overly clogged and poorly maintained roads and freeways in Phoenix and Tempe.</p> <p>A long time Phoenix resident and voter.</p>	No		Sent initial response
Debbie Stedman	Email	<p>I have a brilliant suggestion for the Broadway curve. I suggest that ALL trucks, trailers, anything one would consider "hauling" to stay in the right-hand lane only. All the way from Wild horse Pass casino, until you go thru the tunnel in Phoenix. No landscape trucks, delivery trucks, 18-wheelers, no RV's, nothing with trailers in tow, nor tow-trucks (unless going to the scene of an accident). This option would cut down on a lot congestion, cars will be able to go around such vehicles and make it less likely to impede on "traffic flow." Thank you. Deborah</p>	No		Sent initial response
Michele Agostinelli	Email	<p>Anything that can be done to fix the on-ramp to I-10 West from Broadway Rd would be a HUGE improvement. Often times, the travel from my office to get onto I-10 is as long as my travel on I-10 to home!</p> <p>I work on 14th Street in Tempe and to get home in the evening, I drive east on 14th Street and then turn on south on 52nd Street to west on Broadway and then have to turn left to the I-10 West on ramp. On most days, I am stuck at the light from 14th St onto 52nd Street (heading south) for at least two cycles of the stoplight. Then the wait on 52nd St to Broadway can be up to 7 minutes (because the middle right turn is so backed up and you have to be in that lane to get onto I-10 West). Once on Broadway, you are in yet another line waiting to turn onto I-10 (with people cutting into the left turn lane because they either didn't realize they had to be in the left lane OR, more often, because they don't want to wait in line like everyone else). And then once you get through the on-ramp, you have to merge and then immediately move over two lanes to stay on I-10 (the lanes from the on-ramp take you to 60 West).</p> <p>Can't wait to see what improvements are coming!</p>	No		Sent initial response
Ray Winward	Email	<p>I don't see how improving the westbound is going to make a big difference. All you're doing is pushing where they bottle neck is this a little bit further down West. I also don't see if I was coming from Elliot on the 10 west how I would get off at Broadway. If I was on Broadway and wanted to get onto the 60 East can this be done for what I'm seeing you cannot do that. Making improvements to me I'm here that Broadway area seems it would create more havoc on the side roads from what I'm seeing to try to get onto the 60 or from I-10 West to get to Broadway.</p> <p>If you were on Broadway and wanted to go on the 60, and it is possible with these changes I'd be fine if you guys made these changes on the east bound. I don't think I 10 West should be touch in this area yet until improvements on I-17 West between 24th Street and 7 Ave. is made to keep these bottle necks from happening. It is my from what I see the I17 West near the downtown area is where all the backup issue start.</p>	No		Sent initial response
Russell Laramie	Facebook	<p>When will ADOT look into widening the 101 at Shea? The backups during the mornign and evening commutes in that area are horrendous.</p>	No		
Greg Holman	Facebook	<p>Russell Laramie Not as bad as the 101 between Scottsdale Road and I-17</p>	No		



Arizona Department of Transportation	Facebook	Hi Russell. I just responded to your direct message.	No		
Russell Laramie	Facebook	Thank you.	No		
Dave Jibeault	Facebook	No brainer. More lanes. Fix the WB 10 afternoon issues caused by the uncontrolled 32st traffic entering WB 10 and the people illegally cutting in line across the solid white line from the 10 to the 17 at the split.	No		
Mark Thompson	Facebook	More lanes but seperated smartly between local and regional ones with two HOV lanes to remore the weaving effect between the US 60 & SR 143.	No		
Dave Jibeault	Facebook	"Weaving between 60 & 143"? The 60 HOV traffic clogging up the 10 HOV flow?	No		
Eric Schlaht	Facebook	Awesome news! The entire proposed area is much needed and will help greatly.	No		
Paul Trinker	Facebook	How much traffic is ADOT anticipating on that corridor once the 202 is completed?	No		

5.13 Appendix M – Presentation

**Interstate 10 (I-10) Broadway Curve
Interstate 17 (Split) to Loop 202
(Santan Freeway)
Environmental Assessment**



February 26, 2019
Public Information and Scoping Meeting
Rio Salado Community College Conference Center
2323 West 14th Street, Tempe, AZ 85281

ADOT  

Tonight's Agenda

5:30 – 6 p.m.	Attendee sign in, review displays and printed materials
6 p.m.	Presentation on study history and study team, study outcomes and process
6:30 – 7:30 p.m.	Open House continues for attendees to ask questions and provide input to study team members

ADOT  

Study Area



ADOT

ARIZONA
DEPARTMENT OF
TRANSPORTATION

Arizona Department of Transportation
Public Highway
Improvement

National Environmental Policy Act of 1969 (NEPA)

- ▶ The National Environmental Policy Act of 1969 (NEPA) is a law written to analyze, disclose, minimize and mitigate environmental impacts for federally funded projects.
- ▶ NEPA's basic policy requires applicable federal agencies to review impacts and mitigation measures.
- ▶ The review of potential impacts and mitigation measures will be documented in an Environmental Assessment (EA).

ADOT

ARIZONA
DEPARTMENT OF
TRANSPORTATION

Arizona Department of Transportation
Public Highway
Improvement

The NEPA Umbrella



Public Hearing Requirements
 Title VI of Civil Rights Act of 1964
 Executive Order 12898 (Environmental Justice)
 23 USC Section 109 (Standards)
 Clean Water Act (CWA)
 Clean Air Act (CAA)
 National Historic Preservation Act (NHPA)
 Archaeological and Historic Preservation Act (AHPA)
 US DOT Act – Section 4(f)
 Endangered Species Act (ESA)
 23 CFR 772 (Noise)

Comprehensive Environmental Response,
 Compensation and Liability Act (CERCLA)
 Resource Conservation and Recovery Act of
 1976 (RCRA)
 Emergency Planning and Community Right
 to Know Act of 1986 (EPCRA)
 Solid Waste Disposal Act (SWDA)
 Resource Conservation and Recovery Act of
 1976 (RCRA)
 Safe Water Drinking Act (SDWA)
 23 USC 109(h) – Highways Environmental
 Effects

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 Federal Highway Administration

History

- ▶ I-10 Corridor Improvement Study - 2009
- ▶ I-10/I-17 Maricopa Association of Governments' "Spine" Corridor Master Plan – 2014
- ▶ I-10 Near-Term Improvement Study – 2015



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Why are improvements needed?



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Where is everyone going?



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Potential Study Outcomes

This study has two potential outcomes:

- Proposed Build Alternative
- No Build Alternative
 - The No Build Alternative is the “do nothing” alternative.
 - It is the condition that would exist if the proposed project is not built.
 - The No Build Alternative provides the study team a basis against which potential impacts of the proposed project can be measured.

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Improvements Under Consideration

I-10 NEAR TERM & SPINE STUDY OPTIONS

- Existing Freeway
- 2 HOV Lanes + 6 General Purpose Lanes + Auxiliary Lanes
- 1 HOV Lane + 4 General Purpose Lanes + Auxiliary Lanes
- New Collector-Distributor Roads
EB SR143 to Baseline Rd. & WB Baseline Rd. to SR143 & 40th St
- Widen Facility
(to connect to I-10 improvements)
- Potential New Pedestrian Bridge

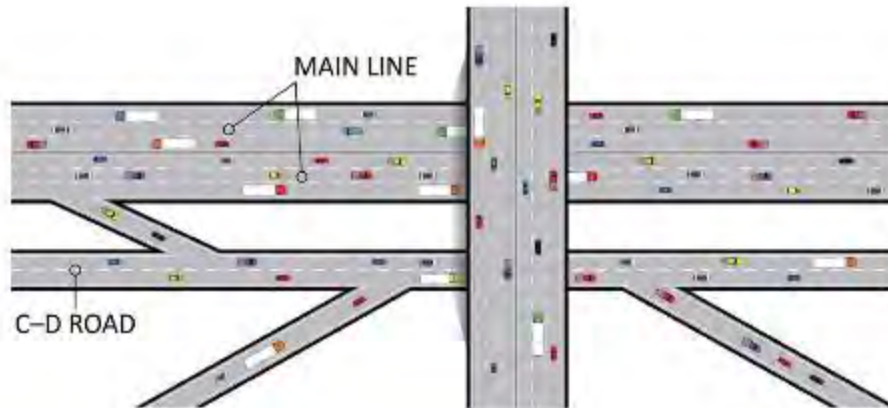


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Collector-Distributor System



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Schedule



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Participate and Stay Informed



azdot.gov/I10BroadwayCurve



Projects@azdot.gov



Bilingual
Hotline
602.501.5505



ADOT
Communications
1655 W. Jackson St.
MD 126F
Phoenix, AZ 85007

Comments must be received by **April 1, 2019** to be included in study record.

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Questions



azdot.gov/I10BroadwayCurve

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Interstate 10 (I-10) Broadway Curve Interstate 17 (Split) to Loop 202 (Santan Freeway)


Environmental Assessment Public Information Meeting

Agenda:

5:30 – 6 p.m.	Attendee sign in, review displays and printed materials
6 p.m.	Presentation on study history and study team, study outcomes and process
6:30 – 7:30 p.m.	Open House continues for attendees to ask questions and provide input to study team members

If you need assistance in Spanish, please contact a team member with a name tag that says “I speak Spanish.”

Spanish interpretation is available.

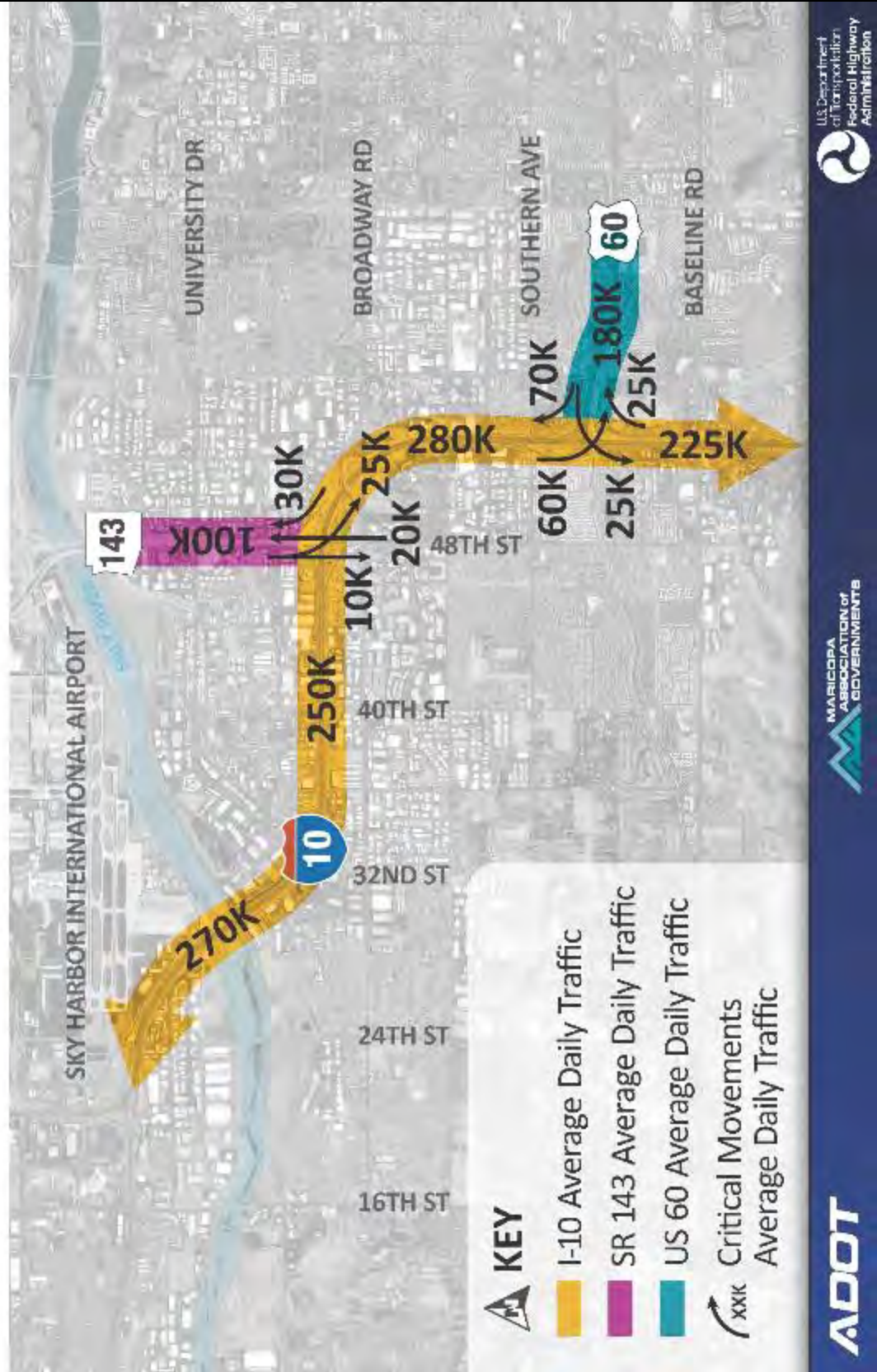




Study Area/Zona del estudio



Where is everyone going?/¿A donde van todos?



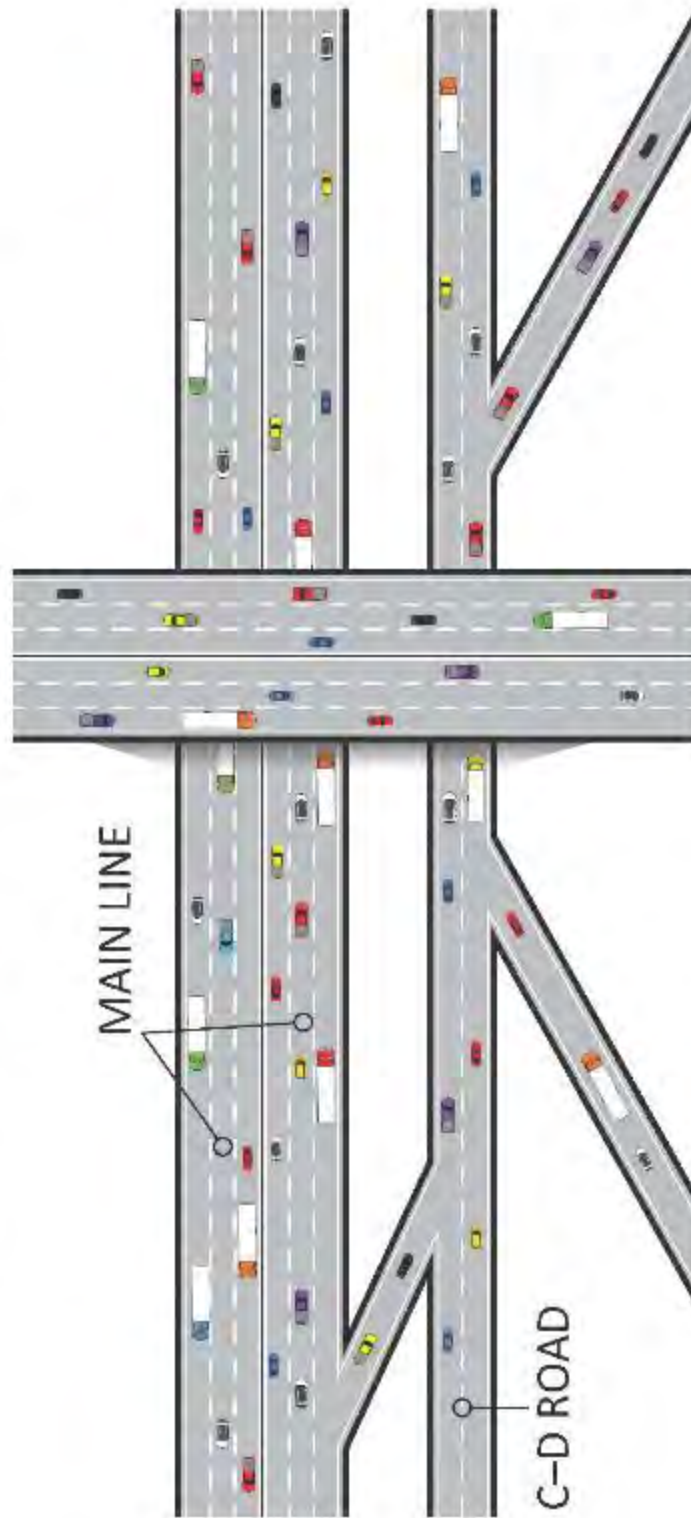
Improvements Under Consideration/ Mejoras que se están considerando

I-10 NEAR TERM & SPINE STUDY OPTIONS

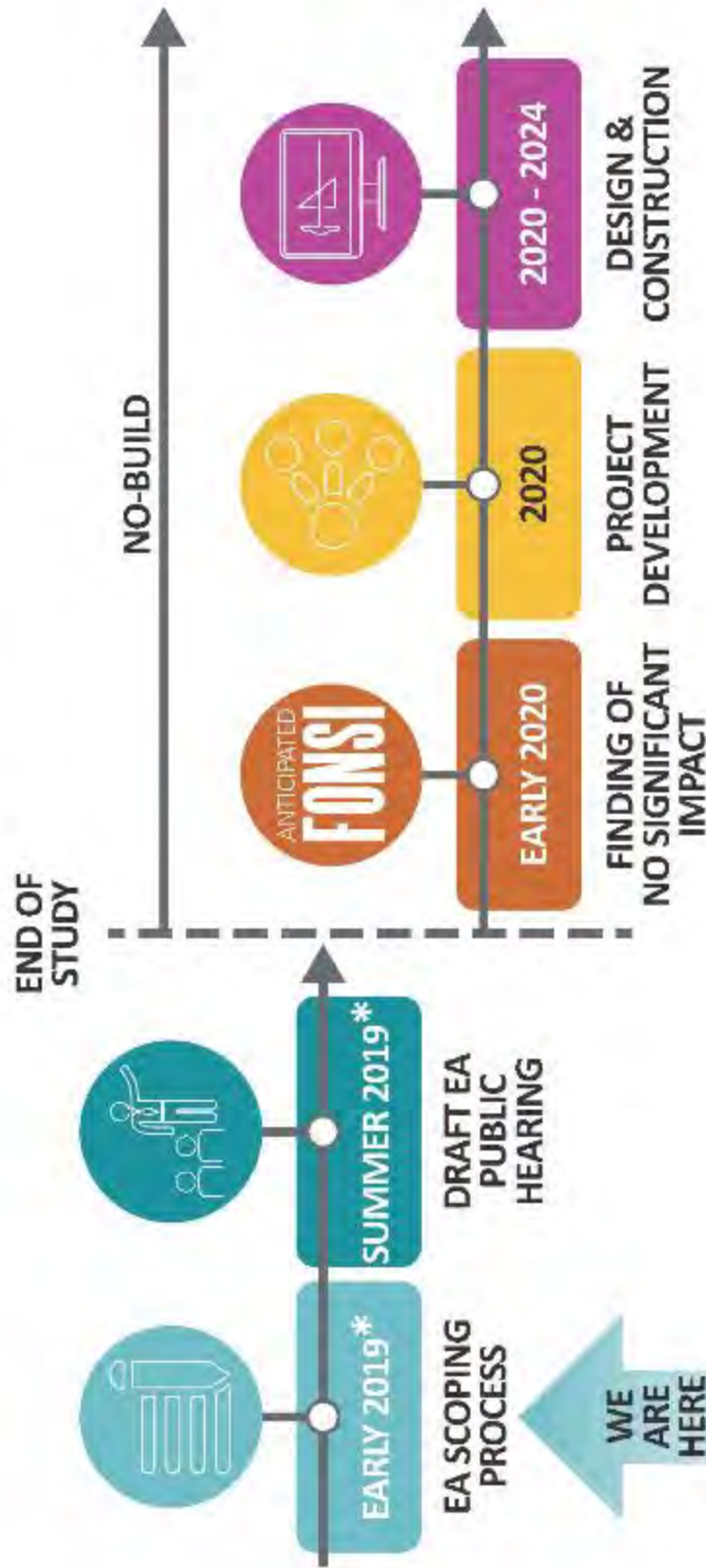
-  Existing Freeway
-  2 HOV Lanes +6 General Purpose Lanes
+Auxiliary Lanes
-  1 HOV Lane +4 General Purpose Lanes
+Auxiliary Lanes
-  New Collector - Distributor Roads
EB SR143 to Baseline Rd. &
WB Baseline Rd. to SR143 & 40th St
-  Widened Facility
(to connect to I-10 improvements)
-  Potential New Pedestrian Bridge



Collector-Distributor (C-D) System/ Sistema de colectoras y distribuidoras



Schedule/Cronología



**Formal Public Input Opportunity*

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5.15 Appendix O – Aerial Maps

