

I-10/Jackrabbit Trail Traffic Interchange Study

January 23, 2024 Public Meeting Summary Report

March 2024

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ADOT

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Nancy Becerra at 623.695.7411 or ngbecerra@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, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Nancy Becerra al 623.695.7411 o por correo electrónico al ngbecerra@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

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1. INTRODUCTION

The Arizona Department of Transportation (ADOT), in coordination with the Maricopa Association of Governments and the city of Buckeye, initiated preliminary design for improvements at the Interstate 10 (I-10)/Jackrabbit Trail traffic interchange. Planned improvements include:

- Reconstructing the existing traffic interchange and adding traffic signals
- Widening the interchange ramps to provide additional turn lanes
- Removing and reconstructing the existing I-10 bridges over Jackrabbit Trail
- Widening Jackrabbit Trail to three lanes in each direction south of McDowell Road and north of Van Buren Street

The project is not currently programmed for construction. This project is included in the Regional Strategic Transportation Infrastructure Investment Plan. Funding for construction is identified in Proposition 479, the extension of the half-cent sales tax in Maricopa County, which will be presented to voters in the Nov. 2024 election.

1.1. Title VI Accommodations

The public outreach effort was conducted in compliance with the Title VI Environmental Justice guidelines approved for the project in the ADOT Public Involvement Plan, on record with ADOT Communications.

2. PUBLIC MEETING

ADOT held a virtual public meeting on Jan. 23, 2024 at 6 p.m. The purpose of the meeting was to present the recommended design concept for the I-10/Jackrabbit Trail traffic interchange and provide an opportunity for the public to ask questions and make comments. A total of 112 people attended the virtual public meeting. All questions and comments provided at the virtual public meeting, as well as the responses, were recorded and included in Appendix C – Public Comments.

The public meeting was hosted online through Zoom. Participants could also call into the meeting if they did not have the ability to participate online. The meeting featured a presentation by the project team, followed by a question-and-answer period. Online participants were provided information on how to ask questions and provide comments and could submit written questions online through the Zoom Q&A feature. Participants could ask questions or make comments via phone by pressing *6 to raise their hand or utilizing the hand raise feature through Zoom. The public meeting offered live, simultaneous interpretation in Spanish.

Project team members from ADOT, Kimley-Horn and HDR served as presenters during the meeting. Speakers included:

- Nancy Becerra, ADOT
- Olivier Mirza, ADOT
- Taylor Ehrick, Kimley-Horn
- Randy Policar, HDR

Additional project team staff were present to assist in facilitating the online meeting and Q&A. Participants were notified that project-related comments and questions could also be submitted during the public comment period through Feb. 7, 2024, via email, telephone, mail or online. Participants were notified that all project-related materials, including the presentation, were available online.

The Title VI Nondiscrimination Notice to the Public slide was read in English and Spanish to all attendees, as well as how to take the Title VI self-ID survey.

2.1. Public Meeting Notification

2.1.1. Project Website

ADOT hosts a project website at azdot.gov/I10Jackrabbit, which was updated prior to the public meeting in Jan. 2024. The website provided an overview of the study, including a map of the project area, the public meeting date and instructions on how to participate in the public meeting, and information on how to ask questions or make comments. All materials related to the public meeting were posted on the project website, including:

- Public meeting presentation PDF
- Public meeting recording in English and Spanish
- I-10/Jackrabbit Trail fact sheet

Copies of the public meeting materials posted to the website are included in Appendix B.

2.1.2. Direct Mailers

A direct mailer was sent to 4,430 residential and business addresses in the study area within one mile of the project limits, which provided information on the study, how to join the virtual public meeting, and how to provide comments. The mailer (in English and Spanish) was distributed between Jan. 6-8. The mailers were sent to the following postal codes within the study area:

- 85326-R010
- 85326-H068
- 85326-PBOX
- 85396-R002
- 85396-R027
- 85396-R048

A copy of the direct mailer can be found in Appendix A.

2.1.3. Social Media

ADOT placed several posts on its social media accounts (Facebook and Twitter/X) between Jan. 3 and Jan. 16, 2024, to provide notice of the public meeting and the comment period. The social media posts were placed on the following dates:

- Jan. 3, 2024- Facebook
- Jan. 9, 2024- Twitter/X
- Jan. 11, 2024- Facebook and Twitter/X
- Jan. 16, 2024- Facebook

A copy of the social media posts can be found in Appendix A.

2.1.4. GovDelivery/News Release

Information on the public meeting and comment period was distributed by ADOT Community Relations Staff beginning on Jan. 2, 2024, via a GovDelivery notice. The GovDelivery notice was sent to approximately 16,000 email addresses on the I-10 Papago Freeway (SR 85 to I-17 Split) and I-10/Jackrabbit Trail Traffic Interchange subscription list. Five additional GovDelivery notices were distributed to remind the public of the meeting and the comment period before the Feb. 7, 2024, deadline. In addition, a news release was distributed via GovDelivery to approximately 54,000 email addresses on Jan. 11, 2024. The GovDelivery distribution dates were:

- Jan. 2, 2024
- Jan. 9, 2024
- Jan. 11, 2024 (News Release)
- Jan. 16, 2024
- Jan. 22, 2024
- Feb. 1, 2024
- Feb. 6, 2024

A copy of the GovDelivery and News Release can be found in Appendix A.

2.2. Public Meeting Materials

A variety of public meeting materials were made available to the public online via the project website. These public meeting materials included:

- Meeting presentation
- Online comment form
- Title VI self-ID survey

A recording of the public meeting was posted on the project website.

Copies of the public meeting materials can be found in Appendix B. Copies of the public comment form can be found in Appendix D.

2.2.1. Presentation

The presentation can be found in Appendix B and covered the following topics:

- Purpose of the meeting
- Project limits
- Other projects in the area
- Project purpose and need
- Project background
- Draft recommended alternative
- Right-of-Way acquisitions
- Noise abatement
- No-Build alternative
- Project schedule
- How to provide questions and comments at the meeting, and after the meeting, through the end of the comment period.

3. PUBLIC COMMENTS

This section summarizes the comments received during the public-comment period from Jan. 6 through Feb. 7, 2024. In addition to providing attendees the opportunity to provide comments during the meeting, comments could also be submitted through the online comment form, mail, telephone and email. A total of 147 comments and questions were received through the following methods:

- Online comment form: 53
- Project information telephone line: 0
- Email: 22
- Questions/comments during the public meeting: 72
- Mail: 0

The public comments and questions and responses are included in Appendix C. The online comment form responses are included in Appendix D.

3.1. Public Comments

Comments and questions received during the public comment period and at the virtual public meeting included the following topics:

- Questions and concerns regarding right-of-way acquisitions
- Opposition to the acquisition of a family-owned Chevron station within the project area
- Questions about the construction timeline
- Questions about drainage in the area
- Questions about project funding
- Support for improving the intersection and addition of traffic signals

4. TITLE VI REPORTING

4.1. Self-ID Surveys

Meeting participants were asked to complete ADOT's Title VI self-ID survey for federal reporting purposes. Links to the English and Spanish versions of the self-ID surveys were placed in the meeting chat for ease of taking the survey. A total of 33 people completed the self-ID survey out of 112 attendees (excluding the panelists and ADOT), a 29 percent response rate.

Of the 33 self-identification survey responses, 3 participants (9 percent) identified as African American/Black, 1 participant (3 percent) identified as Hispanic/Latino, 1 participant identified as Native Hawaiian/Other Pacific Islander (3 percent) and 28 (84 percent) identified as White.

4.2. Title VI Meeting Summary

A Title VI public meeting summary report documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on Feb. 6, 2024.

Appendix A

Public Meeting Notifications

ADOT

SHARE

I-10/Jackrabbit Trail traffic interchange improvements to be presented by ADOT at Jan. 23 virtual public meeting

ADOT will hold a virtual public meeting on Jan. 23 to provide details and seek input on the recommended design for the I-10/Jackrabbit Trail traffic interchange to improve traffic flow and safety.

The virtual public meeting will be held:

- Tuesday, Jan. 23 from 6-7:30 p.m.
- REGISTER TO JOIN ONLINE: <https://azdot.gov/JackrabbitMtg>
Call in number: 669.444.9171 Participant ID: 264911
English Webinar ID: 951 5167 6868
Spanish Webinar ID: 948 3052 6118

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees. Following the meeting, the presentation will be available on the project website at <http://azdot.gov/I10Jackrabbit>.

Planned improvements include:

- Reconstructing the existing traffic interchange and adding traffic signals.
- Widening the interchange ramps to provide additional turn lanes.
- Removing and reconstructing the existing I-10 bridges over Jackrabbit Trail to accommodate the new traffic interchange lane configuration.
- Widening Jackrabbit Trail to three lanes in each direction south of McDowell Road and north of Van Buren Street.

Comments on the draft recommended alternative will be accepted through Feb. 7 in any of the following ways:

- Online Survey: azdot.gov/I10JackrabbitComments
- Email: NGBecerra@azdot.gov
- Phone: 623.695.7411
- Mail: ADOT Community Relations, 1655 West Jackson, MD 126F Phoenix, AZ 85007



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Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/buletins/388e507>



Last chance to provide comments on the I-10/Jackrabbit Trail traffic interchange improvements

Wednesday, Feb. 7 is the last day to provide your comments on ADOT's I-10/Jackrabbit Trail traffic interchange draft recommended alternative to improve traffic flow and safety.

Learn more on the project webpage at <http://azdot.gov/i10Jackrabbit>.

Provide your comments through Feb. 7, in any of the following ways:

- Online Survey: azdot.gov/i10JackrabbitComments
- Email: NGBecerra@azdot.gov
- Phone: 623.695.7411
- Mail: 1655 West Jackson, MD 126F, Phoenix, AZ 85007



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Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/buletins/383c923>



Learn about I-10 Jackrabbit Trail interchange improvements at Jan. 23 ADOT public meeting

ADOT will hold a virtual public meeting on Jan. 23 to provide details and seek input on the recommended design for the I-10/Jackrabbit Trail traffic interchange to improve traffic flow and safety.

The virtual public meeting will be held:

- Tuesday, Jan. 23 from 6-7:30 p.m.
- REGISTER TO JOIN ONLINE: <https://azdot.gov/JackrabbitMtg>

Call in number: 669.444.9171 Participant ID: 264911

English Webinar ID: 951 5167 6868

Spanish Webinar ID: 948 3052 6118

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees. Following the meeting, the presentation will be available on the project website at <http://azdot.gov/i10Jackrabbit>.

Planned improvements include:

- Reconstructing the existing traffic interchange and adding traffic signals.
- Widening the interchange ramps to provide additional turn lanes.
- Removing and reconstructing the existing I-10 bridges over Jackrabbit Trail to accommodate the new traffic interchange lane configuration.
- Widening Jackrabbit Trail to three lanes in each direction south of McDowell Road and north of Van Buren Street.

Comments on the draft recommended alternative will be accepted through Feb. 7 in any of the following ways:

- Online Survey: azdot.gov/i10JackrabbitComments
- Email: NGBecerra@azdot.gov
- Phone: 623.695.7411
- Mail: ADOT Community Relations 1655 West Jackson, MD 126F, Phoenix, AZ 85007



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For more information, visit azdot.gov



Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/buletins/387ed42>



Missed our public meeting on the I-10/Jackrabbit Trail traffic interchange? View the presentation and provide your comments online

Learn more about ADOT's project to improve traffic flow and safety at the I-10/Jackrabbit Trail traffic interchange.

Visit <http://azdot.gov/i10Jackrabbit> to watch the presentation and provide your comments.

Comments on the draft recommended alternative will be accepted through Feb. 7, in any of the following ways:

- Online Survey: azdot.gov/i10JackrabbitComments
- Email: NGBecerra@azdot.gov
- Phone: 623.695.7411
- Mail: ADOT Community Relations, 1655 West Jackson, MD 126F, Phoenix, AZ 85007



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ADOT**Jan. 23 virtual meeting set for draft of I-10/Jackrabbit Trail improvements
ADOT seeks public input about planned interchange reconstruction**

The Arizona Department of Transportation will hold a virtual public meeting on Tuesday, Jan. 23, to provide information, gather comments and answer questions about designs to improve the Interstate 10 interchange at Jackrabbit Trail in the Buckeye area.

ADOT's virtual meeting is scheduled as follows:

- 6 to 7:30 p.m., Tuesday, Jan. 23
- Participants can register online at azdot.gov/JackrabbitMtg
- You also can use the call in number: 669.444.9171 Participant ID: 264911
- English Webinar ID: 951 5167 6868 Spanish Webinar ID: 948 3052 6118



Planned improvements include:

- Reconstructing the I-10/Jackrabbit Trail interchange and adding traffic signals.
- Widening on- and off-ramps and providing additional turn lanes.
- Widening Jackrabbit Trail to three lanes in each direction between McDowell Road and Van Buren Street.

The project to improve traffic flow and safety at the Jackrabbit Trail interchange is not currently funded for construction. This project is included in the Regional Strategic Transportation Infrastructure Investment Plan.

The virtual meeting will include a presentation by ADOT's project team and an opportunity for questions and comments from participants. Following the meeting the presentation will be available on the project's study website at azdot.gov/I10Jackrabbit.

Public comments about the draft recommended improvements at I-10 and Jackrabbit Trail can be submitted through Feb. 7 in the following ways: An online survey at azdot.gov/I10JackrabbitComments; by phone at 623.695.7411; by mail at ADOT Community Relations, 1655 West Jackson St., MD 126F, Phoenix, AZ 85007 and by email at NGBecerra@azdot.gov.

To plan your trip, get travel times or see ADOT cameras, download the [AZ 511 app](#).

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

SUBSCRIBER SERVICES:

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ADOT**Reminder: Join ADOT for I-10/Jackrabbit Trail traffic interchange public meeting tomorrow, Jan. 23**

ADOT will hold a virtual public meeting tomorrow, Jan. 23, to provide details and seek input on the recommended design for the I-10/Jackrabbit Trail traffic interchange to address traffic flow and safety.

The virtual public meeting will be held:

- Tuesday, Jan. 23 from 6-7:30 p.m.
- REGISTER TO JOIN ONLINE: <https://azdot.gov/JackrabbitMtg>
- Call in number: 669.444.9171 Participant ID: 264911
- English Webinar ID: 951 5167 6868
- Spanish Webinar ID: 948 3052 6118

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees. Following the meeting, the presentation will be available on the project website at <http://azdot.gov/I10Jackrabbit>.

Planned improvements include:

- Reconstructing the existing traffic interchange and adding traffic signals.
- Widening the interchange ramps to provide additional turn lanes.
- Removing and reconstructing the existing I-10 bridges over Jackrabbit Trail to accommodate the new traffic interchange lane configuration.
- Widening Jackrabbit Trail to three lanes in each direction south of McDowell Road and north of Van Buren Street.

Comments on the draft recommended alternative will be accepted through Feb. 7 in any of the following ways:

- Online Survey: azdot.gov/I10JackrabbitComments
- Email: NGBecerra@azdot.gov
- Phone: 623.695.7411
- Mail: ADOT Community Relations 1655 West Jackson, MD 126F, Phoenix, AZ 85007

**ADOT****ADOT seeking public's input on I-10/Jackrabbit Trail traffic interchange improvements**

Public encouraged to attend Jan. 23 virtual public meeting, provide comments through Feb. 7

ADOT will hold a virtual public meeting on Jan. 23 to provide details and seek input on the recommended design for the I-10/Jackrabbit Trail traffic interchange to improve traffic flow and safety.

The virtual public meeting will be held:

- Tuesday, Jan. 23 from 6-7:30 p.m.
- REGISTER TO JOIN ONLINE: <https://azdot.gov/JackrabbitMtg>
- Call in number: 669.444.9171 Participant ID: 264911
- English Webinar ID: 951 5167 6868
- Spanish Webinar ID: 948 3052 6118

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees. Following the meeting, the presentation will be available on the project website at <http://azdot.gov/I10Jackrabbit>.

Comments on the draft recommended alternative will be accepted through Feb. 7 in any of the following ways:

- Online Survey: azdot.gov/I10JackrabbitComments
- Email: NGBecerra@azdot.gov
- Phone: 623.695.7411
- Mail: ADOT Community Relations, 1655 West Jackson, MD 126F, Phoenix, AZ 85007





I-10/Jackrabbit Trail Traffic Interchange

JOIN ADOT FOR A VIRTUAL PUBLIC MEETING ON JAN. 23, 2024



Intercambio de tráfico I-10/Jackrabbit Trail

ÚNASE A NUESTRA REUNIÓN PÚBLICA VIRTUAL ENERO 23, 2024

OVERVIEW

The Arizona Department of Transportation (ADOT) will host a virtual public meeting on Jan. 23 to present the preliminary design for the I-10/Jackrabbit Trail traffic interchange. Planned improvements include:

- Reconstructing the existing traffic interchange to include traffic signals.
- Widening the interchange ramps to provide additional turn lanes.
- Removing and reconstructing the existing bridges over Jackrabbit Trail to accommodate the new traffic interchange lane configuration.
- Widening Jackrabbit Trail to three lanes in each direction.

MEETING DETAILS

Jan. 23, 2024 | 6-7:30 p.m.

The project team will give a presentation about the design, followed by a Q&A session.

The meeting will be held virtually via Zoom.

REGISTER TO JOIN ONLINE: azdot.gov/jackrabbitMtg

JOIN BY PHONE: 669.444.9171 | **Webinar ID:** 951 5167 6868 | **Participant ID:** 264911

Can't Attend?

The meeting presentation will be posted to the project website.

QUESTIONS/COMMENTS

Project comments can be provided through Feb. 7 in the following ways:

- Online Comment Form: azdot.gov/i10JackrabbitComments
- Phone: 623.695.7411
- Email: NGBecerra@azdot.gov
- Mail: ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

MORE INFORMATION/EMAIL LIST

Visit azdot.gov/i10Jackrabbit for more information and to subscribe for email updates.

DESCRIPCIÓN GENERAL

El Departamento de Transporte de Arizona (ADOT) te invita a una reunión pública virtual el 23 de enero para presentar el diseño preliminar del intercambio de tráfico I-10/Jackrabbit Trail.

Las mejoras planificadas incluyen:

- Reconstruir el intercambio de tráfico con semáforos.
- Ampliar las rampas de intercambio para proporcionar carriles de vuelta adicionales.
- Retirar y reconstruir los puentes existentes sobre Jackrabbit Trail para acomodar la nueva configuración de carriles de tráfico.
- Ampliar Jackrabbit Trail a tres carriles en cada dirección.

DETALLES DE LA REUNIÓN

Enero 23, 2024 | 6-7:30 p.m.

El equipo del proyecto hará una presentación sobre el diseño, seguida por una sesión de preguntas y respuestas.

La reunión tomará a cabo virtualmente por Zoom.

REGÍSTRESE PARA UNIRSE POR INTERNET: azdot.gov/jackrabbitMtg

ÚNETE POR TELÉFONO: 669.444.9171 | **ID de la reunión:** 948 3052 6118 | **ID del participante:** 264911

¿No puedes asistir?

La presentación se publicará en el sitio web del proyecto.

PREGUNTAS/COMENTARIOS

Comentarios sobre el proyecto se pueden proporcionar hasta el 7 de febrero:

- Formulario de comentarios: azdot.gov/i10JackrabbitComments
- Teléfono: 623.695.7411
- Correo electrónico: NGBecerra@azdot.gov
- Correo: ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

MÁS INFORMACIÓN

Visite azdot.gov/i10Jackrabbit para obtener más información y suscribirse para recibir actualizaciones del proyecto por correo electrónico.



23-839194

ADOT Tracs: 010 MA 121 F0486 01L



Arizona Department of Transportation | 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

I-10/Jackrabbit Trail Interchange / Intercambio de Tráfico I-10/Jackrabbit Trail

JOIN US FOR A VIRTUAL PUBLIC MEETING ON JAN. 23, 2024

ÚNASE A NUESTRA REUNIÓN PÚBLICA VIRTUAL ENERO 23, 2024



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ADOT would like your input on the recommended design for the I-10/Jackrabbit Trail traffic interchange (which will improve traffic flow and safety). Click the link for details on Tuesday, January 23rd's virtual public meeting: bit.ly/40Nk7bG



7:41 PM · Jan 9, 2024 · 5,090 Views

Jan. 23 virtual meeting set for I-10/Jackrabbit Trail improvements

ADOT seeks public input about planned interchange reconstruction

MORE: azdot.gov/news/jan-23-vi...



9:07 AM · Jan 11, 2024 · 3,270 Views

Arizona Department of Transportation
January 8

Save the date!

Join the I-10/Jackrabbit Trail interchange Jan. 23, 6-7:30 p.m. virtual public meeting to learn about the recommended design to improve traffic flow and safety.

To register for the meeting and more information visit the project website at <http://azdot.gov/i10jackrabbit>.

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Like Comment Share

Most relevant

Arizona Department of Transportation
January 11

ADOT will hold a virtual public meeting on Tuesday, Jan. 23, to provide information, gather comments and answer questions about designs to improve the Interstate 10 interchange at Jackrabbit Trail in the Buckeye area.

ADOT's virtual meeting is scheduled as follows:

6 to 7:30 p.m., Tuesday, Jan. 23
Participants can register online at azdot.gov/jackrabbitMtg
You also can use the call in number: 669.444.9171
Participant ID: 264911
English Webinar ID: 951 5167 6868 Spanish We...
See more

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Like Comment Share

Arizona Department of Transportation
January 16 at 6:00 PM

We want to hear from you!

ADOT will hold a virtual public meeting on Jan. 23 to provide details and seek input on the recommended design for the I-10/Jackrabbit Trail traffic interchange to improve traffic flow and safety.

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees.

The virtual public meeting will be held Tuesday, Jan. 23 from 6-7:30 p.m.
REGISTER TO JOIN ONLINE:
<https://azdot.gov/jackrabbitMtg>
Call in number: 669.444.9171 Participant ID: 264911
English Webinar ID: 951 5167 6868
Spanish Webinar ID: 948 3052 6118

Following the meeting, the presentation will be available on the project website at <http://azdot.gov/i10jackrabbit>. See less

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Like Comment Share

Most relevant

Appendix B

Public Meeting Materials

I-10/ Jackrabbit Trail

Traffic Interchange Project

Virtual Public Meeting
January 23, 2024

I-10/Jackrabbit Trail Traffic Interchange Project

The meeting will begin shortly.

While you wait, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation.
<https://azdot.gov/i10JackrabbitSelf-Id>

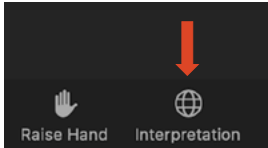


La reunión comenzará a la brevedad.

Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y cómo podrá mejorar la participación.
<https://azdot.gov/i10JackrabbitSelf-IdSpanish>



Spanish Interpretation



- Spanish call-in number: 669.444.9171
- Webinar ID: 948 3052 611
- Zoom interpretation feature

- Para traducción a español utilice:
- La función de interpretación de Zoom
- Llame a 669.444.9171
- ID: 948 3052 611

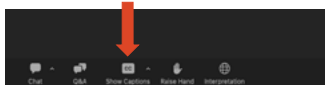
I-10/ Jackrabbit Trail

Traffic Interchange Project

Virtual Public Meeting
Jan. 23, 2024

I-10/Jackrabbit Trail Traffic Interchange project

- All participants have been muted to avoid background noise.
- Following the meeting presentation, we will take questions and comments online and by phone.
 - Instructions will be provided.
- To turn on closed captioning select that option from the menu.



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ADOT Civil Rights Office
206 S. 17th Avenue, Mail Drop 155-A
Phoenix, AZ 85007
602.712.8946 FAX 602.239.6257
CivilRightsOffice@azdot.gov

Danielle Valentine
Title VI Program Coordinator
DValentine@azdot.gov

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El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que la agencia tiene como regla asegurar el cumplimiento de el Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

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If you require an accommodation, please notify an ADOT staff member.

For additional information or questions about ADOT's External ADA Program, please contact the Civil Rights Office at 602.712.8946.

Purpose of Tonight's Meeting

Overview of I-10/Jackrabbit Trail Traffic Interchange (TI) project

Opportunity to ask questions and provide comments

ADOT



Project Limits

- Jackrabbit Trail from south of McDowell Rd to north of Van Buren St
- I-10/Jackrabbit Trail traffic interchange

ADOT



Other Projects

- 1 Widen McDowell Rd and add signal at Jackrabbit Tr
 - 2 Widen Jackrabbit Tr north of McDowell Rd
 - 3 Add signal at Van Buren St/Jackrabbit Tr
 - 4 Add signal at planned gas station north of Roosevelt St
 - 5 Extend Roosevelt St west of Jackrabbit Tr and add signal at Jackrabbit Tr
- City Projects: Jason Harris, 623.204.5312
Other Projects: John Willett, 623.349.6282

ADOT

Project Purpose, Need, and Goals

Purpose and Need

- Traffic congestion is causing delays and safety concerns
- Future growth will make congestion worse without improvements
- Project's purpose is:
 - Reduce congestion
 - Promote safety
 - Enhance mobility
 - Improve access

Project Goals

- Improve traffic safety, capacity, and operations
- Develop improvements that satisfy the project purpose and need
- Obtain public input on the Draft Recommended Alternative

ADOT



Project Background

- Update of previous study done by the Maricopa County Department of Transportation
- Conducted more detailed analysis of traffic operations, right-of-way impacts, and costs
- Evaluated two interchange types:
 - Diverging Diamond Interchange
 - Tight Diamond Interchange (existing)
- Improving existing **Tight Diamond Interchange** most beneficial:
 - Better traffic operations
 - Minimizes right-of-way impacts
 - Avoids drainage channel impacts
 - More cost-effective

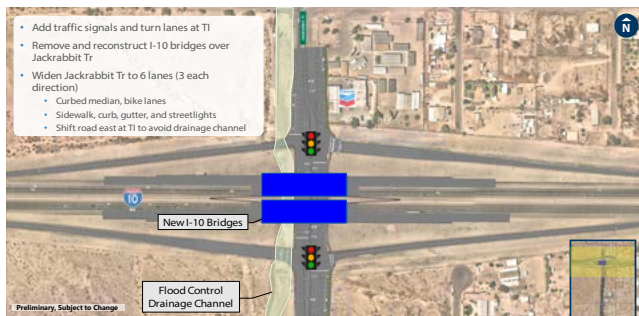
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Draft Recommended Alternative

- Add traffic signals at TI
- Remove and reconstruct I-10 bridges over Jackrabbit Tr
- Provide more turn lanes at TI
- Widen Jackrabbit Tr to 6 lanes (3 each direction)
 - Curbed median
 - Bike lanes
 - Sidewalk, curb, and gutter
 - Streetlights
 - Shift road east at TI to avoid drainage channel west of Jackrabbit Tr

ADOT



I-10/Jackrabbit Trail Traffic Interchange

KEY MAP



Jackrabbit Trail: I-10 to Roosevelt St

- Widen Jackrabbit Tr to 6 lanes (3 each direction)
 - Curbed median
 - Bike lanes
 - Sidewalk, curb, and gutter
 - Streetlights
 - Shift road east at TI to avoid drainage channel
- Reconstruct driveways
- Coordinate with developer project adding signal at planned gas station north of Roosevelt St
- Coordinate with City project extending Roosevelt St and installing signal at Jackrabbit Tr

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KEY MAP



Jackrabbit Trail: Roosevelt St to Fillmore St

ADOT

- Widen Jackrabbit Tr to 6 lanes (3 each direction)
 - Curbed median
 - Bike lanes
 - Sidewalk, curb, and gutter
 - Streetlights
- Reconstruct driveways



Jackrabbit Trail: Fillmore St to Van Buren St

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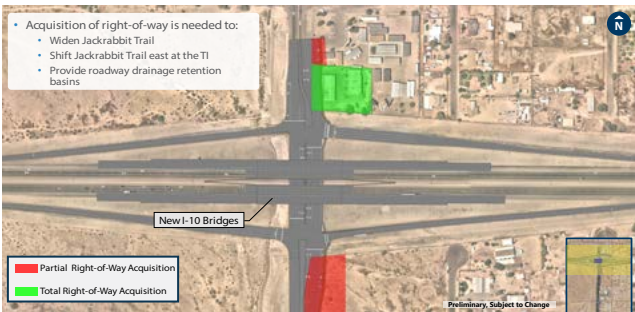
- Widen Jackrabbit Tr to 6 lanes (3 each direction)
 - Curbed median
 - Bike lanes
 - Sidewalk, curb, and gutter
 - Streetlights
- Reconstruct driveways
- Coordinate with City project installing signal and improving intersection at Van Buren St



Jackrabbit Trail Right-of-Way Acquisitions

ADOT

- Acquisition of right-of-way is needed to:
 - Widen Jackrabbit Trail
 - Shift Jackrabbit Trail east at the TI
 - Provide roadway drainage retention basins
 - Reconstruct driveways
- Anticipated to impact 28 parcels of varying usage types:
 - 27 partial right-of-way acquisitions
 - 1 total right-of-way acquisition



I-10/Jackrabbit Trail Traffic Interchange



Jackrabbit Trail: I-10 to Roosevelt St

ADOT

- Acquisition of right-of-way is needed to:
 - Widen Jackrabbit Trail
 - Shift Jackrabbit Trail east at the TI
 - Provide roadway drainage retention basins
 - Reconstruct driveways



Jackrabbit Trail: Roosevelt St to Fillmore St

ADOT

- Acquisition of right-of-way is needed to:
 - Widen Jackrabbit Trail
 - Provide roadway drainage retention basins
 - Reconstruct driveways



Jackrabbit Trail: Fillmore St to Van Buren St

ADOT

- Acquisition of right-of-way is needed to:
 - Widen Jackrabbit Trail
 - Provide roadway drainage retention basins
 - Reconstruct driveways



Right-of-Way Acquisition Process

- Once the Design Concept Report is finalized and funding for design is in place, the project will move into the final design phase.
- During the final design, potential right-of-way impacts and access changes will be further refined and finalized.
- Affected property owners will then be contacted to initiate the right-of-way acquisition process.
- All acquisitions and relocations will be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970.
- Contact Stacie McKenzie in the Right-of-Way office at smckenzie@azdot.gov or 602.712.7167 for more information.



Noise Abatement Measures

- A noise analysis was performed for this project as a part of environmental analysis, following federal and ADOT regulations and policies
- Anticipated noise levels within the project limits warrant consideration of noise abatement measures
- No final mitigation recommendations at this time as proposed solutions will be re-evaluated in near future with new widening project on I-10



No-Build Alternative

- Represents the existing transportation system with no improvements except ongoing maintenance
- Provides a base against which social, environmental, and economic impacts of improvement alternatives can be measured
- Does not satisfy the project's purpose, need, and goals
- Not recommended for further consideration



Thank you for attending

For more information about the project, to make a comment or to sign up for the mailing list, visit <http://azdot.gov/I10JackRabbit>

How to provide comments through February 7, 2024:

- 📄 **Online Survey:** azdot.gov/I10JackRabbitComments
- ✉️ **Email:** NGBecerra@azdot.gov
- ☎️ **Phone:** 623.695.7411
- ✉️ **Mail:** Nancy Becerra, ADOT Community Relations
1655 West Jackson, MD 126F
Phoenix, AZ 85007





I-10/Jackrabbit Trail Traffic Interchange

OVERVIEW

The Arizona Department of Transportation (ADOT), in coordination with the Maricopa Association of Governments and the city of Buckeye, has initiated preliminary design for improvements at the I-10/Jackrabbit Trail traffic interchange.

Planned improvements include:

- ▶ Reconstructing the existing traffic interchange to include traffic signals.
- ▶ Widening the interchange ramps to provide additional turn lanes.
- ▶ Removing and reconstructing the existing I-10 bridges over Jackrabbit Trail.
- ▶ Widening Jackrabbit Trail to three lanes in each direction south of McDowell Road and north of Van Buren Street.

A Design Concept Report (DCR) was previously developed for the Jackrabbit Trail corridor by Maricopa County Department of Transportation. ADOT is currently developing an updated DCR and environmental evaluation based on updated current and projected traffic volumes that account for surrounding development at the interchange. The project is not currently programmed for construction. This project is included in the Regional Strategic Transportation Infrastructure Investment Plan. Funding for construction is identified in Proposition 479, the extension of the half-cent sales tax in Maricopa County, which will be presented to voters in the Nov. 2024 election.

PROJECT SCHEDULE

- ▶ The project is currently in the preliminary design phase.
- ▶ Preliminary design is expected to be completed in spring 2024.

STAY INFORMED

- ▶ Visit the project website at azdot.gov/10jackrabbit for more information and to subscribe for project updates by email.

CONTACT US

- ▶ **Phone:** ADOT Community Relations Project Manager: 623.695.7411
- ▶ **Email:** Nancy Becerra at NGBecerra@azdot.gov
- ▶ **Mail:** ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007



Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Nancy Becerra at 623.695.7411 or NGBecerra@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

24-845120



ADOT Tracs: F0486



Intercambio de tráfico I-10/Jackrabbit Trail

DESCRIPCIÓN GENERAL

El Departamento de Transporte de Arizona (ADOT) te invita a una reunión pública virtual el 23 de enero para presentar el diseño preliminar del intercambio de tráfico I-10/Jackrabbit Trail.

Las mejoras planificadas incluyen:

- ▶ Reconstruir el intercambio de tráfico con semáforos.
- ▶ Ampliar las rampas de intercambio para proporcionar carriles de vuelta adicionales.
- ▶ Remover los puentes existentes y construir nuevos puentes sobre Jackrabbit Trail.
- ▶ Ampliar Jackrabbit Trail a tres carriles en cada dirección al sur de McDowell Road y norte de Van Buren Street.

El Departamento de Transporte del Condado de Maricopa desarrolló previamente un Informe de Concepto de Diseño (DCR) para el área de Jackrabbit Trail. Actualmente, ADOT está desarrollando un DCR actualizado y una evaluación ambiental basada en los volúmenes de tráfico actuales y proyectados que tienen en cuenta el desarrollo del área. El proyecto no está programado para su construcción. Este proyecto está incluido en el Plan Estratégico Regional de Inversiones en Infraestructuras de Transporte. El financiamiento para la construcción se identifica en la Proposición 479, la extensión del impuesto a las ventas de medio centavo en el condado de Maricopa, que se presentará a los votantes en las elecciones de noviembre de 2024.

CRONOGRAMA DEL PROYECTO

- ▶ El proyecto se encuentra actualmente en la fase de diseño preliminar.
- ▶ Se espera que el diseño preliminar se termine en la primavera de 2024.

MANTENTE INFORMADO

- ▶ Visite azdot.gov/10jackrabbit para obtener más información y suscribirse para recibir actualizaciones del proyecto por correo electrónico.

CONTÁCTANOS:

- ▶ **Teléfono:** 623.695.7411
- ▶ **Correo electrónico:** NGBecerra@azdot.gov
- ▶ **Correo:** ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007



De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA para sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Nancy Becerra a 623.695.7411 ó NGBecerra@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

24-845120



ADOT Tracs: F0486

Appendix C

Public Comments

Public Meeting Question/Comment		Response
1	Where's the question survey found?	Self ID Survey The Self ID survey is available at: azdot.gov/i10JackrabbitSelf The online comment form is available at: azdot.gov/i10Jackra
2	What happens to the Chevron and mobile home sale lot?	Chevron is currently identified as a full acquisition based on t Potential right-of-way impacts and access changes have been contacted before and during the right-of-way acquisition pro and property appraisals will be prepared for the affected pro
3	Will Jackrabbit be closed during construction?	The intent is to maintain traffic along Jackrabbit and I-10 dur ing bridge removal and erecting the new bridge girders.
4	How long will construction take?	Once the environmental clearance is issued, final design and tion. Right now, the anticipated possible construction date is expected to be 15 - 18 months.
5	Is Jackrabbit Trail the only remaining un-signalized interchange remaining on the I10 corridor in Maricopa County?	There are a few other traffic interchanges that are not signaliz
6	Is the current study available online for public review?	Yes. the study is available on the project website at azdot.gov
7	Are the 28 ROW acquisitions all residential in property?	The right of way acquisitions include business properties as v to move into the final design phase in 2024. Right-of-way pla clearance is issued, ADOT ROW will be able to engage in prop Stacy McKenzie, ADOT Right of Way Project Coordinator, at sr
8	Is there a contingency plan to move forward with the project, even if the sales tax initiative isn't approved?	Yes, there are funds available to proceed with final design of
9	What is the anticipated completion assuming construction starts 1st quarter of 2026?	Construction is expected to take 15 - 18 months.
10	When construction begins what is the timeline for completion?	Construction is expected to take 15 - 18 months.
11	If Prop 479 passes, when do you expect this Project to be completed? Estimation only	Right now, the anticipated possible construction date is the s expected to be 15 - 18 months.
12	I live on Monte Vista, just north of McDowell Rd. It has been a superhighway I. The past when previous construction was going on. Can we please get speed bumps on Monte Vista Rd?	Monte Vista Road is outside this project's limit and is under th
13	So, the 1/2 sales tax must pass in 2024 to build the project and what happens if the sales tax does not pass?	MAG is the designated metropolitan planning organization t Transportation Plan.
14	Will the land where the chevron is being acquired become a drainage basin?	At this current time, there will be some drainage, but the usa

-id
JackrabbitComments

The draft recommended and the home sale lot is identified as a partial acquisition. It is identified as part of this study and will be further refined during final design. Affected property owners will be contacted in the Final Design stage of the project. Right-of-way plans will be developed based on the final design plans. Affected properties and property owners will be contacted at that time.

During construction, however there may be occasional nightly or weekend closures of Jackrabbit Trail at I-10 for exist-

Right of Way acquisition is completed and construction funds are available, the project will advertise for construction in the second quarter of 2026. The project is not currently funded for construction however once funded, the duration is

located on I-10 west of Jackrabbit Trail.

7/110Jackrabbit

well. Once the Preferred Alternative is approved and funding for design is in place, then the project is anticipated. Plans will be developed, and property appraisals will be prepared for the affected properties. Once the environmental impact study valuation discussions with the owners. If you have questions about the right of way process please contact mckenzie@azdot.gov or 602-712-7167.

the project.

second quarter of 2026. The project is not currently funded for construction however once funded, the duration is

the county's jurisdiction.

that oversees the regional transportation plan and regional funding and would need to reevaluate the Regional

age of that property has not been finalized at this time.

Public Meeting Question/Comment	Response
<p>15 What can be done to expedite the design to coincide with the construction funding that would come available with the passage of Prop 479? Residents would want to see this completed sooner than 2027.</p>	<p>There are federal processes for the environmental, utility and construction before these clearances are issued.</p>
<p>16 How important would it be for a TI & improvements to be built at Dean Road?</p>	<p>There is no study or plans at this time for this interchange.</p>
<p>17 For coordination with adjacent developments, when will proposed ROW and basin sizing be finalized or ready to share?</p>	<p>Final design will start in the middle of 2024 and we expect to</p>
<p>18 Will landscape design be coordinated with Buckeye and the city general signage plan? Like Verrado?</p>	<p>Yes, the landscaping will be coordinated with City of Buckeye</p>
<p>19 Will the City of Buckeye participate and give funds towards this project?</p>	<p>At this time there is no funding participation on behalf of the</p>
<p>20 What will happen to The Circle K- you mention a planned gas station at Fillmore?</p>	<p>There will be a new Circle K at Fillmore and the existing one w</p>
<p>21 Please explain why one diamond is favored over the other.</p>	<p>The traffic analysis evaluated two interchange alternatives: a terchange types were not evaluated because they would hav change is currently a TDI, but the improvements contemplate the I-10 freeway ramp approaches Jackrabbit Trail. An improv erly when in very close proximity to a major intersection such</p>
<p>22 In the meantime, can we remove the stop signs that were added and only made things worse?</p>	<p>The stop signs were added to improve the traffic conditions,</p>
<p>23 What is the construction phasing schedule?</p>	<p>The project is not currently funded for construction however</p>
<p>24 Will construction on Yuma be completed to allow for an additional traffic?</p>	<p>We will need to defer that question to the City of Buckeye.</p>
<p>25 Will City of Buckeye move forward with the traffic signal at Van Buren and Jackrabbit prior to the traffic interchange at I 10?</p>	<p>As of this time, those projects are slated to move forward prio</p>
<p>26 When Buckeye was named fastest growing city in America, why wasn't infrastructure looked at then? This should've been done several years ago.</p>	<p>Improvements are based on the projected traffic modeling d</p>

for the Right of Way acquisition process to be followed that take time. The project cannot be advertised for con-

finalize the proposed right of way and basin sizing in 2025.

e and will follow ADOT landscape design guidelines.

e city of Buckeye.

will be converted to something else.

tight diamond interchange (known as a TDI) and a diverging diamond interchange (known as a DDI). Other in-
re significant adverse impacts on existing facilities and properties near the interchange. The existing traffic inter-
ed would upgrade the Interchange to provide traffic signals and several more lanes of traffic on Jackrabbit Trail and
ved TDI was found to be more favorable than converting the interchange to a DDI since DDI's do not operate prop-
n as McDowell.

so they need to remain until we make the signal improvements at the interchange.

once funded, the duration is expected to be 15 - 18 months.

or to ADOTs I-10/Jackrabbit project.

ata from MAG, which have been updated.

Public Meeting Question/Comment	Response
27 How effective do you think adding traffic lights at McDowell will be in helping to reduce traffic congestion?	The traffic signals will be coordinated with the signals at the .
28 It was mentioned tearing down and reconstructing the I-10 bridge. does that mean that section will be re-routed off the freeway and traffic goes north or south at other on off ramps in the area such as Perryville or Verrado?	The current concept is to maintain traffic on I-10 and to build
29 Miller and Watson left I-10 severely impacted for 2+ years. Does your plan consider I-10 traffic.	Construction will minimize impacts to I-10 traffic. The intent i weekend closures of Jackrabbit Trail at the I-10 for existing b
30 Why does the project stop south of Jackrabbit & McDowell intersection?	South of McDowell there is a new City of Buckeye project tha
31 Wow, that is just plain not true. The stop signs have helped a lot.	Thank you for your feedback.
32 Is the wash to the West of Jackrabbit going to be cleaned up...North of 10?	That wash is under the jurisdiction of the Flood Control Distri
33 Evening, the chevron has been in the community for 25 years. Why is the family-owned gas station being taken out.	The recommended improvements would result in cutting off
34 Will stormwater basins be within drainage easements, or within the new ROW? If within easement, is there potential for them to be put underground in the future as land is developed?	The new development may place their retention underground
35 Before the project begins; will McDowell Road become a through Road from Jackrabbit to Verrado?	As of this time the city of Buckeye does have a planned proje
36 Will ADOT project account for any of the power pole relocations along McDowell or is that under City purview?	Relocations along McDowell fall under the city project.
37 I just joined the chat. How will construction affect the Chevron on the Northeast Corner of Jack Rabbit and I-10?	Chevron is currently identified as a full acquisition based on t Potential right-of-way impacts and access changes that have contacted before and during the right-of-way acquisition pro and property appraisals will be prepared for the affected pro
38 Buckeye doesn't want to provide any funding.	The City will provide some funding for the project.
39 Will this presentation be available online? If so, where can we find it.	Yes, a recording of the presentation will be posted to azdot.g

Jackrabbit TI and are expected to meet satisfactory levels of service.

the bridges in phases.

s to maintain traffic along Jackrabbit and I-10 during construction, however there will be the occasional nightly or bridge removal and erecting the new bridge girders.

it goes north to Thomas and is being designed and funded by Buckeye.

ct of Maricopa County, and we would defer to the FCDMC for that response

f access to that property which is why it has been identified as a full acquisition.

d - that will be their decision.

ct to extend McDowell Road to Verrado Way.

he draft recommended alternative.

been identified as part of this study will be further refined during final design. Affected property owners will be process in the Final Design stage of the project. Right-of-way plans will be developed based on the final design plans properties and property owners will be contacted at that time.

ov/I10Jackrabbit.

	Public Meeting Question/Comment	Response
40	Is jackrabbit north of the freeway considered for widening/lights?	Jackrabbit Trail north of the freeway will be widened in coord
41	Is there an existing intersection in the valley that looks like the proposed design?	Two DDIs were just constructed on I-10 at Watson and Miller Road. The existing I-10/Jackrabbit Trail interchange is a TDI, a interchange on freeways in the Valley
42	can we consider using a standard form of intersection exits and entrances that we have used for decades like Estrella parkway. the new forms of intersections like miller road are too confusing for new drivers, Senior citizens, and unfortunately DWI be more likely to go the wrong way it can be very confusing.	A DDI typically has fewer potential vehicle-to-vehicle conflict general, both types of interchanges meet safety criteria. The
43	The Governor & others have proposed clawing back the \$5 million appropriated for the design phase. What happens if the Legislature claws back the design funding?	This was the Governor's recommendation on what projects to can change, until then we are proceeding with the preliminary
44	We have four commercial lots at the NWC of Van Buren and Jackrabbit. Currently, we are in the Site Plan Design with the City of Buckeye review and approval phase followed by DRB. Should we continue or is it possible your design could alter our approval at a later date?	Project should continue with their proposed project as the ne
45	I believe I heard jack rabbit to Verrado is planned. City of ADOT control? Timing information?	McDowell Road from Jackrabbit to Verrado is a City Project.
46	Does the city of Buckeye have plans to extend Roosevelt to Verrado?	Please contact John Willett- 623-349-6282 jwillett@buckeyeaz.gov for more information.
47	Has the final design consultant been selected? if not, when will that be advertised?	The final design consultant has not been selected. This projec
48	Will the current Circle K be demolished and a new one built or what is going to happen to that Circle K?	This property is identified as a partial acquisition so what will
49	When will the Roosevelt Street construction to Verrado Way happen?	Per the city of Buckeye: The extension at Roosevelt is in final c
50	For Buckeye, any timing information regarding ROW acquisition north of McDowell?	Per City of Buckeye: The ROW acquisition process along the n

ination with the city project.

roads in Buckeye. A DDI was also constructed on I-17/Happy Valley Road and in Tucson at I-10 and Houghton as are the nearby I-10/Perryville Road and I-10/Verrado Way interchanges. TDIs are the most common type of traffic

t points than a TDI but conversely has more potential pedestrian-to-vehicle crossing conflict points than a TDI. In recommended improvements meet all current design safety requirements.

o cut budgets on, however this still has to go to the State Legislature to vote on before it goes into effect. So things y design and then into the final design stage until we hear otherwise.

ecessary improvements would be the same whether constructed by developer or ADOT (which ever project is first).

ct has the option to continue the existing contract for preliminary design into final design.

happen with the remaining property will be up to the property owner.

design and expected to be completed sometime this fall.

north side of McDowell Road should commence in the next few months.

Public Meeting Question/Comment	Response
51 What is the schedule for the expansion of Roosevelt between Verrado and Jackrabbit?	Per the City of Buckeye: The extension at Roosevelt is in final
52 Also, I know this isn't about Verrado Way, but is there a plan to at least widen those off ramps with all the new businesses and traffic happening? Costco, a mall, hospitals, apartments, other businesses.	At the current time there are no plans to widen the Verrado V conversations with ADOT regarding future improvements.
53 Will the slides you presented tonight be available on your website?	Yes, the presentation is currently posted to the website (http://
54 Is the city of Buckeye also eventually planning to enlarge Jackrabbit to three lanes between Thomas and Indian School?	Yes, that is the city's ultimate goal to widen that road. This is r
55 Why 2025 for McDowell Road from Jackrabbit to Verrado Way?	The city has to complete the design and construction of that
56 Would all 4 ramps at Jackrabbit go under construction at the same time?	The intent would be to phase construction of the ramps so th
57 If construction will take up to 4 years, can we replace existing stop signs at I-10 interchange with traffic lights to improve flow?	ADOT did evaluate putting in temporary signals at the interch
58 For John (Buckeye), are there any current plans available by the City for north of McDowell available to the public?	No, they are not available yet.
59 What is proposed for how many lanes will be installed for the Roosevelt improvements west of Jackrabbit?	The city's project will ultimately be two lanes in each direction
60 TY! This was informative.	Thank you for joining us!
61 Thank you and good luck with design.	Thank you for joining us tonight!
62 Overall project estimated cost?	Project costs will be developed as part of the project and will
63 Do you plan to host anymore meetings like this leading to the vote?	We plan to have another meeting at the 60% design phase.
64 Will future meetings be zoom?	We will determine the best approach for the next meeting as
65 Thank you, the meeting was very informative.	Thank you for joining us!

design and expected to be completed sometime this fall.

Way interchange ramps. The city is aware of the congestion at that location and future needs. The city is beginning

<https://azdot.gov/I10Jackrabbit>) and a recording of tonight's meeting will be posted in the next few days.

not included in the Jackrabbit Trail widening from McDowell to Thomas Rd

project. The city is wrapping up the design. The city doesn't want to push back construction.

that no more than two ramps would be closed at the same time.

change and our modeling indicated that the traffic operations would worsen with temporary signals.

n. There will be an interim project configuration.

be based on the recommended improvements.

we get closer.

	Public Meeting Question/Comment	Response
66	Since the Flood Control District canal veers west and goes behind Bingham Equipment and no longer follows Jackrabbit, why is all the right of way acquisition being considered only on the east side, which affects residential properties?	The right of way is based on the new centerline of the roadway.
67	Just to conclude nothing will be done to improve the flow at jackrabbit and I-10 until 2025?	There are no planned improvements prior to construction of the interchange.
68	Thank you to everyone for the information.	Thank you for joining us!
69	Thanks to everyone for hosting this webinar!	Thank you for joining us!
70	Thank you for sharing this and taking the time to answer everyone's questions.	Thank you for joining us!
71	More and more construction adding up to more traffic. Can you please try to work on something for us???	What we have in place today at the interchange is the best we can do on the west side of Jackrabbit Trail.
72	Will there be stop lights put in at Perryville and McDowell to help with this?	Yes, the development project on the NW and SW corner of the intersection is being completed.

ay and protecting the Flood Control Channel as a regional facility.

this project.

e can do for now but we are constrained with interim options for traffic control due to the flood control channel on

e intersection will be putting in a traffic signal at that intersection in the next few months.

Date Received	E-mail	Question/Comment
1	1/11/2024	Will the plans for improvement of I10/Jackrabbit interchange include opening McDowell between Jackrabbit and Verrado Way? That would ease traffic through residential area of Verrado.
2	1/12/2024	Where in the Prop 479 list does this project most likely get funded/constructed?
3	1/16/2024	Is the McDowell and Jackrabbit intersection part of this study?
4	1/19/2024	<p>I am very excited about the Jackrabbit Trail improvements planned. We deal with so much traffic congestion, it'll be a relief when it's ready, even though that is years away. Progress is progress.</p> <p>One of the main topics I am hoping will be discussed in the public meeting is traffic control. There is an elementary school on Perryville Rd & Thomas and I am concerned on how traffic on the I-10 during construction will affect it.</p> <p>I am also interested on the construction phasing of the project and the level of communication between ADOT and the neighboring cities. For example, when the Watson Rd Diamond interchange was under construction, it created massive traffic delays. Detours on city roads were also difficult since there are few roads that provide East-West access. It felt like the City of Buckeye did poor planning on their part and had nearby roads also under construction. Overall, it was a feeling of being trapped in our neighborhood that I am hoping to avoid.</p>
5	1/23/2024	I am associated with the commercial property currently being entitled through the City of Buckeye located at the immediate SE corner of I-10 and JR Trail. I would like to send the property owners of the 12-acre parcel a copy of the audio or zoom video from last night's public virtual meeting. Would you be able to send me a link to that information, please? Or please let me know who to contact about my request. Thanks
6	1/24/2024	I am following the above project and was wondering if you could provide me with the preliminary design consultant firm and contact person for the project? Have a good day!

Response

Thank you for contacting the Arizona Department of Transportation (ADOT). Your comments are important to us and have been shared with the appropriate members of our team.

ADOT's intent is to maintain traffic along Jackrabbit Trail and I-10 during construction, however there may be occasional nightly or weekend closures of Jackrabbit Trail at I-10 for existing bridge removal and erecting the new bridge girders. As part of the project, we will be reviewing these issues and working with the stakeholders to develop a plan for construction. A construction contractor would need to submit any proposed construction-related restrictions and closures to ADOT and the city of Buckeye for review and approval and would need to provide alternative access wherever possible.

The I-10 and Jackrabbit Trail is shown in Phase I of the Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP), funded at \$33m. These details can be found on page 350 of the following link. Transportation Policy Committee 9/20/23 Agenda Packet (azmag.gov).

ADOT's project limits do not extend into the McDowell Intersection. The ADOT I-10/Jackrabbit Trail Traffic Interchange project would only widen Jackrabbit Trail to three lanes in each direction from the area south of McDowell Road to north of Van Buren Street.

There are however several other nearby projects underway that are separate from this ADOT project along Jackrabbit Trail.

The City of Buckeye plans to widen McDowell Road to a 6-lane divided roadway, widen Jackrabbit Trail to a 6-lane divided roadway between McDowell Road and Thomas Road, and add traffic signals on Jackrabbit Trail at McDowell Road and at Thomas Road. The City of Buckeye also plans to improve the Jackrabbit Trail and Van Buren Street Intersection and add a traffic signal there.

For additional information on these projects, you may contact Jason Harris with the City at 623-204-5312.

Thank you for contacting the Arizona Department of Transportation (ADOT). Your comments are important to us and have been shared with the appropriate members of our team.

ADOT's intent is to maintain traffic along Jackrabbit Trail and I-10 during construction, however there may be occasional nightly or weekend closures of Jackrabbit Trail at I-10 for existing bridge removal and erecting the new bridge girders. As part of the project, we will be reviewing these issues and working with the stakeholders to develop a plan for construction. A construction contractor would need to submit any proposed construction-related restrictions and closures to ADOT and the city of Buckeye for review and approval and would need to provide alternative access wherever possible.

A recording of the presentation should be available by early next week on the project page. You have been added to the mailing list and will receive an update when the recording is uploaded. In the following weeks we will also send a notice when the meeting summary is posted online. The meeting summary will include all of the questions and answers provided during the meeting. A PDF of the powerpoint presentation, including the script is currently available on the project webpage at <https://azdot.gov/i10jackrabbit>

Project Manager reached out directly

	Date Received	E-mail Question/Comment
7	1/25/2024	<p>Are the minutes available from the 1-10 Jackrabbit available yet?</p>
8	1/29/2024	<p>1) As the CEO of Cardinal Capital Co I would like to be included in the zoom/inperson meeting announcements concerning this JRT and I-10 interchange project. 2) This plan will severely impact my properties by taking so much land and easements from the east side of JRT and widening the road (McDowell) between the properties. What solutions do you have to this dilemma? Money will not help if the land that remains is too small to develop for the future. On the SEC, we just put in a new septic tank. The flood zone seems to meander both east and west. I would like to see the data that explains why it is less expensive to take the eastside land than to repair the flood control zone on the west. Thank you in advance for the information,</p>
9	2/1/2024	<p>I watched the Zoom meeting last week presented by ADOT and the City of Buckeye and have a few questions.</p> <ol style="list-style-type: none"> 1. It was stated that traffic would be maintained in all directions on the I-10 and Jackrabbit during construction. I would be interested the MOT when it becomes available keeping traffic moving while replacing the bridge and building a 6 lane section of Jackrabbit. 2. The intersection improvements at McDowell and Van Buren are the City's projects and the remainder are ADOT contracts. Would ADOT be receptive to completing the City's projects while constructing Jackrabbit in order avoid separate construction disruption twice, once by the State and once by the City. 3. Will there be left turn lanes on SB Jackrabbit into side streets and the gas station? Will the Super K gas station be restricted to right-in right-out traffic. <p>Thank you for your time</p>

Response

A recording of the presentation should be available by early next week on the project page. You have been added to the mailing list and will receive an update when the recording is uploaded. In the following weeks we will also send a notice when the meeting summary is posted online. The meeting summary will include all of the questions and answers provided during the meeting. A PDF of the powerpoint presentation, including the script is currently available on the project webpage at <https://azdot.gov/i10jackrabbit>

Thank you for contacting ADOT and your interest in the I-10/Jackrabbit Trail Traffic Interchange. Your comments are important to us and have been shared with the appropriate members of our team.

A recording of the virtual public meeting as well as the presentation provided are available on the project webpage at azdot.gov/i10jackrabbit.

Potential right-of-way impacts and access changes have been identified as part of this study and will be further refined during final design. Affected property owners will be contacted before and during the right-of-way acquisition process in the Final Design stage of the project. Right-of-way plans will be developed based on the final design plans and property appraisals will be prepared for the affected properties and property owners will be contacted at that time.

If you have questions about the right of way process please contact Stacie McKenzie, ADOT Right of Way Project Coordinator, at smckenzie@azdot.gov or 602-712-7167.

Thank you for contacting ADOT and your interest in the I-10/Jackrabbit Trail Traffic Interchange. Please find the responses to your questions included below.

The Maintenance of Traffic (MOT) plans will be finalized during the final design phase. Preliminary MOT concepts have been developed and it is anticipated that 3 lanes in each direction will be maintained along I-10. At least 1 lane in each direction along Jackrabbit Trail will be maintained throughout the majority of construction. Short term closures of Jackrabbit Trail may be needed for bridge construction activities.

The City projects and State projects are funded from different sources and are thus programmed separately. As a result, the projects are on different delivery schedules to meet the requirements of the different funding sources. At this time, a southbound left turn lane is anticipated at the proposed Gas Station between Roosevelt Street and I-10, at Roosevelt Street and at Van Buren Street. The locations of median breaks and left-turn lanes will be finalized during the final design process.

Date Received	E-mail Question/Comment
10 2/3/2024	<p>I am writing with regard to the I10/Jackrabbit project to widen Jackrabbit Trl and add traffic lights at certain intersections.</p> <p>While I am happy to see roadway improvements are coming, I do have concerns about the preliminary plan as presented. In addition to the signal lights at the TI with I10, your plan includes signal lights at Van Buren and Roosevelt Streets, and at an empty, unimproved lot that aligns with Latham St (if that street went through to Jackrabbit). It is only at these signaled intersections that left turn lanes are provided, restricting access to Melvin, Taylor, and Fillmore Streets to northbound Jackrabbit or from 191st Ave. It is my opinion that this is putting the health and welfare of the residents of these streets at risk as this also restricts first responder access. In a crisis requiring first responders, every second matters. If our first responders are blocked from utilizing the most direct route, precious time is wasted that could make all the difference in the outcome of that crisis. I urge you to reconsider providing left turn access at Melvin, Taylor, and Fillmore Streets from southbound Jackrabbit Trl as well.</p> <p>My husband and I have lived on the corner of Jackrabbit Trl and Taylor St in the Oranewood Farms community for 23 yrs. This used to be a quiet neighborhood with minor traffic but in the past 10 +/- years that has changed dramatically with Buckeye's rapid growth. The traffic noise has increased to the point that we no longer enjoy sitting on our front porch or opening doors and/or windows on pleasant days. This project proposes widening Jackrabbit to 6 lanes from Van Buren to Mc Dowell with all widening to push to the east. This brings the traffic closer to my home and will undoubtedly create an increase to the noise level. What plan is in place for noise abatement? I understand the push to the east is due to the Flood Control District's canal that runs along the west side of Jackrabbit but the canal veers to the west and does not affect Jackrabbit south of Roosevelt St. It is reasonable to believe that 4 lanes of traffic plus left turn lanes at Melvin, Taylor, and Fillmore streets from Van Buren to Fillmore Streets, widening to 6 lanes and curving slightly to the east as you approach I-10 would sufficiently alleviate traffic and lessen the negative impact on the residents of Oranewood Farms.</p> <p>Thank you for the opportunity to provide feedback and voice my concerns as an affected property owner.</p>
11 2/5/2024	<p>My name is Matt Carlberg and I don't agree with the decision to take an entire business away from a small business owner. I have my own plumbing company and have chosen to support this Chevron for years rather than the corporate giants.</p> <p>There is an entire dirt lot across the street that wouldn't hurt the family or business at all that ADOT could easily take possession of and widen the street there. This is a long standing business and the fact that ADOT would rather take away a family's livelihood than move around or compromise with is absolutely ridiculous.</p> <p>Doesn't make sense that of all land around Buckeye ADOT is trying to wipe out entirely this family business rather than work around to acknowledge the hard work this family has put in over the last 20 years.</p>

Response

Thank you for contacting ADOT and your interest in the I-10/Jackrabbit Trail Traffic Interchange. Your comments are important to us and have been shared with the appropriate members of our team for their consideration. The light signals at the Jackrabbit intersections with Van Buren St and Roosevelt St are not part of ADOT's project, for more information or to voice your comments on those projects please contact the city of Buckeye contacts Jason Harris, 623.204.5312 and/or John Willett, 623.349.6282.

A noise analysis was performed for this project as a part of environmental analysis, following federal and ADOT regulations and policies. Anticipated noise levels within the project limits warrant consideration of noise abatement measures. No final mitigation recommendations are being made at this time as proposed noise abatement will be re-evaluated in the near future with the new widening project on I-10 between SR 85 and Citrus that includes this project's limits.

You have been added to our project mailed list and will receive more information as it becomes available including details on future public meetings and opportunities to provide your input.

Thank you for contacting ADOT and your interest in the I-10/Jackrabbit Trail Traffic Interchange. Your comments are important to us and have been shared with the appropriate members of our team. The project preliminary design would require the acquisition of the Chevron station as the improvements would eliminate direct access to the property from Jackrabbit Trail. Given the properties proximity to the intersection, all potential design configurations, including those that shift the roadway to the opposite side, would require the elimination of the driveway access to comply with safety and traffic standards. There are no other adjacent roads to the property, and removing the accesses along Jackrabbit Trail will necessitate a full property acquisition. Adequate access control is essential to the safe and efficient operation of traffic interchanges and the existing driveways are not in compliance with ADOT's Access Control Guidelines. At final design the owner will be contacted by a third party appraiser for an evaluation of the property. Once an evaluation has been completed an ADOT acquisition representative will be assigned to assist the owner with all qualified acquisition and relocation benefits the owner is due.

Date Received	E-mail Question/Comment
12 2/5/2024	<p>I hope this message finds you well. My name is Anthony, and I am writing to express my strong opposition, alongside my family, to ADOT's proposed acquisition of the entire property housing Chevron on Jackrabbit Trail and the I-10. We believe that this plan represents an improper use of government authority.</p> <p>During the public meeting on January 23rd, ADOT acknowledged that there is no specific government purpose for acquiring the entire property and that the decision is primarily driven by access issues. We find this approach to be callous planning. While we understand the importance of addressing access concerns, we firmly believe that there are alternative solutions that can preserve access without jeopardizing the entire property and its business.</p> <p>The property in question is owned and operated by a family that has played a vital role in our community for many years. We stand wholeheartedly with them in opposing this action. Forcing the family to relinquish their property and business solely to comply with an ADOT access policy seems unnecessary and heartless.</p> <p>It is crucial for ADOT to collaborate with the property owner to find a solution that accommodates both the agency's project requirements and the family's legacy.</p>
13 2/5/2024	<p>I've heard recently that ADOT plans to take over the Chevron property at 1419 N Jackrabbit Trail in Buckeye. Visiting this gas station has often been the highlight of my day. I will go out of my way to go inside rather than just pay at the pump so I can hi to the friendly employees. I choose to use this gas station over others because its family owned & I prefer to support local/family run businesses over all others. I know this has been family ran for many years. They are so proud of this property & what they're turned it in to. This is also one of very few gas stations out this way near my home. Removing this gas station will be a huge inconvenience to myself, my family, & many many other people. Please reconsider the need for your new turn lane & leave this station where it is.</p>
14 2/5/2024	<p>I am writing to express my strong opposition to ADOT's proposal to acquire the entire property where the Chevron station is situated at the intersection of Jackrabbit Trail and the I-10. My family and I firmly believe that this plan constitutes an unjustified exercise of government authority.</p> <p>During the public meeting held on January 23rd, ADOT acknowledged that it lacks a governmental purpose for acquiring the property and is solely motivated by access concerns. This approach reflects callous planning, disregarding the longstanding presence of the Chevron station and its significance to the community. We believe there are alternative solutions that can address access issues without resorting to such drastic measures.</p> <p>The Chevron property has been owned and operated by a family deeply embedded in our community for many years. It would be unjust and heartless to forcibly take away their property and livelihood simply to comply with ADOT's access policy. This business has served our community for over two decades, and we implore ADOT to explore alternative design options that would allow the property to be preserved.</p> <p>We urge ADOT to collaborate with the property owner in finding a solution that respects their family legacy and preserves their late-husband and late-father's contributions to our community.</p>

Response

Thank you for contacting ADOT and your interest in the I-10/Jackrabbit Trail Traffic Interchange. Your comments are important to us and have been shared with the appropriate members of our team.

The project preliminary design would require the acquisition of the Chevron station as the improvements would eliminate direct access to the property from Jackrabbit Trail. Given the properties proximity to the intersection, all potential design configurations, including those that shift the roadway to the opposite side, would require the elimination of the driveway access to comply with safety and traffic standards. There are no other adjacent roads to the property, and removing the accesses along Jackrabbit Trail will necessitate a full property acquisition. Adequate access control is essential to the safe and efficient operation of traffic interchanges and the existing driveways are not in compliance with ADOT's Access Control Guidelines.

At final design the owner will be contacted by a third party appraiser for an evaluation of the property. Once an evaluation has been completed an ADOT acquisition representative will be assigned to assist the owner with all qualified acquisition and relocation benefits the owner is due.

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	Date Received	E-mail Question/Comment
15	2/5/2024	<p>During the public meeting held on January 23rd, it was disclosed that ADOT lacks a government purpose for acquiring the entire property and is solely motivated by access issues. We understand the importance of ADOT's projects but believe there are alternative solutions that can preserve both the business and the project's momentum. With over two decades of history, the gas station on Jackrabbit Trail is a legacy left by a late-husband and late-father, and we urge ADOT to consider alternative design options that can coexist with the preservation of this property.</p> <p>We kindly request ADOT to collaborate with the property owner to explore alternative solutions that allow the project to move forward without depriving the family of their cherished legacy. Your consideration and cooperation in finding an amicable resolution to this matter are greatly appreciated.</p>
16	2/6/2024	<p>My name is Jeff Frye, my family and I adamantly oppose ADOT's plan to acquire the entire property where the Chevron is currently located on Jackrabbit Trail and the I-10. ADOT has no government purpose for this property, based on the public meeting on January 23rd, thus making this improper use of government authority. Looking at the area, there are other ways for ADOT to move forward with their project, while saving that business.</p> <p>The property that is being pursued using improper government authority, is owned by a family that is important to our community. We will stand with them 100% and fight against this proposal. The business has been family owned for over two decades and tearing the business away from their family is unnecessary, not to mention gutless and heartless. I am positive with the collective intelligence employed by ADOT, other design alternatives can be achieved. We urge you to work with the property owners to find a solution and not destroy this family's legacy that will be passed onto future generations.</p>
17	2/7/2024	<p>I am sure you are getting flooded with hundreds of emails and calls about this intersection, and if anyone is aware as to why, I am sure you are. That being said, as a citizen that often uses this intersection multiple times a day, this intersection has become completely over capacity. Updating with the new temporary stop signs did significantly reduce the collisions, many fatal, that were a multiple weekly occurrence. However, myself and many others I know greatly support the construction of a new interchange, understanding full well that it could take well over a year to complete. Our population is not going down anytime soon, only increasing at an overwhelming rate and it is better to rip off the Band-Aid now before it becomes a more severe problem in the future. Thank you for taking the time and doing everything you can with the infrastructure capabilities you have.</p>

Response

Thank you for contacting ADOT and your interest in the I-10/Jackrabbit Trail Traffic Interchange. Your comments are important to us and have been shared with the appropriate members of our team.

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Date Received	E-mail Question/Comment
18 2/7/2024	<p>I have lived in the West Valley for 20+ years and met Hardev Girn of the Jackrabbit Chevron when he first opened the gas station. He was a customer of my bank and saw him almost daily until his passing. Then his wife and son from there on. The Chevron is more than a gas station-it is the legacy of a man who saw Buckeye as his family's future. It is the legacy of an immigrant family that should not be lost. There are multiple ways that expansion can happen in the great City of Buckeye without having another heartbreak on this family. I believe that the story of how the City respected their journey in the American dream can have a bigger impact than the act of Eminent Domain. So I ask that Buckeye's City planners and developers ask themselves if there isn't a solution that can be made that doesn't cause the family additional heartache.</p> <p>Please reconsider and find a way to have expansion and growth without taking away the foundation of the Girn household.</p> <p>Sincerely,</p>
19 2/7/2024	<p>My name is Tilea Moore and I have been a resident of the area for over 20 years. We have raised four children here and just love and adore our little community. While still a rural area compared to other cities in the valley, Buckeye has just over 100k residents. We have watched this area grow from nothing to its current state of families and businesses in those 20 years. I am writing to voice my concerns regarding ADOT's plan to acquire the Chevron property, conveniently located right off the I-1- freeway and Jackrabbit Trail.</p> <p>This little store has been a staple in our community for decades. I prefer to support family owned and operated businesses, our way of supporting our neighbors. My family and I have made thousands of visits to this gas station over the years. The owners are kind and have worked hard to provide goods and services to its patrons. The staff is always friendly and always smiling. They enjoy serving our community as much as we appreciate them offering their convenience and services to customers. I feel that ADOT should give more consideration to alternatives that do not involve destroying a familys' business and livelihood. It's far easier to change development plans in the early stages than it is to re-locate a developed property, such as the Chevron. It has underground tanks to hold the gas. They've built this business not only for themselves but their community. The government should be directing their planning and development AROUND homes and businesses. They should not be allowed to destroy something that took years to build. We will stand behind and support Chevron and any homes or businesses that suffer the same fate in our community.</p>

Response

Thank you for contacting ADOT and your interest in the I-10/Jackrabbit Trail Traffic Interchange. Your comments are important to us and have been shared with the appropriate members of our team.

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Date Received	E-mail Question/Comment
20 2/7/2024	<p>I'm a resident of Buckeye and live very close to where the construction and project will be.</p> <p>I would like to know if there will be another online meeting to ask more questions about the project. I was unable to log in the day of, but I did see the video afterwards. ADOT mentioned raise medians but did not mentioned the overall design of them. The raise median that was added south of Perryville near the bridge of i10 does not have any landscape design. It's just plain dirt.</p> <p>Also don't you think that raise medians might conduct more panhandling? Unless it has a landscape design that prevents people from standing and waving signs.</p> <p>Also in the meeting they also said that the i-10 bridge over jackrabbit will get reconstructed. Does this mean that the i-10 is going to get wider with more lanes added?</p> <p>When the 303 was finalized ADOT did not continue the diamond-carpool lane all the way through at least to Verrado. The diamond lane ends just a little before the 303 ramp that merges to the I-10 and this is a major issue. The traffic gets stuck because the carpool ends and the 303 traffic enters westbound.</p> <p>What about the horses in this area? Would you be putting signs for drivers to be cautious with the horse riders? People ride horses from McDowell to Van Buren on Jackrabbit road. What is planned for that?</p>
21 2/7/2024	<p>I have reviewed the majority of the video and looked at the PDF. While I think it's a good idea, I believe something needs to be done in the meantime. It would be beneficial to put in temporary lights while this is in the pre-construction phases. There is way too much back up and traffic issues currently since the STOP signs were put in. Prior to those signs, it was a little difficult for traffic to make left turns exiting the freeway but the traffic flowed decently from Yuma to McDowell. The 4 way stop at Van Buren, the freeway underpass STOP signs and the 4 way at McDowell back traffic up way too far. It makes it difficult to get kids to school on time and since we drop off at two different schools, we have to leave our house very early and the kids are at school 30 minutes before they need to. Temporary traffic lights will at least allow traffic to flow in larger sections and allow cars to keep moving. The other option is to remove the installed stop signs and go back to the way it was until construction starts.</p>
22 2/8/2024	<p>When I-10 between Verrado Way and MC-85 was widened a few years ago, local traffic was a nightmare as the parallel roads are not designed or built to accommodate large volumes of traffic. This resulted in miles-long back-ups On the I-10, Yuma Road and Indian School road, which terminates in the Verrado Development. The proposed Project has the same earmarks for disruption. I certainly hope AZDOT has a better plan for accommodating the large volumes of traffic, especially the Westbound traffic and its deleterious effects in us trying to get home. There were Zero efforts by AZDOOT, Goodyear, Buckeye or Maricopa County to provide better traffic control on Indian School to alleviate the large increase in volume due to the I-10 widening Project. With Indian School Road being under construction for the last two-plus years with no end in sight is no longer an effective reliever.</p> <p>I would hope Project Planners do a much better job anticipating these problems than they did last time. As we like to say in the biz: "Hope is not a Project Plan."</p>

Response

Thank you for contacting ADOT and your interest in the I-10/Jackrabbit Trail Traffic Interchange. The median designs, including potential landscaping or hardscaping, as well as signing will be further evaluated during the final design phase of the project. However, there are no specific accommodations for equestrian use currently planned.

This project will not be adding additional lanes along I-10. The new bridges will be built to accommodate additional lanes in the future. There is another ADOT project under development that will be adding an HOV lane along I-10, between SR 85 and Citrus Road.

You have been added to our project mailing list and will receive more information as it becomes available including details on future public meetings and opportunities to provide additional input.

Thank you for contacting ADOT and your interest in the I-10/Jackrabbit Trail Traffic Interchange. Your comments are important to us and have been shared with the appropriate members of our team for their consideration. The city of Buckeye implemented four-way stop signs at the interchange ramp intersections to help ease traffic congestion and promote safety as an interim solution until the interchange can be reconstructed. Unfortunately, with McDowell Road and the Flood Control drainage channel being so close to the interchange, options are limited on other interim improvements that can be made.

You have been added to our project mailed list and will receive more information as it becomes available including details on future public meetings and opportunities to provide your input.

Thank you for contacting ADOT and your interest in the I-10/Jackrabbit Trail Traffic Interchange. Your comments are important to us and have been shared with the appropriate members of our team. You have been added to our project mailing list and will receive more information as it becomes available including details on future public meetings and opportunities to provide additional input.

Appendix D

Online Comment Form

	Date Received	Provide your comments below:
1	1/2/2024	During bridge demolition, will AZDOT be reducing traffic in each direction? Or would it be better to allow eastbound traffic only in the morning, and westbound traffic only after 11 AM, and to divert the westbound morning traffic onto surface streets in the morning, and eastbound traffic after 11 AM? It would be so much better if the expansions of Yuma Road, Verrado Way, Jackrabbit, and Perryville into 3 lane roads each direction were completed before this project begins. The amount of traffic on the Verrado Bridge is already incredible and will only be increasing as more retail shops are opened on the south side near Costco. I would also say that a traffic light should be installed on Verrado at the Costco entrance prior to this project, to safely allow the Costco traffic in and out during this project since Verrado traffic will be impacted/increased due to diversions during this project.
2	1/2/2024	Please improve the flow of traffic and safety of the area by installing stop lights at the intersection of Jackrabbit and I-10. Or possibly redesign the intersection to a diverging diamond like what has been done at the Miller and Watson exits.
3	1/2/2024	I don't see anything to indicate that safety is a consideration in this development. Any development done here needs to include proven safety countermeasures for people walking and people riding bicycles. Speed studies should be done before and after development to ensure that widening and adding lanes are not promoting speeding.
4	1/2/2024	Can you please just add lights and less stop signs. Make the lights timed right and everyone will be happy. Nothing fancy, just lights. No roundabout, diverging diamonds or anything like that. We just want to have traffic less backed up and don't want a 3-year long project when all we need is a light.
5	1/2/2024	Jackrabbit needs 2 lanes from Van Buren to Indian School Rd, with Stop lights at each of those intersections, as well as at the freeway intersections. The exits at the I-10 and Jackrabbit need to add additional lanes for turning left and right.
6	1/2/2024	Please put in lights! Turn lanes in each direction would also be nice with multiple lanes in each direction due to all the warehouses going in. Thanks for letting us provide input!
7	1/2/2024	Thank you for considering and taking on the much-needed project to reduce much traffic.
8	1/2/2024	Pretty simple answer, you only need look at I- 10 /Watson Road and I -10 /Miller Rd. that's what you need to do at jackrabbit Road diverging diamonds are the best thing to alleviate traffic backups and have good traffic flow
9	1/2/2024	Please do this! We need a system with lights and more space.
10	1/2/2024	Can we at least get temporary traffic lights now? It's going to take a long time before work actually begins on permanent lights.

	Date Received	Provide your comments below:
11	1/3/2024	<p>I think it's a great idea to improve the Jackrabbit and I-10 interchange! Please move forward with it as soon as possible.</p> <p>I've lived in Buckeye since 2007 and have seen how challenging that interchange can be even with minor traffic. Now that housing and businesses have grown significantly in the area (greatly increasing the number of vehicles), it is a mess. I regularly use that interchange to get onto the freeway to go east and exit the freeway there to go back to my home. Traffic backups are bad and accidents are becoming increasingly common.</p> <p>With the development of the new Vestar shipping center project to the north of I-10 and Costco to the south of I-10 (just to the west) there will be even more pressure on the Jackrabbit exit as people navigate the region on McDowell and Roosevelt Road to along the freeway with those roads opening up soon as well.</p>
12	1/3/2024	<p>Will the interchange be the main corridor for the expected increase in semitrucks? What are the plans for adjacent roads?</p>
13	1/4/2024	<p>I hope the freeway work is done at the same time, because the bottleneck at Perryville causes so much back up before Jackrabbit.</p>
14	1/4/2024	<p>I personally love the cloverleaf that is now the Miller exit! The Watson one is a little zigzag like and can be dangerous. But it has tremendously helped the flow of traffic! Unfortunately, you won't be able to please everyone no matter what you do!</p>
15	1/5/2024	<p>Roundabouts, more cost effective and keeps flow of traffic at all times instead of lights at intersections.</p>
16	1/5/2024	<p>What is the delay this intersection has needed update for 5 years now and with the coming mall opening in 2025 it is going to be a bigger disaster then it is now?</p>
17	1/5/2024	<p>Upgrades to 4 lanes and traffic signals needed</p>
18	1/5/2024	<p>In my opinion, adding traffic lights at the Jackrabbit/I-10 on and off ramps without also adding a traffic light at Jackrabbit and McDowell is just dumb. There's too much traffic at that intersection to leave it as a 4-way stop.</p>
19	1/5/2024	<p>Put traffic lights in at the ramps.</p>
20	1/10/2024	<p>where will traffic Travelling on I-10 in both directions be directed to if you're are going to demolish the bridge? I live in the houses between Jackrabbit and Perryville and can only fear that all the daily freeway traffic will only cause major congestion until the bridge is completed.</p>
21	1/10/2024	<p>Can assistance be given to the City of Goodyear to complete the Indian School work between Cotton Lane and Perryville Rd. so there is a way to avoid the Jackrabbit intersection before construction starts and you trap the residents with two projects. What a waste of fuel/time and the dangers of two projects at the same time. There are many more people living in the northeast Buckeye area now. Indian School has been under construction since I moved here 3 years ago.</p>
22	1/12/2024	<p>Bout F in time, idiots! Stop signs? Really???</p>
23	1/14/2024	<p>From the limited info I can see from the Facebook page, it seems like the focus is mainly south of I-10 on JRT. North of I-10 needs attention too and will only get worse as the communities along JRT and into Verrado continue to grow. Traffic is already horrible at JRT/McDowell at many times of the day.</p>

	Date Received	Provide your comments below:
24	1/14/2024	Please do not copy the Watson interchange. It is a mess, and dangerous.
25	1/14/2024	With growth in this area, widening the road and adding streetlight is just common sense. The way it is now, feels like we are living in the 1950's. Let's get with the times and upgrade our streets with lights, not stop signs. To include all of jackrabbit not just some sections!!!!!!
26	1/14/2024	Something similar or the same as to the of ramp of Watson and miller ramp exit
27	1/15/2024	Please get rid of those stop signs and install a light!
28	1/16/2024	Support each of the 4 outlined improvements, long overdue and a traffic nightmare as it currently stands.
29	1/16/2024	OMG. ADOT can't seem to organize it's thinking on these projects. First you disrupt I-10 in the west valley for 2 years for a widening project that still hasn't gone far enough. Now you want to shut it down for another two years for the Jack Rabbit interchange. Then you'll do the L101 and I-10 for another two years. Then you will need to address the Verrado Way I-10 exit as the shopping and population grows. Absolutely ridiculous!
30	1/20/2024	Plan needs to consider how Perryville Rd, Thomas and Indian School Rd will be impacted by this plan! Traffic control is non-existent on all three roads. Four-way stops are extremely overtaxed by increased traffic flow, as evidenced by recent closures of westbound I-10. I suggest traffic lights @ Thomas & Jackrabbit and Indian School & Perryville before any work on improving Jackrabbit freeway bridge!
31	1/23/2024	As you are well aware, this interchange is in great news for improvement and reconstruction. It needs to be signalized, and widened, due to the high traffic count.
32	1/23/2024	Lights on jackrabbit. It is too dark. Fix up the area off the high away. Jackrabbit
33	1/24/2024	What is the estimated time of completion? 2027?
34	1/26/2024	I approve and support ADOT's I-10/Jackrabbit Trail Traffic Interchange Project.
35	1/28/2024	I-10 and Jackrabbit Interchange needs to be upgraded ASAP! Please keep it simple and avoid the idiotic designs that were recently built at Watson and Miller Rds! Also need Jackrabbit Rd, North of the interchange up to Indian School Rd to be widened to at least two lanes in each direction. Traffic volume has increased 10-fold in this area over the past few years. McDowell Rd from Jackrabbit East to Loop 303 also needs to be widened to at least two lanes in each direction. These old one lane roads all in terrible condition and are outdated with today's increase traffic demand.
36	1/29/2024	It would have been nice to receive the notice before the meeting date. I received it on the 28th and the meeting was on the 23rd. Good ol ADOT.
37	1/29/2024	What is estimated time frame and travel restrictions? Still hungover from Verrado to 85 expansion, how about a little time in between!
38	2/1/2024	The intersections at I10 and Watson Rd & I10 and Miller Road are the worst traffic change that has been made. There are twice as many lights as the normal interchanges and the traffic does not flow as well. They are a complete waste of taxpayer money. Please do not make Jackrabbit Trail the same type of intersection.

	Date Received	Provide your comments below:
39	2/1/2024	I'm disappointed the evaluation did not include the possibility of a single point urban interchange. Why was it not included? The area around this intersection and all intersections in the southwest valley will only continue to grow and should be designed for more traffic volume than current models predict.
40	2/1/2024	We reside near cross-streets McDowell / Jackrabbit (north side of I-10). Sure would appreciate a wall to cut down the freeway noise. It's excessively loud due to all of the ever-increasing traffic volume. Please please please consider this for our neighborhood.
41	2/5/2024	I am the owner of Jackrabbit Java on the east side of Jackrabbit Trail. I see that there will be a median down Jackrabbit all the way down to Van Buren with no turn lanes or breaks in the median to turn into any of the businesses on the east side of Jackrabbit. Many of our customers come from the 10 (driving south on Jackrabbit) and north of the 10 and would not be able to access our businesses from that direction. This will severely negatively impact all of our businesses. It would be beneficial to the city of Buckeye to make businesses more accessible, not less accessible as we are all taxpayers of the city of Buckeye. Please consider either making the median a turn lane down the middle or adding turn lanes/breaks in the median to access our businesses on the east side of Jackrabbit. Thank you.
42	2/6/2024	The lack of turn lanes at residential streets restricts first responder access which could alter the outcome in a crisis situation. Not only does it put people's welfare at risk, traffic from the residents of these streets will not be able to exit I-10 at Jackrabbit and take a direct route home, they will be forced to use Roosevelt or Van Buren and enter the neighborhood from 191st Ave, putting additional unnecessary traffic through the White Tanks community. Additionally, it is my opinion that 6 lanes of traffic is not necessary between Van Buren and Fillmore Streets. 4 lanes with a turn lane for residents is a reasonable improvement for this stretch.
43	2/6/2024	This intersection should be changed to a diverging diamond just like Watson and miller.
44	2/6/2024	Please start this ASAP. I am so excited for this interchange to finally be fixed. It can take 10-20 minutes get through those 3 stops signs at the overpass. I also love the lanes and the additional lights at Roosevelt and Van Buren. Thank you so much for listening to our needs and advocating for this change.
45	2/6/2024	I would see no reason not to proceed with the project as the west valley continues to grow at a rapid rate.
46	2/6/2024	We have been waiting years for this intersection to be updated to handle the excess flow of traffic created by The City of Buckeye. Many years ago, we attended an ADOT presentation at Verrado High School, this intersection was addressed by ADOT then and nothing ever happened. I have a glimmer of hope, but know it depends on funding.

	Date Received	Provide your comments below:
47	2/6/2024	<p>1. Prior to initiating this project, other routes out of the West Valley need to be established, i.e.: complete Bethany Home Road from Jackrabbit to Perryville Road. Place temporary traffic signals instead of 4-way stop signs on all east/west roads west of the 303. In the morning, current traffic wait times just from Jackrabbit to Perryville on either Camelback or Indian School Roads can easily exceed 20 minutes. This is similar heading eastbound on these roads at the end of the workday. Drivers already disobey traffic laws and drive on the sides of the road in the dirt or in the middle turn lane for the entire mile in order to decrease wait times. I am sure these types of behaviors will increase if changes are not made to accommodate for even more traffic. This is already unacceptable and will be worsened with this project, which also needs to be timely.</p> <p>2. This project should not take months and months to complete. This should be incentivized for rapid yet safe completion. Builders have been allowed to continue to build new communities in this area with no plans for traffic and now we are in a crisis situation.</p>
48	2/6/2024	This is necessary for the growth.
49	2/6/2024	Would ensure that the larger view of impacts both north and south on Jackrabbit Tr be part of the consideration or the traffic congestion problems will just be moved to the next bottleneck just off the highway.
50	2/7/2024	Pls widen the road so there are more lanes and add a stop light. Not a roundabout.
51	2/7/2024	I am all for making this intersection safer and easier to navigate. Having Stop Signs every 50 feet, slight exaggeration, is not conducive to go traffic flow. You can expect to spend 15 minutes or more to turn left to get to or home in Blue Horizon. My request would be also as a Homeowner who will be navigating with Trucks from all the Logistics Centers in our vicinity, please be sure those Companies pay their share of this expense and maintenance over the years.
52	2/8/2024	Sounds like a great improvement. Just wish it could happen sooner
53	2/9/2024	I think we need to make it like Watson. It gets way too packed in the morning and afternoon. Most of the time we have to wait 30 minutes because of that stop sign. It's not common that it's empty.