



# **Interstate 10 / Baseline Road Traffic Interchange Study**

August 8, 2024 • Public Meeting Summary

## Public Meeting Summary

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 who require a reasonable accommodation based on language or disability should contact Gael Luna at 480.604.4785 or [gluna2@azdot.gov](mailto:gluna2@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 leyes y autoridades contra la discriminación, el Departamento de Transporte de Arizona (ADOT, por sus siglas en inglés) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Gael Luna al 480.604.4785 o [gluna2@azdot.gov](mailto:gluna2@azdot.gov). Las solicitudes deben hacerse lo antes posible para garantizar que el Estado tenga la oportunidad de abordar la adaptación.

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## 1. INTRODUCTION

Baseline Road at Interstate 10 is a major arterial road serving approximately 55,000 vehicles per day and experiences heavy congestion and delays. There are several intersections and numerous driveways along the corridor serving adjacent commercial and residential properties, which contribute to congestion and crashes.

The project corridor has a higher rate of crashes compared to the regional average. Additionally, the corridor has heavy pedestrian and bicycle traffic with connectivity and safety challenges, including pedestrian facilities that do not meet current standards, intersections without marked crosswalks on all sides and lack of dedicated bike lanes.

Due to these issues, the current infrastructure and interchange design may no longer be adequate to meet the needs of the diverse traveling public. The study is evaluating design alternatives to improve the interchange and address these issues. The study team has identified two potential build alternatives to improve the interchange and crossroad - reconstructing to a Modified Diamond Interchange (MDI) design and a Diverging Diamond Interchange (DDI) option. At the conclusion of the study, the Arizona Department of Transportation (ADOT) will select a preferred alternative for further action.

The I-10/Baseline Road traffic interchange study looked at Baseline Road from 48th Street at the west end and Hardy Drive at the east. The maximum construction limits along Baseline Road are anticipated to be between Calle Los Cerros Drive and Priest Drive. Within these limits, Baseline Road touches four jurisdictions: the cities of Phoenix and Tempe, the Town of Guadalupe and ADOT.

### Project Map



## 2. VIRTUAL PUBLIC MEETING

ADOT held a virtual public meeting from 6 – 7 p.m. on Aug. 8, 2024. The purpose of the meeting was to provide an overview of the two interchange design alternatives under consideration to improve traffic flow



## Public Meeting Summary

and safety. The meeting also provided an update on the study schedule and opportunities for the public to ask questions and make comments.

The improvements are being planned in coordination with the cities of Tempe and Phoenix, and the town of Guadalupe.

The public meeting was hosted online through Zoom Webinar with simultaneous interpretation in Spanish. Participants could also call-in to the meeting if they preferred or did not have the ability to participate online. The meeting featured a presentation by the project team, followed by a question-and-answer period. Participants, who were provided information on how to ask questions and provide comments, could submit written questions in either English or Spanish through the Zoom Webinar Q&A feature and use the Raise Hand feature to be called on to ask their questions verbally. English call-in participants could also ask questions by phone by pressing \*9 to raise their hand. Spanish call-in participants could ask questions via a toll-free conference line.

Project team members from ADOT, partner organizations and AZTEC Engineering (the design consultant) served as panelists to hear comments and respond to questions at the meeting.

The following team members were presenters:

- Mark Gilliland (AZTEC), Consultant Design Project Manager
- Olivier Mirza (ADOT), Design Project Manager
- Gael Luna (ADOT), Community Relations

Additional panelists included:

- Nikki Green (ADOT)
- Madison McCormick (ADOT)
- Dennis Haley (ADOT ROW)
- Tracy Eberlein (AZTEC)
- Alyssa Morrison (AZTEC)
- Diana Dunn (AZTEC)
- Ravi Ambadipudi (Jacobs)
- Amanda Nelson (Town of Guadalupe)
- Myesha Harris (City of Phoenix)
- Shauna Warner (City of Tempe)
- Shelly Seyler (City of Tempe)
- Quinn Castro (MAG)

Additional project team staff and a Spanish interpreter were present to assist in facilitating the online meeting and Q&A session. Participants were notified that comments and questions about the project could also be submitted during the public comment period ending Aug. 22, 2024, through email, telephone, USPS mail or online survey/comment form. Participants were notified that project-related materials, including the presentation, were available online.

The public meeting presentation was recorded in English and Spanish and posted to the project website. During the meeting, a Spanish-speaking ADOT panelist let the audience know where they could find the

project website and that a Spanish interpreter would be available for the presentation and Q&A portions of the meeting. The ADOT staff member also read the explanation of the Title VI Nondiscrimination Notice to the public, which was included in Spanish on a separate slide, as well as how to take the self-ID survey.

Seventy-eight (78) people were recorded as attending the virtual public meeting and 194 people completed the online survey/comment form during the survey period.

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

## **2.1 Virtual Public Meeting Notification**

### **2.1.1 Project Website**

ADOT hosts a project website <https://azdot.gov/i10baseline>, which was launched on April 10, 2023. The project website provides a project overview, including a list of the project elements, project area map, study timeline, interchange designs being considered, the public meeting date, recordings in English and Spanish, and information on how to ask questions or make comments. A link to an online survey/comment form was also included through Aug. 22. All materials related to the public meeting were posted on the project website, including:

- Project area map and information
- Fact sheet (in English and Spanish)
- Public meeting information
- Public meeting recordings (in English and Spanish)
- PDF public meeting presentation and script

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

### **2.1.2 GovDelivery Emails**

Notices that provided information on how to participate in the virtual public meeting and comment were distributed by ADOT on July 18 and 25, and Aug. 14, 15 and 21, via GovDelivery. A total of five emails were sent out with an average of greater than 25,000 recipients per distribution.

Copies of the GovDelivery notices can be found in Appendix B.

### **2.1.3 Print Ads and E-blast**

The virtual public meeting was advertised with English print ads in the *Arizona Republic – SE Valley Republic* on July 24, 26 and 27, along with a bilingual (English/Spanish) *Arizona Republic Buyer's Edge* insert on July 24, and an *Arizona Republic* E-blast on July 25. The e-blast went to an estimated 14,917 email recipients within the project area.

Additionally, the public meeting was advertised in a Spanish-language print ad in *Prensa Arizona*, on July 25.

Copies of the publication tear sheets and e-blast can be found in Appendix B.

### **2.1.4 Direct Mail**

Bilingual (English and Spanish) oversized postcards were sent via EDDM (Every Door Direct Mail) to all businesses and residential properties within one-mile of the project area. Additionally, mailers were sent to non-resident property owners whose mailing address is outside of the project and one-mile EDDM areas. A total of 12,829 postcards were mailed. The 12" x 15" oversized postcard included information about the project, how to participate in the virtual public meeting and how to provide comments. The mailer also included information, instructions and a QR code for requesting accommodations in Simplified (Mandarin) and Traditional (Cantonese) Chinese.

The mailers were sent to the post office on July 17 and began to arrive in mailboxes on July 24.

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

### **2.1.5 Social Media**

ADOT Digital Communications staff posted to ADOT's Facebook and X accounts on July 25 and Aug. 1, 7, 12 and 21, and on Nextdoor on July 18, 25, and Aug. 1, 7, 12, 15 and 21, providing information about the public meeting and commenting opportunities.

Images of the social media posts can be found in Appendix B.

### **2.1.6 News Release/Media**

ADOT Public Information staff distributed a news release to media outlets on Aug. 2. The news release can be found in Appendix B.

News stories about the public meeting were posted online by Chandler News on Aug. 5, Queen Creek Sun Times on Aug. 7, Daily Independent on Aug. 4 and 20, and Ahwatukee Foothills News on Aug. 1 and 21.

Copies of news articles can be found in Appendix C.

### **2.1.7 Direct Outreach**

The study team held meetings with project stakeholders, including representatives from the town of Guadalupe, cities of Phoenix and Tempe and the Maricopa Association of Governments. Virtual meetings with project stakeholders to plan for the public meeting were held on June 20 and 27, and July 2, 11, 18 and 25.

In addition, the ADOT Community Relations team created a contact list that included stakeholders in the project area, such as businesses, HOAs, schools and churches. The team communicated with 173 contacts via email and forwarded GovDelivery emails to provide information about the project and the public meeting. Information about the public meeting was emailed to these stakeholders on July 18 and 25, and Aug. 14, 15 and 21.

Copies of the GovDelivery notices can be found in Appendix B.

ADOT Community Relations conducted in-person and phone outreach to 35 businesses and four property management companies, and distributed project fact sheets to 12 community organizations and gathering locations. Three businesses were permanently closed or had relocated, three property management companies were no longer managing properties in the area and 32 businesses were successfully contacted in-person and/or by phone.

Summaries of the business and small group meetings can be found in Appendix B.

<b>Contact Attempted in Person</b>	<b>Contact Attempted by Phone</b>	<b>Community Organizations and Gathering Locations</b>
OneMain Financial	**Kidder Mathews, Point Office Suites	Frank Elementary School

Contact Attempted in Person	Contact Attempted by Phone	Community Organizations and Gathering Locations
*Conn's Home Plus	**Cushman Wakefield, 4415-4265 S Wendler Dr	Guadalupe Library
Studio 6	**CBRE, 4920-4940 S Wendler Dr	Boys and Girls Club, Thunderbird Branch
Celerion Screening & Return Center	OneMain Financial	Getz School
Denny's	*Conn's Home Plus	Wood Elementary School
Joe's Crab Shack	Studio 6	Tempe Union High School District Professional Development Center
Waffle House	Celerion Screening & Return Center	Marcos de Niza High School
TitleMax	Denny's	Geneva Epps Mosley Middle School
Ramada Inn by Wyndham	Joe's Crab Shack	Fees College Preparatory Middle School
The Molino Apartments	Waffle House	Tempe High School
Simon Group, Arizona Mills Mall	TitleMax	Chicanos por la Causa, Family Resource Center
Christie's Cabaret	Ramada Inn by Wyndham	Arredondo Elementary School
Batch Service	The Molino Apartments	
Arrive Logistics	Simon Group, Arizona Mills Mall	
Fry's Fuel	Christie's Cabaret	
KRAF Inc., Burger King	2300 W Baseline Rd	
Aunt Chilada's, Arizona Grand Resort	Ireland-Miller Inc., 5005-5075 S Wendler Dr	
Truelieve Dispensary	Orsette Property Management, 4920-4940 S Wendler Dr	
Shell	*CSA Benefits Claim	
Popeye's Louisiana Kitchen	*BuySellAZHouse.com	
Carl's Jr.		
Parts Authority		
Magic Smoke and Vapor		

Contact Attempted in Person	Contact Attempted by Phone	Community Organizations and Gathering Locations
J&J Barbershop		
Mint Cannabis		
TownPlace Suites		
SpringHill Suites		
Sonesta Simply Suites		
Sonesta ES Suites		
Holiday Inn Express		

\* Moved or permanently closed    \*\* No longer affiliated with commercial property

## 2.2 Public Meeting Materials

### 2.2.1 Presentation

A presentation was made at the public meeting to provide an overview of the interchange design alternatives being considered. The public was also given the opportunity to provide comments and ask questions to help guide the study team.

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

- Overview of Interstate 10/Baseline Road Traffic Interchange Study
- Study Area and Partners
- Study Purpose & Need
- Study Process
- Study Elements
- Environmental Considerations
- Interchange Options:
  - No Build Scenario
  - Modified Diamond Interchange (MDI) Alternative
  - Diverging Diamond Interchange (DDI) Alternative
- Anticipated Study Timeline
- Project Website
- Comments and Questions

## 3. PUBLIC COMMENTS

This section summarizes the comments received during the public comment period from July 8 through Aug. 22. Comments were accepted through the following methods: USPS mail, telephone, e-mail and online. A total of 250 comments were received through the following methods:

- Online survey/comment form responses: 194
- Project information telephone line comments: 6
- Email comments: 7
- Virtual public meeting comments: 5
- Virtual public meeting questions: 38
- Mail: 0

Additionally, during the virtual public meeting ADOT staff worked with the project team to provide responses to each of the questions and comments, which were also included in the public comment log.

The public comments and questions are included in Appendix D.

### 3.1 Public Comment Topics

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

- Concerns about traffic volume, flow and congestion = 259 questions/comments
- Diverging Diamond Interchange (DDI) alternative feedback (like) = 164 questions/comments
- Diverging Diamond Interchange (DDI) alternative feedback (dislike) = 159 questions/comments
- Diverging Diamond Interchange (DDI) alternative feedback (misc.) = 8 questions/comments
- Modified Diamond Interchange (MDI) alternative feedback (like) = 161 questions/comments
- Modified Diamond Interchange (MDI) alternative feedback (dislike) = 146 questions/comments
- Modified Diamond Interchange (MDI) alternative feedback (misc.) = 5 questions/comments
- No Build alternative feedback (like) = 150 questions/comments
- No Build alternative feedback (dislike) = 158 questions/comments
- No Build alternative feedback (misc.) = 1 question/comment
- Construction timeline, schedule and impacts = 139 questions/comments
- Costs and funding = 109 questions/comments
- Driver education for MDI and DDI = 84 questions/comments
- Addressing future needs = 54 questions/comments
- Traffic signals and timing = 44 questions/comments
- Safety = 42 questions/comments
- Business/property access, parking and economic impacts = 34 questions/comments
- Wendler Drive options and impacts = 32 questions/comments
- Turn lanes and options = 26 questions/comments
- Freeway/ramp access = 24 questions/comments
- Pedestrians and cyclists = 11 questions/comments

- Neighborhood access and concerns = 7 questions/comments
- Broadway curve impact = 4 questions/comments

Based on the number of like and dislike questions and comments for each alternative, it appears that there is no strong preference for either alternative as there were nearly as many dislikes as likes for each. However, taking a closer look at the likes shows that many of the likes on the DDI alternative are actually in opposition to it. On the contrary, many of the dislikes on the MDI were actually comments in favor of that option. Some of the key aspects that the public liked and disliked for each alternative are as follows:

- Diverging Diamond Interchange (DDI) alternative likes:
  - Improves traffic congestion, operations and safety
  - Addresses long-term traffic needs and growth
  - Nearly 20% of likes were actually dislikes on the DDI alternative
  - Some commenters acknowledged the high cost and impacts to existing properties even if their overall comment was positive
- Diverging Diamond Interchange (DDI) alternative dislikes:
  - Most expensive of the build alternatives
  - More area construction and longer construction timeline
  - Larger footprint / more impact on the surrounding areas
- Modified Diamond Interchange (MDI) alternative likes:
  - Least expensive of the build alternatives
  - Smaller footprint / less impact on the surrounding areas
- Modified Diamond Interchange (MDI) alternative dislikes:
  - Concerns that the improvements to address traffic congestion, operations and safety may not go far enough
  - Impact on business access
  - Nearly 10% of comments were actually likes or that there was “nothing” they didn’t like

Additionally, there were concerns related to making Wendler Drive right-in-right out only, including freeway access for offices located along Wendler and having to drive past Wendler and make a u-turn to access certain businesses.

Overall, most participants agreed that addressing and reducing congestion at the traffic interchange is needed, particularly in light of the projected growth in the area.

## 3.2 Survey/Comment Form Questions

An online survey was developed to help the study team evaluate the public’s feedback on the three design alternatives for the interchange. The survey/comment form was also available in print upon request. The following are the survey/comment form questions:

- What do you like about the No Build alternative? = 150 responses
- What do you dislike about the No Build alternative? = 158 responses
- What do you like about the Modified Diamond Interchange (MDI) alternative? = 161 responses
- What do you dislike about the Modified Diamond Interchange (MDI) alternative? = 146 responses
- What do you like about the Diverging Diamond Interchange (DDI) alternative? = 164 responses
- What do you dislike about the Diverging Diamond Interchange (DDI) alternative? = 159 responses
- Provide any additional comments below = 101 responses

As indicated above, there were nearly as many dislike responses and likes for each alternative. In evaluating the actual comments received in the likes category, however, it clearly shows that many of these comments actually expressed a dislike for continuing with the status quo. The overall sentiment about the No Build option is that doing nothing is not a positive outcome of this study.

## **4. TITLE VI REPORTING**

### **4.1 Self ID Surveys**

Meeting participants were asked to complete ADOT's self-identification survey for Title VI reporting purposes. A total of 11 people, out of 78 attendees, completed the self-ID survey during the meeting, which was a 14% response rate. Also, an additional eight people completed the survey throughout the duration of the commenting period, for a total of 19 responses.

Of the 19 self-identification survey responses, three participants (16%) identified as Hispanic/Latino, one (5%) identified as Asian, zero (0%) identified as American Indian/Alaskan Native, one (5%) identified as African American/Black, zero (0%) as Native Hawaiian/Other Pacific Islander, and 16 (84%) identified as White.

### **4.2 Title VI Meeting Summary**

A Title VI public meeting summary documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the ADOT Civil Rights Office on Aug. 22.

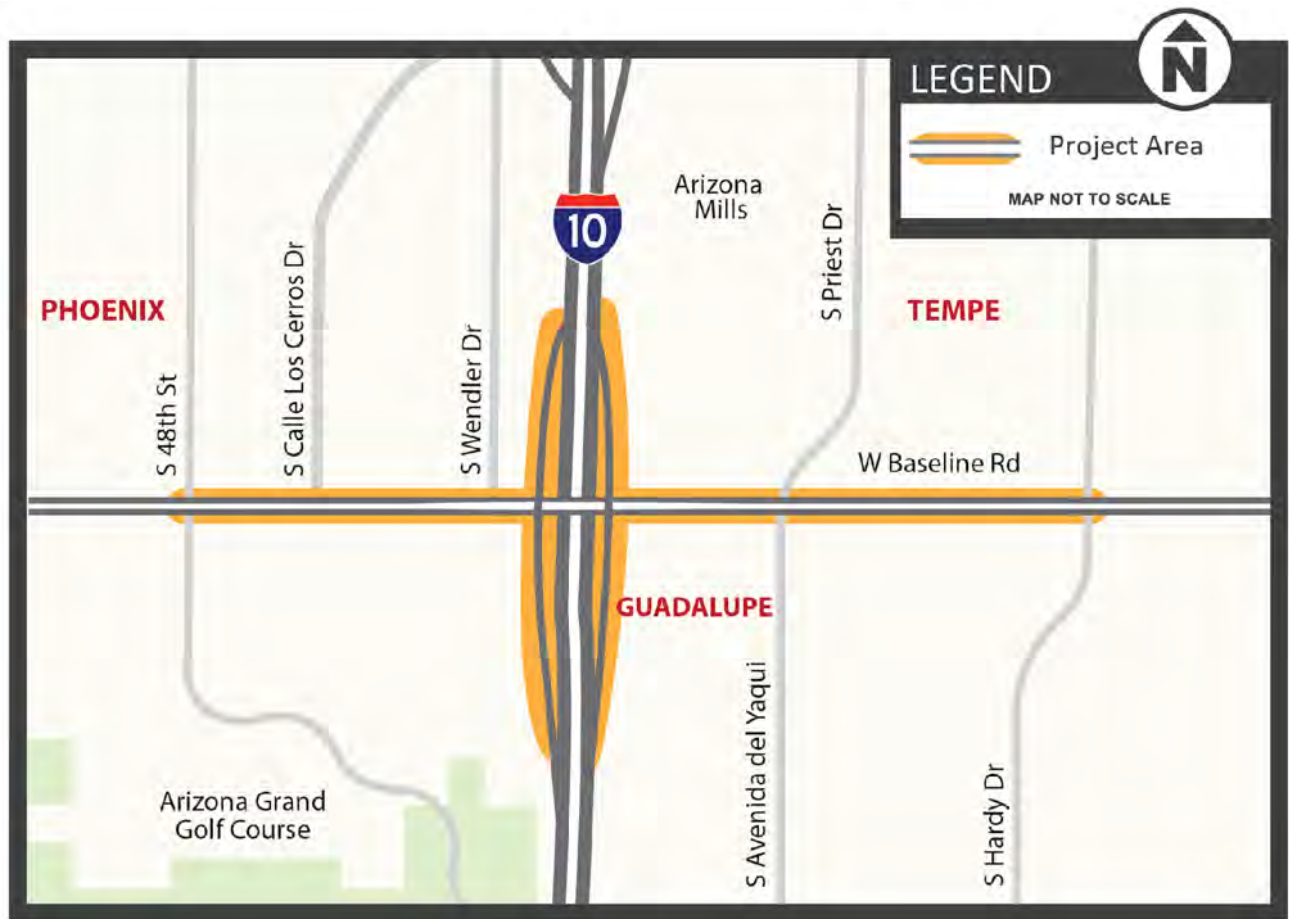




# **Appendix A**

## **Public Meeting Materials**

# Project Area Map



# Fact Sheet (English)



## Interstate 10/Baseline Road Traffic Interchange Study

### Overview

The Arizona Department of Transportation (ADOT) is studying improvements to multimodal traffic flow and safety at the I-10/Baseline Road interchange. The study has identified three design alternatives for the interchange: a Modified Diamond Interchange and a Diverging Diamond Interchange, which will be compared to a "no-build" alternative in which no improvements will be made. At the conclusion of the study, ADOT will determine a preferred alternative to move forward with improvements and final design if a new interchange alternative is selected. The I-10/Baseline Road Traffic Interchange Study is being conducted in coordination with the cities of Phoenix and Tempe and the town of Guadalupe.



The **Modified Diamond** alternative would keep the interchange and ramp configuration as they are while adding some modifications to improve traffic operations, including adding new right turn lanes on Baseline Road at I-10 and additional lanes on the exit and entrance ramps. This alternative includes the removal of the traffic signal at Wendler Drive and revising access to be right-in, right-out.



Traffic flow increases with a **Diverging Diamond (DDI)** by temporarily transitioning traffic to the left side of the road, eliminating the need for a signalized left turn. The DDI would have the largest footprint, impacting more existing properties. This alternative also includes the removal of the traffic signal at Wendler Drive and revising access to be right-in, right-out.

### Stay Informed

Visit the study website at [azdot.gov/i10baseline](https://azdot.gov/i10baseline) for more information and to subscribe for project updates.

### How to Comment

The public can provide comments by Aug. 22, in the following ways:

- ▶ **Online:** <https://tinyurl.com/i10baselinecomment>
- ▶ **Phone:** 855.712.8530
- ▶ **Email:** [gluna2@azdot.gov](mailto:gluna2@azdot.gov)
- ▶ **Mail:** ADOT Community Relations,  
1655 W. Jackson St., MD126F, Phoenix, AZ 85007

### Attend Virtual Public Meeting on Aug. 8 (online or phone)

Visit the study website at [azdot.gov/i10baseline](https://azdot.gov/i10baseline) for more information and to subscribe for project updates.

- ▶ **Online (Zoom):** <https://tinyurl.com/i10baseline>  
Meeting ID: 859 6049 1133
- ▶ **Phone:** 669.900.6833 (English)



### Anticipated Schedule

The study is expected to conclude in 2024. The project is not currently funded for construction. The anticipated schedule of study activities and opportunities to participate is included below.

**May 2023**  
Public Scoping Meeting

**August 2024**  
Public Meeting for  
Design Alternatives

**December 2024**  
Design Concept  
Report (DCR)

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如需获取其他格式或语言的副本或服务，请联系  
Gael Luna，电话：855.712.8530，邮箱：  
[gluna2@azdot.gov](mailto:gluna2@azdot.gov)，或访问网站：[azdot.gov/i10baseline](https://azdot.gov/i10baseline)

如需獲取其他格式或語言的副本或服務，請聯繫  
Gael Luna，電話：855.712.8530，郵箱：  
[gluna2@azdot.gov](mailto:gluna2@azdot.gov)，或訪問網站：[azdot.gov/i10baseline](https://azdot.gov/i10baseline)



ADOT Project No. F0523 01L



# Fact Sheet (Spanish)



## Estudio de Intercambio de Tráfico Vial I-10/Baseline Road

### Visión General

El Departamento de Transporte de Arizona (ADOT, por sus siglas en inglés) está estudiando mejoras en el flujo de tráfico multimodal y la seguridad en el intercambio de la I-10 y Baseline Road. El estudio ha identificado tres alternativas de diseño para el intercambiador: un intercambiador de Diamantes Modificado y un Intercambio de Diamantes Divergente, que se comparará con una alternativa de "no construcción" en la que no se realizarán mejoras. Al concluir el estudio, ADOT determinará una alternativa preferida para avanzar con las mejoras y el diseño final si se selecciona una nueva alternativa de intercambio. El Estudio de Intercambio de Tráfico Vial I-10/Baseline se está llevando a cabo en coordinación con las ciudades de Phoenix y Tempe y la ciudad de Guadalupe.



La alternativa de **Diamante Modificado** mantendría la configuración de intercambio y rampa como está, al tiempo que agregaría algunas modificaciones para mejorar las operaciones de tráfico, incluida la adición de nuevos carriles para girar a la derecha en Baseline Road en la I-10 y carriles adicionales en las rampas de salida y entrada. Esta alternativa incluye la eliminación del semáforo en Wendler Drive y la revisión del acceso para que sea de entrada y salida.



El flujo de tráfico aumenta con un **Diamante Divergente (DDI)** al hacer la transición temporal del tráfico al lado izquierdo de la carretera, eliminando la necesidad de un giro a la izquierda señalizado. El DDI tendría la huella más grande, impactando a más propiedades existentes. Esta alternativa también incluye la eliminación de la señal de tráfico en Wendler Drive y la revisión del acceso para que sea de entrada y salida.

### Manténgase Informado

Visite el sitio web del proyecto en [azdot.gov/i10baseline](https://azdot.gov/i10baseline) para obtener más información y suscribirse a las actualizaciones del proyecto.

### Como Comentar

El público puede proporcionar comentarios antes del 22 de agosto, de las siguientes maneras:

- ▶ **En línea:** <https://tinyurl.com/i10baselinecomment>
- ▶ **Teléfono:** 855.712.8530
- ▶ **Correo electrónico:** [gluna2@azdot.gov](mailto:gluna2@azdot.gov)
- ▶ **Correo:** ADOT Community Relations, 1655 W. Jackson St., MD126F, Phoenix, AZ 85007

### Asista a la Reunión Pública Virtual el 8 de agosto (en línea o por teléfono)

¡Regístrese para asistir a la reunión! Visite el siguiente sitio web para registrarse y asistir:

- ▶ **En línea (Zoom):** <https://tinyurl.com/i10baseline>
- ID de reunión: 859 6049 1133
- ▶ **Teléfono:** 669.900.6833 (español)



### Cronograma anticipado

Se espera que el estudio concluya en 2024. Actualmente, el proyecto no cuenta con fondos para su construcción. A continuación se incluye el cronograma anticipado de actividades de estudio y las oportunidades para participar.

**Mayo 2023**  
Reunión pública de alcance

**Agosto 2024**  
Reunión pública para alternativas de diseño

**Diciembre 2024**  
Informe de concepto de diseño (DCR)

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 leyes y autoridades contra la discriminación, el Departamento de Transporte de Arizona (ADOT, por sus siglas en inglés) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Gael Luna al 480.604.4785 o [gluna2@azdot.gov](mailto:gluna2@azdot.gov). Las solicitudes deben hacerse lo antes posible para garantizar que el Estado tenga la oportunidad de abordar la adaptación.

如需获取其他格式或语言的副本或服务，请联系 Gael Luna，电话：855.712.8530，邮箱：[gluna2@azdot.gov](mailto:gluna2@azdot.gov)，或访问网站：[azdot.gov/i10baseline](https://azdot.gov/i10baseline)

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ADOT Project No. F0523 01L

# Interstate 10/Baseline Road Traffic Interchange Study

## 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/i10BaselineSelf-id>



English

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 de miembros de minorías. <https://azdot.gov/i10BaselineSelf-idSpanish>



Español

Para traducción a español utilice la función de interpretación de Zoom o para interpretación en vivo en español, llame al 866.730.7514 pin de participante 984619#

ARIZONA DEPARTMENT OF TRANSPORTATION

Good evening. 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. The survey is available by scanning the QR code on your screen, and the link is also being provided in the meeting chat.

Visit [azdot.gov/i10BaselineSelf-id](https://azdot.gov/i10BaselineSelf-id)

Con su participación en esta encuesta voluntaria, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías. La encuesta también le ayudará a ADOT a cumplir con requisitos federales. También hemos colocado un enlace a la encuesta en el chat

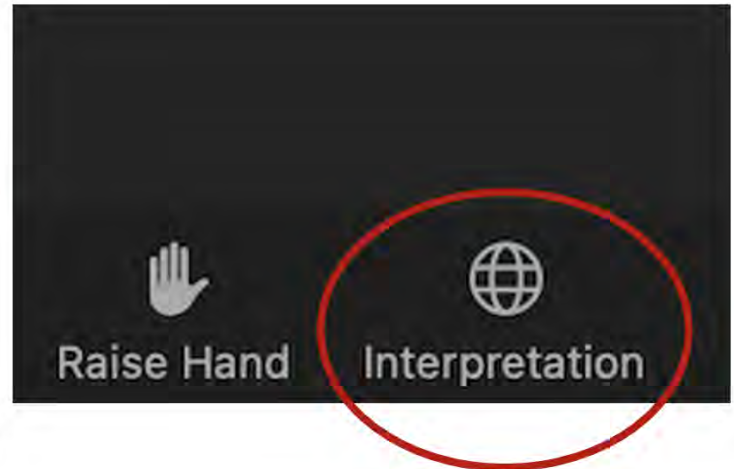
Espanol: [azdot.gov/i10BaselineSelf-idSpanish](https://azdot.gov/i10BaselineSelf-idSpanish)

## Spanish Interpretation

- Spanish call-in number: 866.730.7514
- Pin: 984619#
- Zoom interpretation feature

## Interpretación al español

- Por teléfono: 866.730.7514  
(español)
- Pin de participante: 984619#
- Función de interpretación de Zoom



ARIZONA DEPARTMENT OF TRANSPORTATION

This meeting will be presented in English and interpreted in Spanish through a separate call-in number and online language channel. If you would like to hear the presentation in Spanish by phone, please call 866-730-7514. The PIN number to enter is 984619 followed by the pound sign. If you are online you can click on the Interpretation symbol at the bottom of your screen as shown on this slide to hear the meeting presented simultaneously in Spanish.

Once this slide is completed you will see the interpretation button on your screen as shown here. To listen to this meeting in Spanish through the online meeting, click the interpretation icon in your meeting/webinar controls then click Spanish. If you would like to hear Spanish only, click "Mute Original Audio"

Esta reunión se presentará en inglés e interpretada en español a través de un número de teléfono separado y por un canal de idiomas en línea. Si desea escuchar la presentación en español por teléfono, por favor llame al 866-730-7514. El número PIN a ingresar es 984619 seguido por la almohadilla. Si está en línea, presione el símbolo de Interpretación en la parte inferior de la pantalla, como se muestra en esta diapositiva, para escuchar la reunión presentada simultáneamente en español.

Una vez completada esta diapositiva, verá el botón de interpretación en su pantalla, como se muestra aquí. Para escuchar esta reunión en español a través de la reunión en línea, presione el ícono de interpretación en los controles de la reunión/seminario web y, a continuación, presione español. Si desea escuchar solo en español, presione "Silenciar audio original"

Habrá una breve pausa mientras permitimos que los participantes se unan a la sala de interpretación en español.

There will be a short pause while we allow participants to join the Spanish interpretation room.



The background of the slide is an aerial photograph showing a large highway interchange. Interstate 10 runs horizontally across the middle of the image. Baseline Road runs vertically, intersecting with I-10. The interchange is a complex multi-level structure with several ramps and overpasses. The surrounding area includes parking lots, some commercial buildings, and open land with sparse vegetation. In the far distance, a range of mountains is visible under a clear sky.

# Interstate 10/Baseline Road Traffic Interchange Study

## Welcome!

Good evening, everyone and welcome to the public meeting for the Interstate 10/Baseline Road Traffic Interchange Study.

My name is Gael Luna, Community Relations Project Manager with the Arizona Department of Transportation

## I-10/Baseline Road Traffic Interchange Study

- 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.



Before we get started, a few housekeeping items. Participants joining us are currently muted. I'll describe the meeting format and how to participate in just a moment, but first, if you are having any technical issues right now, you may need to hang up or log off, then redial or reconnect.

Please note this meeting is being recorded. The recording will be posted to the project website.

If you would like to turn on closed captioning, click Closed Caption on the bottom of your screen to start viewing closed captioning. Click Live Transcript, then select Show Subtitle.

Tonight's format is a short presentation followed by an open question-and-answer session. After the presentation, we'll provide instructions on how to ask a question or comment by phone or online. If you would like, you can submit written questions at anytime during the presentation using the Q&A function, which is located at the bottom of your screen and shown on this slide. Keep in mind that after tonight's meeting, you will have the opportunity to ask further questions or provide additional comments through August 22. We'll tell you how to do that at the end of the meeting.



## **ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC**

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint, contact ADOT Civil Rights Office via the information listed below:

**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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ADOT complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, and other related authorities in all of its programs and activities.

Any person who believes his/her Title VI or ADA rights have been violated, may file a complaint by contacting the ADOT Civil Rights Office at 602-712-8946 or by email at [civilrightsoffice@azdot.gov](mailto:civilrightsoffice@azdot.gov) within 180 days of the alleged violation.

## AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT

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 Estadounidenses 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.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT con la información que aparece abajo:

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](mailto:CivilRightsOffice@azdot.gov)

Danielle Valentine  
Title VI Program Coordinator  
[DValentine@azdot.gov](mailto:DValentine@azdot.gov)

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We will have a brief pause to allow individuals to read this information in Spanish while it is described on the Spanish channel.

ADOT tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de Estadounidenses con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a 602.712.8946 o [civilrightsoffice@azdot.gov](mailto:civilrightsoffice@azdot.gov).

## Auxiliary Aids and Services

In compliance with Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, the Arizona Department of Transportation (ADOT) does not discriminate against qualified individuals with disabilities on the basis of disability in its programs, services or activities.

ADOT will make reasonable modifications to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services and activities.

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.

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ADOT will make reasonable accommodations to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation, please contact Gael Luna at 480.604.4785 or [gluna2@azdot.gov](mailto:gluna2@azdot.gov)

## **Purpose of Tonight's Meeting**

- Provide overview of alternatives being considered
- Provide opportunity for comments/questions

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Thank you again for joining us for the I-10/Baseline Road Traffic Interchange Study public meeting.

The purpose of this meeting is to provide an overview of the interchange design alternatives currently being considered to improve traffic flow and safety.

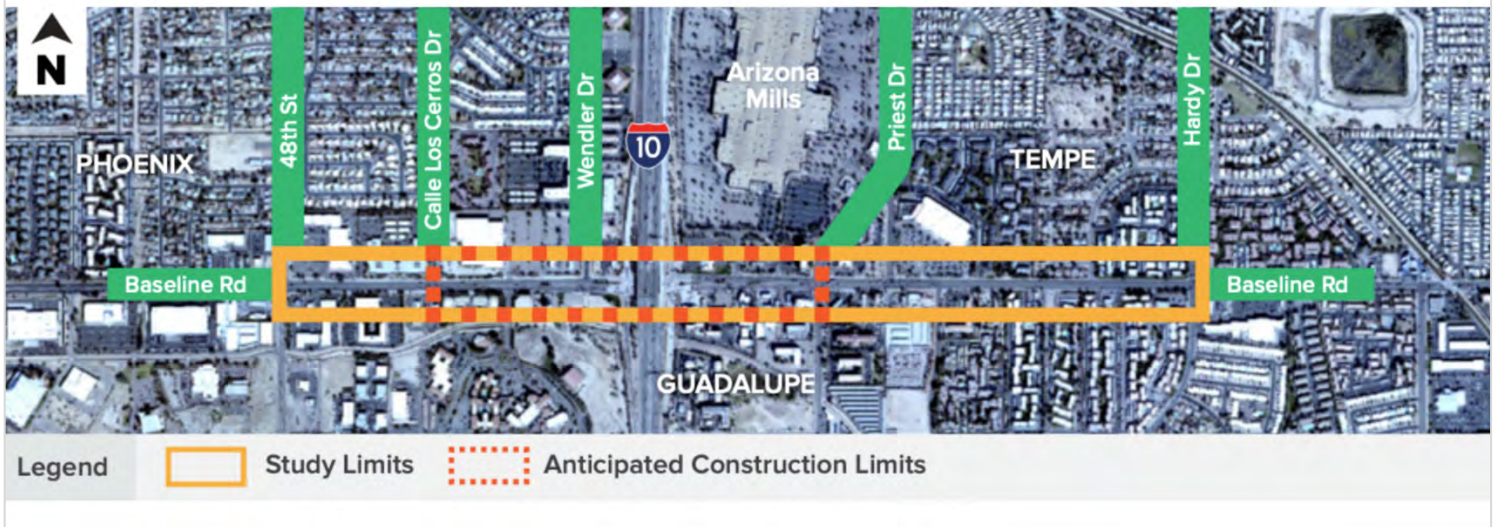
We will also give an update on the study schedule, and provide an opportunity for questions and feedback, as well as outline the various ways to provide comments during this phase of the study.

Now, I will hand the presentation off to Mark Gilliland, the Project Manager from Aztec Engineering.



## Study Area and Partners

- Study Partners: Town of Guadalupe, City of Phoenix, City of Tempe, Maricopa Association of Governments (MAG)



Thank you, Gael, for the introduction.

The I-10/Baseline Road traffic interchange study looked at Baseline Road from 48th Street at the west end and Hardy Drive at the east. The maximum construction limits along Baseline Road are anticipated to be between Calle Los Cerros Drive and Priest Drive. Within these limits Baseline Road touches four jurisdictions: the cities of Phoenix and Tempe, the Town of Guadalupe, and ADOT.

## Study Purpose & Need

- Reduce traffic congestion
- Improve traffic flow through the study corridor
- Reduce crashes
- Accommodate pedestrian and bicycle traffic, safety and connectivity concerns
- Develop design alternatives and recommend an alternative for final design



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Baseline Road at Interstate 10 is a major arterial road serving approximately 55,000 vehicles per day and experiences heavy congestion and delays. There are several intersections and numerous driveways along the corridor serving adjacent commercial and residential properties, which contributes to congestion and crashes.

The corridor has a higher rate of crashes compared to the regional average. Additionally, the corridor has heavy pedestrian and bicycle traffic, with connectivity and safety challenges, including pedestrian facilities that do not meet current standards, intersections without marked crosswalks on all sides and lack of dedicated bike lanes.

Due to these issues, the current infrastructure and interchange design may no longer be adequate to meet the needs of the diverse traveling public.

The study is evaluating design alternatives to improve the interchange and address these issues.

At the conclusion of the study, ADOT will select a preferred alternative for further action.

## Study Process

### Completed Steps:

- Public and agency scoping process
- Data collection and traffic modeling

### Current/Upcoming Steps:

- Develop and refine potential alternatives
  - Engineering and environmental analysis
  - Right-of-way and cost estimates
- Obtain public input
- Identify preferred alternative and prepare final Design Concept Report (DCR) and environmental documents

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The study started in early 2023 and is following an established engineering, environmental and public input process.

The study includes the development of an engineering design concept report and environmental document, which evaluates any environmental impacts of the alternatives and mitigation measures.

The study team conducted public outreach in 2023 to gather community concerns, priorities and input. This included a public meeting and public survey conducted in May 2023, as well as a website and extensive public notification.

The team also collected data such as field surveys and traffic counts and performed traffic modeling to determine future traffic flows with and without improvements.

We are developing and evaluating design alternatives for the interchange improvements, including initial engineering, environmental, right of way and projected costs for the interchange improvements.

We worked in close collaboration with our project partners, including MAG, the cities of Tempe and Phoenix, the town of Guadalupe and the Federal Highway Administration, to develop two possible interchange design alternatives.

This second public meeting is being held to present these build design alternatives for your input. We will also be presenting information on the no build, or do nothing alternative, as a comparison.

Following public and local jurisdiction input on the alternatives, the team will select a preferred alternative and prepare a final Design Concept Report and associated environmental documents.

## Study Elements

The study includes an engineering DCR that evaluates:

- No-Build, Modified Diamond Interchange (MDI), and Diverging Diamond Interchange (DDI) alternatives
- Consolidating driveway access on Baseline Road
- Reducing the number of signalized intersections near the interchange
- Improving bicycle and pedestrian operations along Baseline Road

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The Design Concept Report is developing, evaluating and comparing preliminary design alternatives, which includes the following items:

Modifying the existing diamond interchange to a Modified Diamond Interchange (MDI) or converting the existing interchange to a Diverging Diamond Interchange (DDI)

Reducing the number of driveways on Baseline Road to allow for better traffic flow

Reducing the number of signalized intersections in close proximity to the interchange, and

Improving pedestrian and bicycle operations along Baseline Road by widening and upgrading sidewalks to current ADA standards

This evaluation includes an engineering and environmental analysis. It's important to note that this study will only identify potential right-of-way impacts and access changes. If a Build alternative is selected, and once ADOT receives environmental approval, final design will begin and then ADOT will identify specific right-of-way needs and the right-of-way acquisition process can begin.



## Environmental Considerations

- Document potential impacts to social, economic and natural environments
  - Socio-Economic (Environmental Justice/Title VI)
  - Air Quality
  - Noise
  - Section 4(f)
  - Historic Properties
  - Land Use
  - Biology
  - Cultural Resources
  - Hazardous Materials
- Document public and agency outreach

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 06/25/2024, and executed by FHWA and ADOT.

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The study team will evaluate the environmental conditions in compliance with environmental regulations such as the National Environmental Policy Act (NEPA) and the Clean Air Act. This process will document potential impacts to social, economic, and natural environments, including:

- Socio-Economic (Environmental Justice/Title VI)
- Air Quality
- Land Use
- Noise
- Biology
- Section 4(f)
- Cultural Resources
- Historic Properties
- Hazardous Materials

The team will also document public and agency outreach for the project record.

## No Build Scenario

- No improvements to the existing interchange or to Baseline Road
- Existing roadways and traffic signals remain unaltered



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The No Build scenario would not make any improvements to the existing interchange or to Baseline Road. The existing roadways and traffic signals would remain unaltered. This scenario would not improve traffic congestion, safety, or bicycle and pedestrian facilities.

## Modified Diamond Interchange (MDI) Alternative

- Keeps the interchange and ramp configuration as they are
- Adds right turn lanes on Baseline Road and I-10 on- and off-ramps to improve traffic operations



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The Modified Diamond Interchange alternative would keep the interchange and ramp configuration as they are, while adding some modifications to improve traffic operations.

This includes adding a new eastbound right turn lane and extending the existing right turn lane on Baseline Road at I-10, and additional lanes on the exit and entrance ramps.



# Modified Diamond Interchange (MDI) Alternative



The MDI Alternative is depicted in this exhibit. The improvements are shown in a heavier black line. The limits of construction along Baseline Road are from Arizona Grand Parkway to just east of the interchange.

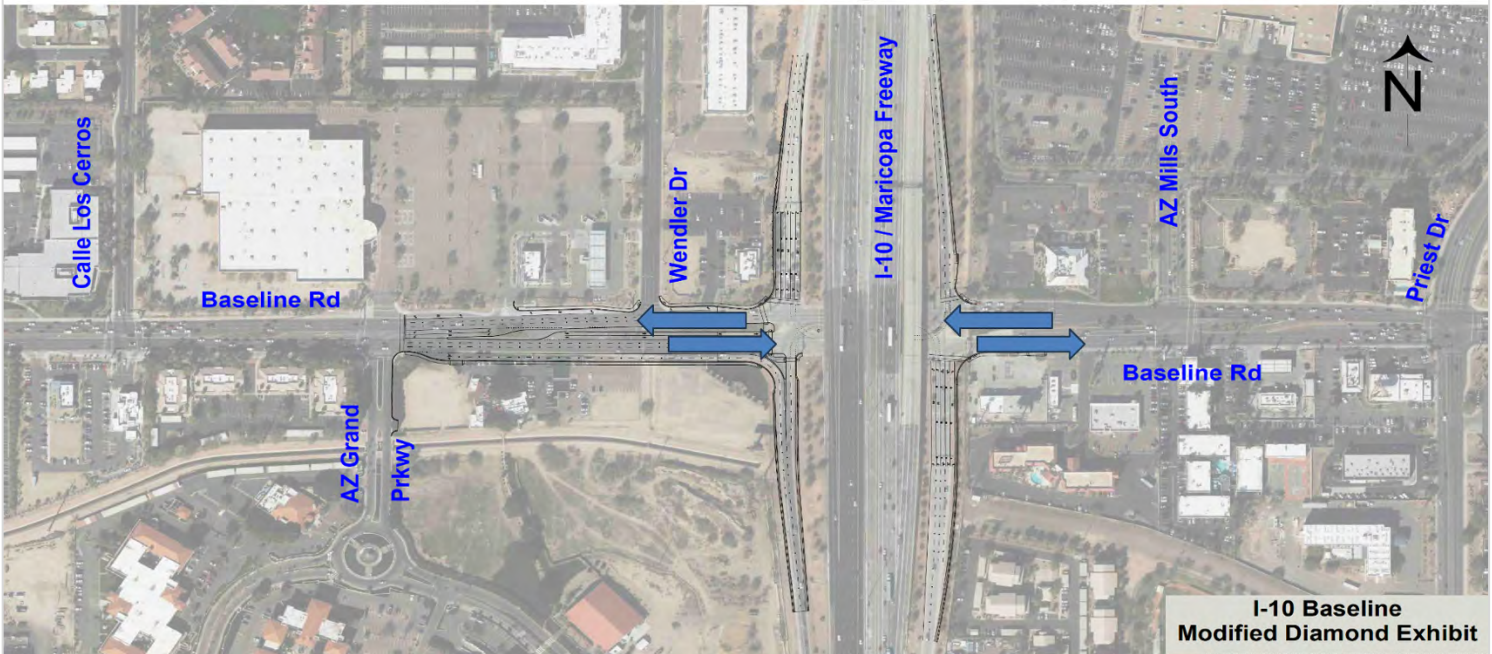
# Modified Diamond Interchange (MDI) Alternative



This exhibit depicts the additional eastbound right turn lanes and receiving lanes on the eastbound I-10 on-ramp. This is a very heavy traffic movement and the additional lanes allow more turning vehicles to store in the turn lanes and not impede Baseline Road through traffic.



# Modified Diamond Interchange (MDI) Alternative



The number of through lanes on Baseline Road will remain the same, but removing more turning traffic from the through lanes will increase the number of vehicles served per signal cycle and will improve travel times along this corridor.

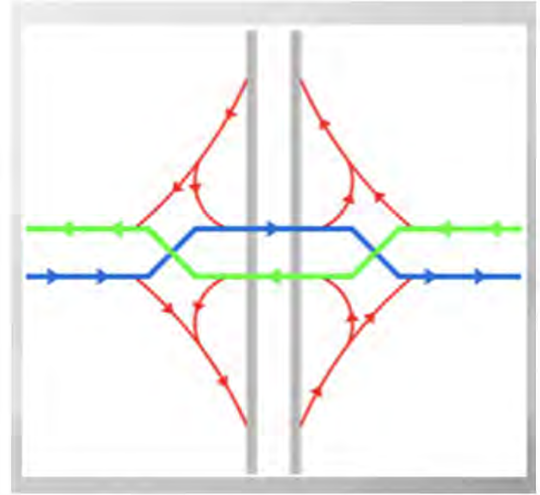
## Modified Diamond Interchange (MDI) Alternative



This alternative also includes the removal of the traffic signal at Wendler Drive and revises the access to be right-in, right-out. This will improve the flow of traffic on Baseline Road by reducing conflict points and extending the available queue area approaching I-10.

## Diverging Diamond Interchange (DDI) Alternative

- Converts the interchange into a new configuration
- Allows through and left-turning traffic to proceed simultaneously



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The second build alternative being considered is the Diverging Diamond Interchange. The DDI is a relatively new type of interchange that provides efficient traffic movements and reduces conflict points between traffic movements to improve safety.

A DDI increases traffic flow by temporarily transitioning traffic to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the interchange simultaneously, eliminating the need for a signalized left-turn.

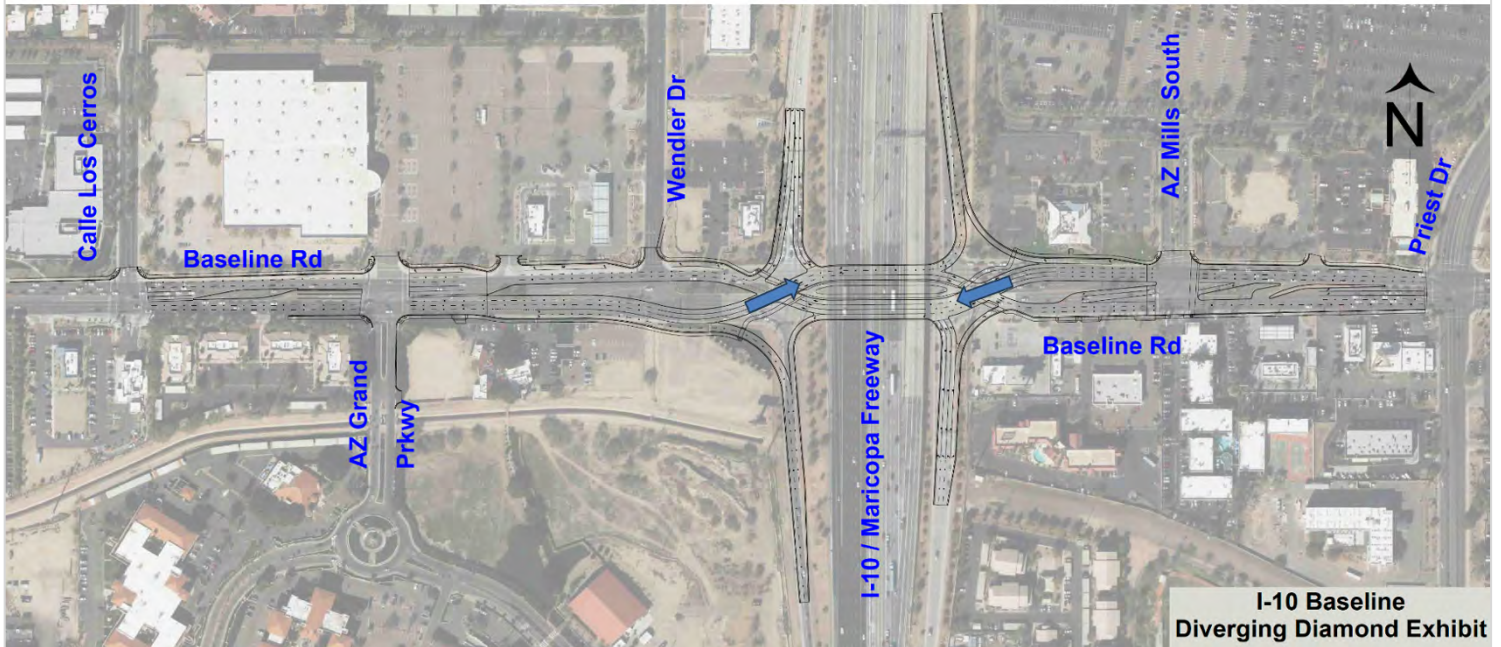


## Diverging Diamond Interchange (DDI) Alternative



The DDI Alternative is depicted in this exhibit. Like the MDI, the DDI improvements are shown in a heavier black line. The limits of construction along Baseline Road are from Calle Los Cerros Drive to Priest Drive.

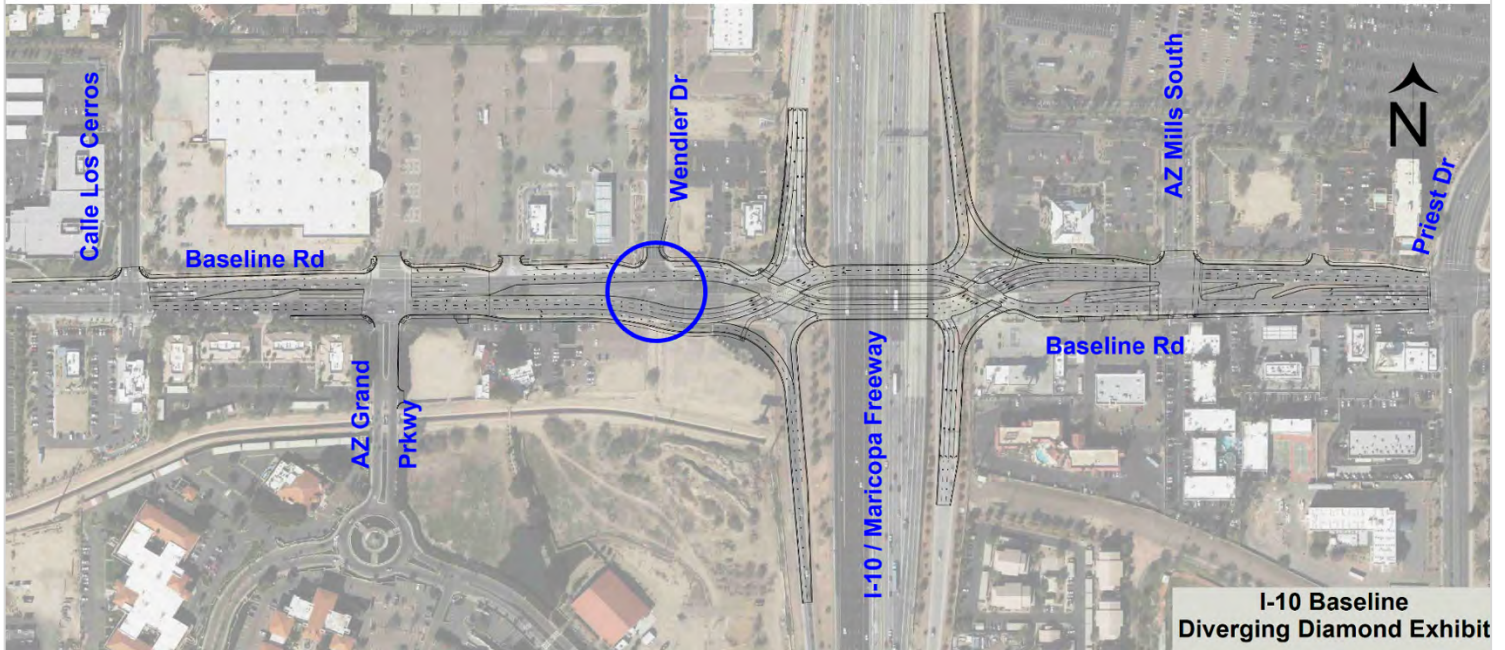
## Diverging Diamond Interchange (DDI) Alternative



Again, the DDI would increase traffic flow by traffic temporarily transitioning to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the interchange simultaneously, eliminating the need for a signalized left-turn. DDIs are particularly effective at locations that have high volumes of left-turn traffic on and off of freeway ramps and left-turn related safety challenges.



## Diverging Diamond Interchange (DDI) Alternative



This alternative also includes the removal of the traffic signal at Wendler Drive and revises Wendler access to be right-in, right-out. This will improve the flow of traffic on Baseline Road by reducing conflict points and extending the available queue area approaching I-10.

# Modified Diamond Interchange (MDI) Alternative

## Pros & Cons

### Pros

- Driver and pedestrian familiarity
- Improves bicycle and pedestrian facilities
- Improves safety by reducing conflict points
- Fewer impacts to existing facilities (.45 acres of right of way)
- Least expensive (Estimated cost of \$16.1 million)

### Cons

- Fewer benefits to traffic operations and safety
- Change in some business access from Baseline Road

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Next, I'd like to point out the pros and cons of each build alternative. Some of the pros associated with the MDI Alternative are as follows:

Drivers and pedestrians are already familiar with this configuration

Improvements to pedestrian and bicycle facilities by widening and upgrading sidewalks to current ADA standards

Reduced conflict points and improved safety on Baseline Road

Fewer impacts to existing utilities, right of way and businesses

Least expensive and shortest construction duration of the build alternatives being evaluated

Some of the cons associated with the MDI Alternative are as follows:

Fewer benefits to traffic operations and safety compared to the DDI alternative

Reduction in access to Aunt Chilada's and Denny's properties from Baseline Road

# Diverging Diamond Interchange (DDI) Alternative

## Pros & Cons

### Pros

- Improved traffic operations and safety
- Reduces conflict points between traffic
- Signal operation further decreases travel time

### Cons

- More impacts to existing facilities (2.29 acres of right of way)
- Requires bicyclists and pedestrians to cross into median
- Challenges to I-10 incident management
- Most expensive of the build alternatives (Estimated cost of \$40.8 million)

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Some of the pros associated with the DDI Alternative are as follows:

Improved traffic operations and safety

Reduces conflict points, especially for the high volume left turn movements

Simpler signal operation allows more time to be allocated to Baseline Road through movements, decreasing corridor travel time

Some of the cons associated with the DDI Alternative are as follows:

More impacts to existing utilities, right of way and businesses than the MDI, including a full take of the parcel on the southeast corner of the interchange

Requires bicyclists and pedestrians to cross into the Baseline Road median

Reduces I-10 incident management by eliminating through movements on the ramps

High right-of-way and construction cost and will take the longest to construct

# Anticipated Study Timeline



This graphic shows the anticipated study schedule, moving from left to right:

Study Began in January 2023

ADOT held a Public Scoping Meeting on May 9, 2023

The Initial Design Concept Report was submitted on May 2, 2024

We are here tonight at the Public Meeting for Design Alternatives

The study is anticipated to be completed in December 2024 with design programmed in Spring 2025

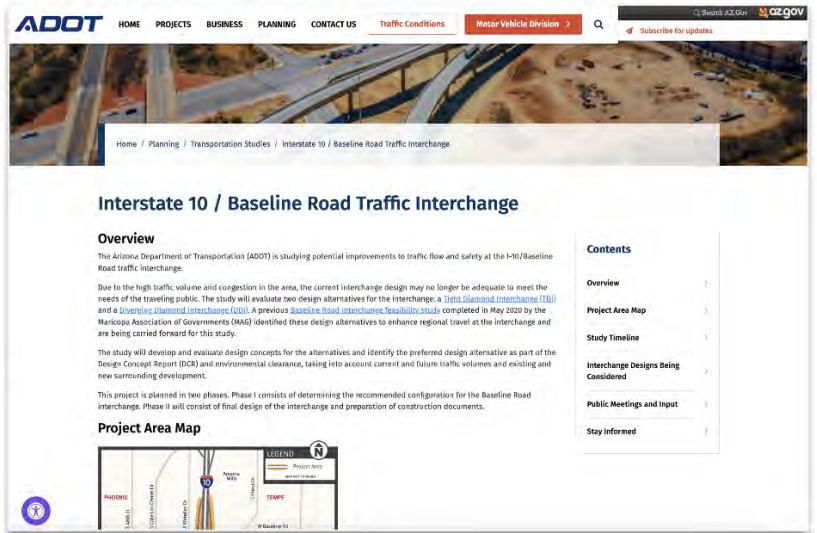
Funding for construction is not currently programmed

Now I'll turn it back over to Gael.



# More Information and Mailing List

- Visit project website:  
[azdot.gov/i10baseline](http://azdot.gov/i10baseline)
- View presentation
- Sign up for project mailing list to be notified of updates at  
[azdot.gov/i10baseline](http://azdot.gov/i10baseline)



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Thank you, Mark!

For more information on the study, you can visit the project website at: [azdot.gov/i10baseline](http://azdot.gov/i10baseline)

We encourage you to visit the website to sign up for the project mailing list.

## Comments

How to provide comments through Aug. 22, 2024:

- Tonight's meeting
- Online Survey: [tinyurl.com/i10baselinecomment](https://tinyurl.com/i10baselinecomment)
- Email: [projects@azdot.gov](mailto:projects@azdot.gov)
- Phone: 855.712.8530
- Mail: ADOT Community Relations  
1655 West Jackson, MD 126F  
Phoenix, AZ 85007



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Your input is important, and we appreciate you taking the time to learn more about the study and provide your feedback. ADOT is accepting comments on the alternatives through August 22 in the following ways:

During this meeting, which I will cover in just a moment

You can complete the online comment form by scanning the QR code on the screen or clicking the link in the chat box

You can send an email to [projects@azdot.gov](mailto:projects@azdot.gov)

You can call 855-712-8530

And you can visit the project website at [azdot.gov/i10baseline](https://azdot.gov/i10baseline)

You can submit questions through the online comment form at [tinyurl.com/i10baselinecomment](https://tinyurl.com/i10baselinecomment), or you can mail your comments to: ADOT Community Relations, 1655 West Jackson, MD 126F, Phoenix, AZ 85007



## Questions and Comments

- We will take questions and comments in the order received.
- Due to time constraints:
  - Please limit verbal questions to 30 seconds.
  - We may consolidate similar comments and questions.
  - Limit of one question per person until all have had opportunity.

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Now we'll begin the question and comment portion of the meeting.

We will be taking questions and comments in the order that they are received.

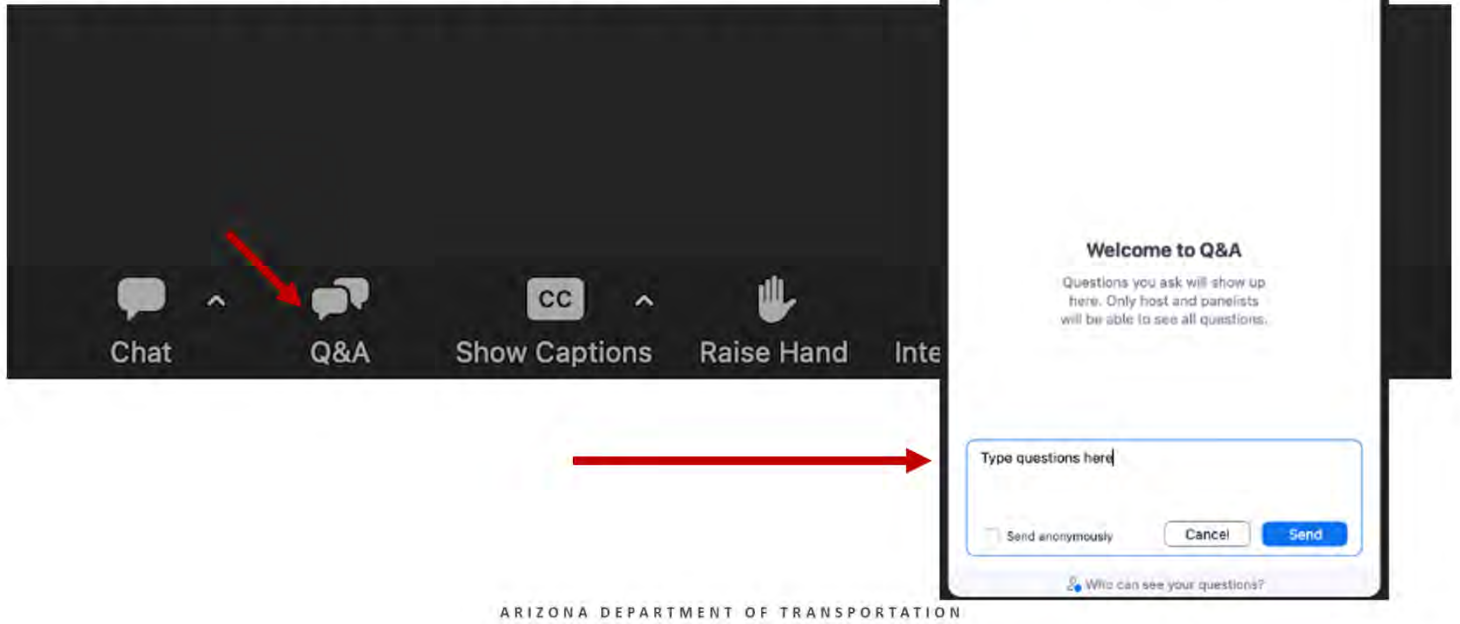
Due to time constraints and to allow others time to comment:

Please limit verbal questions to no more than 30 seconds.

We may combine similar questions or comments.

and we ask that you limit yourself to one question until everyone has had an opportunity to ask their question or make their comment.

# How to Ask a Written Question



If you are participating in the online meeting, you can submit a written question or comment using the Q&A function.

For our Spanish speakers, when you provide a question or comment in Spanish using the Q&A function, a Spanish-speaking project team member will translate it, and you will hear the response to questions in the Zoom Spanish language channel and Spanish call-in line.

## How to Ask a Verbal Question



For those on the phone:

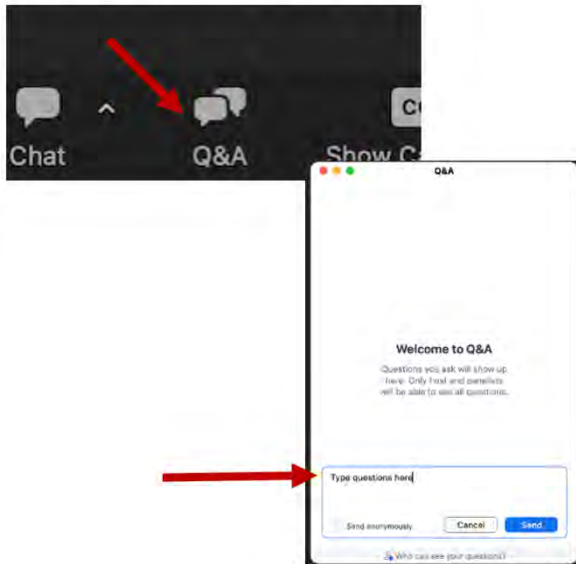
- Press \*9 to raise your hand.
- When prompted, enter \*6 to be temporarily unmuted.

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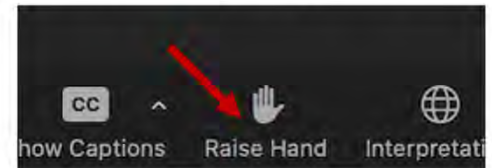
The second way to participate, if you are joining the meeting online, is to raise your hand by clicking on the Raise Hand icon at the bottom of your screen. When you raise your hand, the presenter will unmute you and call on you when it is your time to speak so you can be heard. Those who ask a question in Spanish will have it repeated in English by our interpreter and hear the response interpreted in Spanish.

For attendees joining us on the phone, please enter star 9 to indicate you would like to speak and we will receive the hand raised signal. When we are ready for your question/comment, our host will ask you to unmute yourself by pressing star 6. At this time, I would like to introduce Tom Baca.

## Ask a Written Question:



## Ask a Verbal Question:



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Thank you, Gael. Good evening. I'm Tom Baca, a member of the project's outreach team. I'll be helping take your questions and comments this evening. Just as a reminder, in order to cover as many questions as possible, we may be paraphrasing and consolidating similar questions so that we can cover more topics and information. We may not have time to get to all of them but will provide answers in the meeting summary that will be added to the project website. We already have a few entered in the Q&A so we'll start with those and then go to anyone with a hand raised online and then on the phone. (Begin reading questions.)

Just as a reminder, if you're online and want to ask a question or make a comment verbally, just click on the Raise Hand icon at the bottom of your screen. If you are on the phone, press \*9 to raise your hand. I'll call on you when we're ready for your question or comment and let you know to unmute yourself by pressing \*6.

If you're on the Spanish language phone line just state your question and our interpreter will relay your question to our panelists.

Now I see we have someone on the phone with their hand raised with the last four digits of their phone number being XXXX. You can unmute yourself now by pressing \*6 and share your question or comment.

We're at 7:00 when the meeting was scheduled to close. However, we still have a few questions to take so we'll keep going until about 7:15 to get more in.

It's time to close the meeting. We do have a few questions we'll not have time to answer in the meeting tonight but will respond to in writing and add to the meeting summary.

Thank you for participating in tonight's public meeting and for sharing your questions and comments with ADOT and the project team.

Now back to Gael to close the meeting.

## Thank you for attending.

- For more information about the project, to make a comment or to sign up for the mailing list, visit [azdot.gov/i10baseline](https://azdot.gov/i10baseline)
- You may also call 855.712.8530 for questions and comments.
- Reminder: Take our Self-ID Survey to assist us with federal reporting.
  - English: [azdot.gov/I10BaselineSelf-id](https://azdot.gov/I10BaselineSelf-id)
  - Spanish: [azdot.gov/I10baselineSelf-IdSpanish](https://azdot.gov/I10baselineSelf-IdSpanish)



English



Español

ARIZONA DEPARTMENT OF TRANSPORTATION

Before we close, I'd like to remind you that this presentation was recorded and will be posted to the project website.

We would like to encourage you to visit the website for more information and to sign up for the mailing list. We have posted the website link in the chat for your convenience.

Comments will be accepted until August 22. A link to the comment form is also available in the chat. The web address is [tinyurl.com/i10baselinecomment](https://tinyurl.com/i10baselinecomment)

If you have any follow-up questions or comments, please use the comment form or contact me at [projects@azdot.gov](mailto:projects@azdot.gov)

Also, if you have not already done so, please take the Anonymous Self-ID Survey. We have placed the link to the survey in the chat as well.

Thank you very much for your interest in the project and your participation

## Online Survey/Comment Form

# I-10/Baseline Road Traffic Interchange Study | Public Comment Form

**B** *I* U  

Please use this form to provide comments on the I-10/Baseline Road Traffic Interchange Study design alternatives. Comments will be accepted through Aug. 22, 2024.

For more information, visit <https://azdot.gov/I10Baseline>

What do you **like** about the No Build alternative?

(For more information on this alternative, [click here.](#))

Long answer text

What do you **dislike** about the No Build alternative?

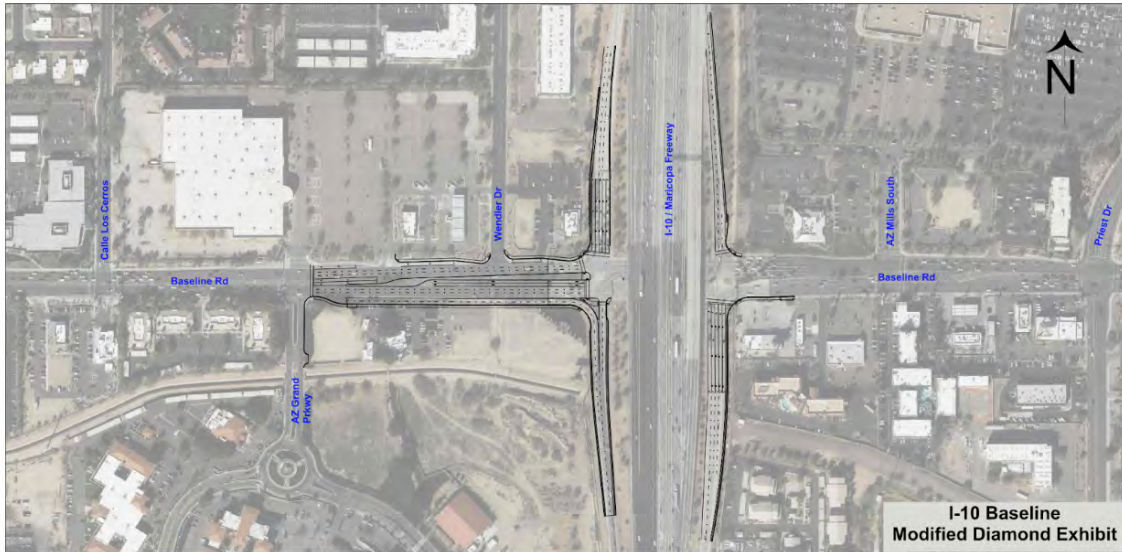
(For more information on this alternative, [click here.](#))

Long answer text



What do you **like** about the Modified Diamond Interchange (MDI) alternative?

(For more information on this alternative, [click here.](#))

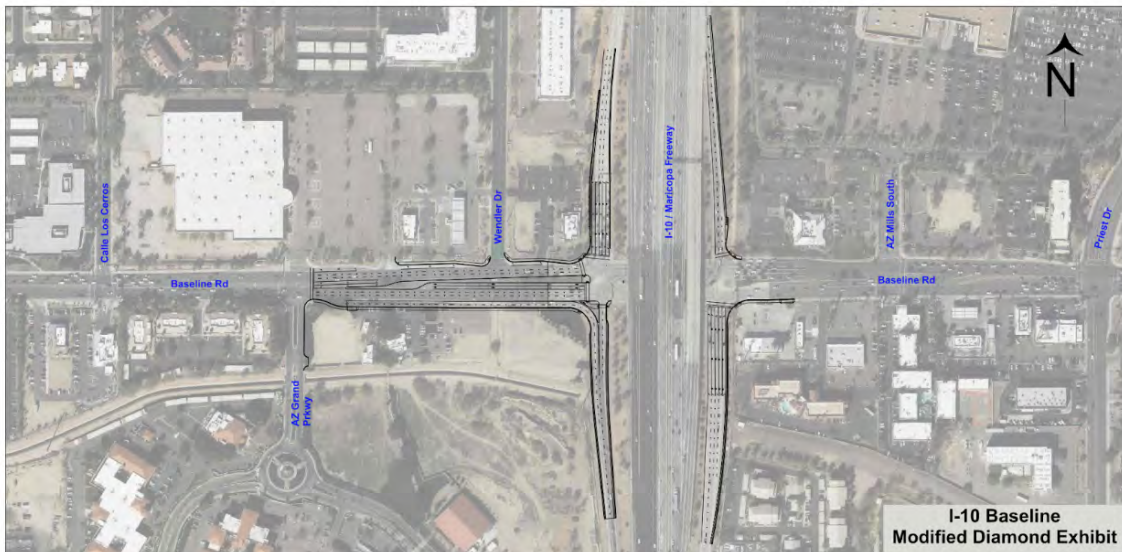


Long answer text

---

What do you **dislike** about the Modified Diamond Interchange (MDI) alternative?

(For more information on this alternative, [click here.](#))



Long answer text

---

What do you **like** about the Diverging Diamond Interchange (DDI) alternative?

(For more information on this alternative, [click here.](#))



Long answer text

---

What do you **dislike** about the Diverging Diamond Interchange (DDI) alternative?

(For more information on this alternative, [click here.](#))



Long answer text

---

Provide any additional comments below:

Long answer text

---

Zip Code \*

Short answer text

---

Name

Short answer text

---

Email

Short answer text

---



## Self-Identification Survey (English)

### ADOT Self Identification Survey - Interstate 10: Baseline Road Traffic Interchange Study

The Arizona Department of Transportation's goal is to ensure that every effort will be made to prevent discrimination through the impact of its programs, policies, and activities. ADOT will take reasonable steps to provide accommodations based on language or disability. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation. By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation.

The survey will also help ADOT fulfill federal reporting requirements.

Title VI of the 1964 Civil Rights Act, as amended, 42 USC 2000d, and U.S. Department of Transportation regulations provide that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Other Title VI Nondiscrimination related authorities:

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- Americans with Disabilities Act of 1990
- Executive Orders 12898 & 13166

Para Espanol: <https://azdot.gov/i10BaselineSelf-idSpanish>

aaroncjohnson78@gmail.com [Switch account](#)



Not shared

\* Indicates required question

Completing this survey is voluntary. If you choose to respond, please mark all that apply.

Race/Ethnicity \*

- ☐ White
- ☐ African American/Black
- ☐ American Indian/Alaskan Native
- ☐ Native Hawaiian/Other Pacific Islander
- ☐ Asian
- ☐ Hispanic/Latino

Submit

Clear form

## Self-Identification Survey (Spanish)

### ADOT Encuesta para identificarse - Interstate 10: Baseline Road Traffic Interchange Study

El objetivo del Departamento de Transporte de Arizona es asegurar que cada esfuerzo se lleve a cabo para prevenir discriminación en el desarrollo de sus programas, políticas y actividades. ADOT también tomará todas las medidas razonables para ofrecer el acceso a servicios y actividades para personas con limitaciones ya sea por el idioma o por discapacidad. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios. Con su participación en esta encuesta voluntaria, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías. La encuesta también le ayudará a ADOT a cumplir con requisitos federales.

El Título VI del Acto de Derechos Civiles, la ley 42 USC 2000d y otros reglamentos del Departamento

de Transporte de los Estados Unidos, aseguran que "ninguna persona en los Estados Unidos será negada

los beneficios de o será discriminado de cualquier programa o actividad que recibe asistencia de

fondos federales por su raza, color de su piel u origen nacional". Otras autoridades relacionadas con la NoD iscriminación de Título VI:

- La Ley Federal de Asistencia Vial de 1973 (FederalAid Highway Act of 1973)
- Sección 504 de la Ley de Rehabilitación de 1973 (Section 504 of the Rehabilitation Act of 1973)
- Ley de ciudadanos Americanos con Discapacidades de 1990 (Americans with Disabilities Act of 1990)
- Ordenes Ejecutivas 12898 y 13166 (Executive Orders 12898 and 13166)

For English: <https://azdot.gov/i10BaselineSelf-id>

aaroncjohnson78@gmail.com [Switch account](#)



Not shared

\* Indicates required question

El completar esta encuesta es voluntaria. Si usted decide responder, por favor marque todas las respuestas que le corresponden.

Etnicidad/Raza \*

- ☐ Nativo de Hawái/Otra isla del Pacífico
- ☐ Asiático
- ☐ Hispano/Latino
- ☐ Amerindio/Nativo de Alaska
- ☐ Caucásico/Blanco
- ☐ Afroamericano/Negro

Submit

Clear form



# **Appendix B**

## **Public Meeting Notices / Advertising**



# GovDelivery Email Notices

July 18

## Join ADOT for the Interstate 10/Baseline Road traffic interchange virtual public meeting Aug. 8

Arizona Department of Transportation sent this bulletin at 07/18/2024 03:10 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices. Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3a8fa99>

**ADOT**

SHARE

## Join ADOT for the Interstate 10/Baseline Road traffic interchange virtual public meeting Aug. 8

*Learn about and provide input on the potential design alternatives for the interchange.*

The Arizona Department of Transportation invites you to participate in a virtual public meeting on **Aug. 8 at 6 p.m.** to learn about and provide input on potential design alternatives for improving the Interstate 10/Baseline Road traffic interchange.

ADOT is developing a Design Concept Report (DCR) and conducting an environmental study to improve multimodal traffic flow and safety at the I-10/Baseline Road interchange. The DCR will identify and evaluate potential design alternatives for the interchange and will recommend a preferred alternative.

### Attend the Meeting!

The virtual public meeting will be held:

- Thursday, Aug. 8 at 6 p.m.
- Register to attend the public meeting: <https://tinyurl.com/i10baseline>

The meeting will include a presentation by the study team, followed by an opportunity for questions and comments from attendees. Following the meeting, the presentation will be available on the project website at [azdot.gov/i10baseline](https://azdot.gov/i10baseline).



*You're invited*

Virtual Public Meeting

## I-10/Baseline Rd traffic interchange





### We Want to Hear from You!

Comments are being accepted through Aug. 22, 2024, in the following ways:

- Attend the virtual public meeting
- Online Survey: <https://tinyurl.com/i10baselinecomment>
- Email: [gluna2@azdot.gov](mailto:gluna2@azdot.gov)
- Phone: 855.712.8530
- Mail: ADOT Community Relations, 1655 West Jackson, 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 who require a reasonable accommodation based on language or disability should contact Gael Luna at 855.712.8530 or [gluna2@azdot.gov](mailto:gluna2@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 Gael Luna al 855.712.8530 o [gluna2@azdot.gov](mailto:gluna2@azdot.gov). Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

要查看此信息的中文版本, 请访问 [www.azdot.gov/I10Baseline](http://www.azdot.gov/I10Baseline)。您还可以致电亚利桑那州交通部 855.712.8530 询问有关 I-10/Baseline 道路交通交汇处公开会议的信息。

要查看此資訊的中文版本, 請造訪 [www.azdot.gov/I10Baseline](http://www.azdot.gov/I10Baseline)。您也可以致電亞利桑那州交通部 855.712.8530 詢問有關 I-10/Baseline 道路交通交匯處公開會議的資訊。

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### Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

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*Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to [azdot.gov/contact](http://azdot.gov/contact) and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at [www.az511.gov](http://www.az511.gov). Need to know where a milepost is? Click on the "Mile Markers" icon on the map at [www.az511.com](http://www.az511.com). For real-time highway conditions statewide, visit ADOT's Traveler Information Site at [www.az511.gov](http://www.az511.gov), download the [AZ511 app](#) or call 511.*



July 25

**REMINDER: Join ADOT for the Interstate 10/Baseline Road traffic interchange virtual public meeting Aug. 8**

*Arizona Department of Transportation sent this bulletin at 07/25/2024 01:22 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices. Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3aacc12>*

**ADOT**

SHARE

**REMINDER: Join ADOT for the Interstate 10/Baseline Road traffic interchange virtual public meeting Aug. 8**

Don't forget to mark your calendar to join the Arizona Department of Transportation's (ADOT) virtual public meeting on **Aug. 8 at 6 p.m.** to learn about and provide input on the potential alternatives for improving the I-10/Baseline Road traffic interchange.

ADOT is developing a Design Concept Report (DCR) and conducting an environmental study to improve multimodal traffic flow and safety at the I-10/Baseline Road interchange. The DCR is identifying and evaluating potential design alternatives for the interchange, and will recommend a preferred alternative.

**Attend the Meeting!**

**The virtual public meeting will be held:**

- Thursday, Aug. 8 at 6 p.m.
- **Register to attend the public meeting:** <https://tinyurl.com/i10baseline>

The meeting will include a presentation by the study team, followed by an opportunity for questions and comments from attendees. Following the meeting, the presentation will be available on the project website at [azdot.gov/i10baseline](https://azdot.gov/i10baseline).

**We Want to Hear from You!**

You can submit your comments through Aug. 22 in any of the following ways:

- Online Survey: <https://tinyurl.com/i10baselinecomment>
- Email: [gluna2@azdotgov](mailto:gluna2@azdotgov)
- Phone: 855.712.8530
- Mail: ADOT Community Relations, 1655 West Jackson, MD 126F, Phoenix, AZ 85007



**Reminder**

**Virtual Public Meeting**

**I-10/Baseline Rd traffic interchange**





**AUG. 8 | 6 P.M.**

**ADOT**



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 Gael Luna at 855.712.8530 or [gluna2@azdot.gov](mailto:gluna2@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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#### **Reminder to update your subscriber preferences**

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

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Aug. 7

**TOMORROW: Join ADOT for the Interstate 10/Baseline Road traffic interchange alternatives virtual public meeting**

Arizona Department of Transportation sent this bulletin at 08/07/2024 01:34 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices. Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3ad6e20>

**ADOT**

SHARE

**TOMORROW: Join ADOT for the Interstate 10/Baseline Road traffic interchange alternatives virtual public meeting**

The Arizona Department of Transportation's virtual public meeting to learn about and provide input on the alternative to improve the I-10/Baseline Road traffic interchange is happening **tomorrow, Aug. 8 at 6 p.m.**

ADOT is developing a Design Concept Report (DCR) and conducting an environmental study to improve multimodal traffic flow and safety at the I-10/Baseline Road interchange. The DCR is identifying and evaluating potential design alternatives for the interchange, and will recommend a preferred alternative.

**Attend the Meeting!**

The virtual public meeting will be held:

- Thursday, Aug. 8 at 6 p.m.
- Register to attend the public meeting: <https://tinyurl.com/i10baseline>
- Phone: 669.900.6833 (Meeting ID: 859 6049 1133)
- Línea de interpretación al español: 866.730.7514 (Pin de participante 984619#)

The meeting will include a presentation by the study team, followed by an opportunity for questions and comments from attendees. Following the meeting, the presentation will be available on the project website at [azdot.gov/i10baseline](https://azdot.gov/i10baseline).

**We Want to Hear from You!**

You can submit your comments through Aug. 22 in any of the following ways:

- Online Survey: <https://tinyurl.com/i10baselinecomment>
- Email: [gluna2@azdotgov](mailto:gluna2@azdotgov)
- Phone: 855.712.8530
- Mail: ADOT Community Relations, 1655 West Jackson, MD 126F, Phoenix, AZ 85007



***You're invited***

**Virtual Public Meeting**

**I-10/Baseline Rd traffic interchange**







**AUG. 8 | 6 P.M.**

**ADOT**



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#### **Reminder to update your subscriber preferences**

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

Aug. 14

**Missed our public meeting on the Interstate 10/Baseline Road traffic interchange alternatives? View the presentation and provide your comments online**

Arizona Department of Transportation sent this bulletin at 08/14/2024 04:58 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices. Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3aee3d5>



SHARE

**Missed our public meeting on the Interstate 10/Baseline Road traffic interchange alternatives? View the presentation and provide your comments online**

Learn more about the alternatives being considered to improve the I-10/Baseline Road traffic interchange.

Visit [azdot.gov/I10Baseline](https://azdot.gov/I10Baseline) to watch the public meeting presentation and provide your comments.

You can submit your comments through Aug. 22 in any of the following ways:

- **Online Survey:** <https://tinyurl.com/i10baselinecomment>
- **Email:** [gluna2@azdotgov](mailto:gluna2@azdotgov)
- **Phone:** 855.712.8530
- **Mail:** ADOT Community Relations, 1655 West Jackson, MD 126F, Phoenix, AZ 85007

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**Reminder to update your subscriber preferences**

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

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*Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to [azdot.gov/contact](https://azdot.gov/contact) and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at [www.az511.gov](http://www.az511.gov). Need to know where a milepost is? Click on the "Mile Markers" icon on the map at [www.az511.com](http://www.az511.com). For real-time highway conditions statewide, visit ADOT's Traveler Information Site at [www.az511.gov](http://www.az511.gov), download the [AZ511 app](#) or call 511.*



Aug. 15

## Time is running out. Seven days left to provide your comments on the Interstate 10/Baseline Road traffic interchange alternatives.

Arizona Department of Transportation sent this bulletin at 08/15/2024 04:41 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices. Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3af1a3e>



## Time is running out. Seven days left to provide your comments on the Interstate 10/Baseline Road traffic interchange alternatives.

The Arizona Department of Transportation invites you to provide comments on the Interstate 10/Baseline Road traffic interchange alternatives. Watch the public meeting presentation to learn more about the alternatives being considered to improve the interchange by visiting [azdot.gov/I10Baseline](https://azdot.gov/I10Baseline).

You can submit your comments through Aug. 22 in any of the following ways:

- **Online Survey:** <https://tinyurl.com/i10baselinecomment>
- **Email:** [gluna2@azdotgov](mailto:gluna2@azdotgov)
- **Phone:** 855.712.8530
- **Mail:** ADOT Community Relations, 1655 West Jackson, 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 Gael Luna at 855.712.8530 or [gluna2@azdot.gov](mailto:gluna2@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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### Reminder to update your subscriber preferences

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).



Aug. 21

**Time is running out. Tomorrow is the last chance to provide your comments on the Interstate 10/Baseline Road traffic interchange alternatives.**

*Arizona Department of Transportation sent this bulletin at 08/21/2024 03:13 PM MST. If you would like alerts on this and other ADOT news, sign up above to receive our GovDelivery notices.*  
Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3b04143>



SHARE

**Time is running out. Tomorrow is the last chance to provide your comments on the Interstate 10/Baseline Road traffic interchange alternatives.**

Learn more about the alternatives being considered to improve the I-10/Baseline Road traffic interchange.

Visit [azdot.gov/I10Baseline](https://azdot.gov/I10Baseline) to watch the public meeting presentation and provide your comments.

You can submit your comments through **Aug. 22** in any of the following ways:

- **Online Survey:** <https://tinyurl.com/i10baselinecomment>
- **Email:** [gluna2@azdotgov](mailto:gluna2@azdotgov)
- **Phone:** 855.712.8530
- **Mail:** ADOT Community Relations, 1655 West Jackson, MD 126F, Phoenix, AZ 85007

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**Reminder to update your subscriber preferences**

Want to be notified of traffic restrictions on other ADOT highway corridors, projects and studies happening around Arizona? Update your subscriber preferences [here](#).

Print Ad (English)  
Arizona Republic – SE Valley Republic  
July 24, 26 and 27

AZCENTRAL.COM | MIDWEEK, 07.24.24 | 26 5

# Your Input is Requested!

## Interstate 10/Baseline Road Traffic Interchange Study

The Arizona Department of Transportation (ADOT) invites you to a virtual public meeting to learn about the current alternatives being evaluated for the I-10/Baseline Road traffic interchange. The goal is to improve traffic flow and safety in the area. Project team members will present project information, answer questions and seek input from attendees.

### Virtual Public Meeting Thursday, Aug. 8, 2024 • 6 - 7 p.m.

#### HOW TO PARTICIPATE

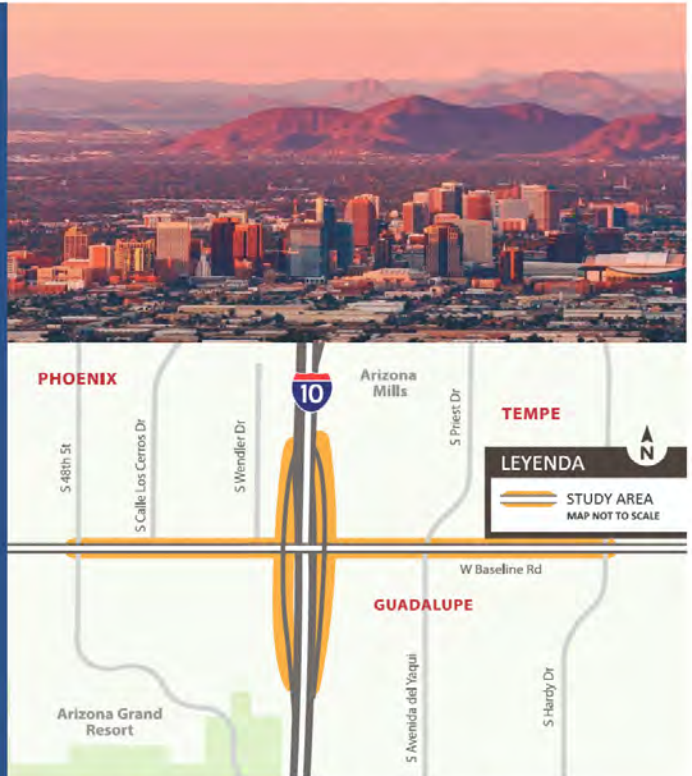
- ▶ **Online (Zoom):** <https://tinyurl.com/i10baseline>  
Meeting ID: 859 6049 1133
- ▶ **Phone:** 669.900.6833 (English)

#### CAN'T ATTEND BUT HAVE INPUT? Comments may be submitted by Aug. 22 in the following ways:

- ▶ **Online:** <https://tinyurl.com/i10baselinecomment>
- ▶ **Phone:** 855.712.8530 (English/Spanish)
- ▶ **Email:** [gluna2@azdot.gov](mailto:gluna2@azdot.gov)
- ▶ **Mail:** ADOT Community Relations  
1655 W. Jackson Street, MD126F, Phoenix, AZ 85007

如需获取其他格式或语言的副本或服务，请联系 Gael Luna，电话：855.712.8530，邮箱：[gluna2@azdot.gov](mailto:gluna2@azdot.gov)，或访问网站：[azdot.gov/i10baseline](https://azdot.gov/i10baseline)

如需獲取其他格式或語言的副本或服務，請聯繫 Gael Luna，電話：855.712.8530，郵箱：[gluna2@azdot.gov](mailto:gluna2@azdot.gov)，或訪問網站：[azdot.gov/i10baseline](https://azdot.gov/i10baseline)



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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 leyes y autoridades contra la discriminación, el Departamento de Transporte de Arizona (ADOT, por sus siglas en inglés) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Gael Luna al 480.604.4785 o [gluna2@azdot.gov](mailto:gluna2@azdot.gov). Las solicitudes deben hacerse lo antes posible para garantizar que el Estado tenga la oportunidad de abordar la adaptación.



ADOT Project No. F0523 01L



**Print Ad (English and Spanish)**  
**Arizona Republic Buyer's Edge**  
**July 24**

# Your Input is Requested!

## Interstate 10/Baseline Road Traffic Interchange Study

The Arizona Department of Transportation (ADOT) invites you to a virtual public meeting to learn about the current alternatives being evaluated for the I-10/Baseline Road traffic interchange. The goal is to improve traffic flow and safety in the area. Project team members will present project information, answer questions and seek input from attendees.



## Virtual Public Meeting

When: Thursday, Aug. 8, 2024

Time: 6 - 7 p.m.

### HOW TO PARTICIPATE

- ▶ **Online (Zoom):** <https://tinyurl.com/i10baseline>  
Meeting ID: 859 6049 1133
- ▶ **Phone:** 669.900.6833 (English)

### CAN'T ATTEND BUT HAVE INPUT?

Comments may be submitted by Aug. 22  
in the following ways:

- ▶ **Online:** <https://tinyurl.com/i10baselinecomment>
- ▶ **Phone:** 855.712.8530 (English/Spanish)
- ▶ **Email:** [gluna2@azdot.gov](mailto:gluna2@azdot.gov)
- ▶ **Mail:** ADOT Community Relations  
1655 W. Jackson Street, MD126F, Phoenix, AZ 85007

如需获取其他格式或语言的副本或服务，请联系 Gael Luna，电话：855.712.8530，邮箱：[gluna2@azdot.gov](mailto:gluna2@azdot.gov)，或访问网站：[azdot.gov/i10baseline](http://azdot.gov/i10baseline)

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ADOT Project No. F0523 01L

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# ¡Se solicita su opinión!

## Interestatal 10/Baseline Road, Estudio del Intercambio de Tráfico

El Departamento de Transporte de Arizona (ADOT, por sus siglas en inglés) lo invita a una reunión pública virtual para conocer las alternativas actuales que se están evaluando para el intercambio de tráfico de la I-10 / Baseline Road. El objetivo es mejorar la fluidez del tráfico y la seguridad en la zona. Los miembros del equipo del proyecto presentarán información sobre el proyecto, responderán preguntas y buscarán la opinión de los asistentes.

## Reunión pública virtual

Cuándo: Jueves 8 de agosto de 2024

Hora: 6 - 7 p.m.

### COMO PARTICIPAR

- ▶ **En línea (Zoom):** <https://tinyurl.com/i10baseline>  
ID de reunión: 859 6049 1133
- ▶ **Teléfono:** 866.730.7514 (español)  
pin de participante 984619#

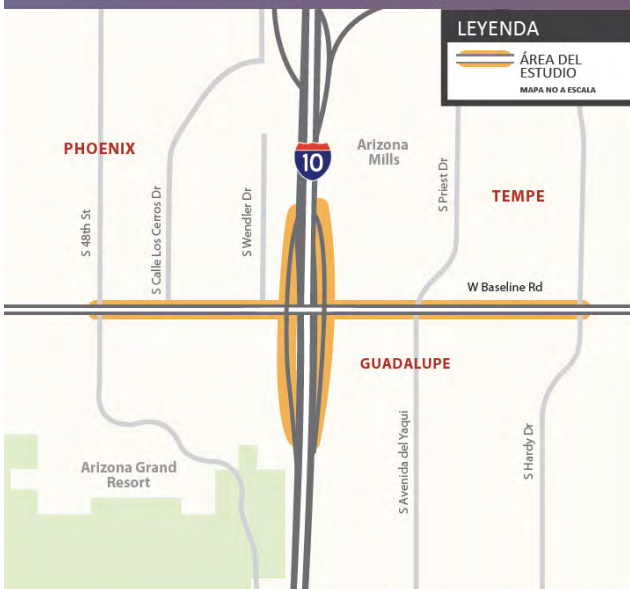
### ¿NO PUEDE ASISTIR PERO TIENE SU OPINIÓN?

Los comentarios pueden enviarse antes  
del 22 de agosto de las siguientes maneras:

- ▶ **En línea:** <https://tinyurl.com/i10baselinecomment>
- ▶ **Teléfono:** 855.712.8530 (Inglés/Español)
- ▶ **Correo electrónico:** [gluna2@azdot.gov](mailto:gluna2@azdot.gov)
- ▶ **Correo:** ADOT Community Relations  
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[gluna2@azdot.gov](mailto:gluna2@azdot.gov)，或访问网站：  
[azdot.gov/i10baseline](http://azdot.gov/i10baseline)

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電話：855.712.8530，郵箱：  
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[azdot.gov/i10baseline](http://azdot.gov/i10baseline)



ADOT Project No. F0523 01L

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 leyes y autoridades contra la discriminación, el Departamento de Transporte de Arizona (ADOT, por sus siglas en inglés) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran una adaptación razonable basada en el idioma o la discapacidad deben comunicarse con Gael Luna al 480.604.4785 o [gluna2@azdot.gov](mailto:gluna2@azdot.gov). Las solicitudes deben hacerse lo antes posible para garantizar que el Estado tenga la oportunidad de abordar la adaptación.



Print Ad (Spanish)

Prensa Arizona

July 25

# ¡Se solicita su opinión!

## Interestatal 10/Baseline Road, Estudio del Intercambio de Tráfico

El Departamento de Transporte de Arizona (ADOT, por sus siglas en inglés) lo invita a una reunión pública virtual para conocer las alternativas actuales que se están evaluando para el intercambio de tráfico de la I-10 / Baseline Road. El objetivo es mejorar la fluidez del tráfico y la seguridad en la zona. Los miembros del equipo del proyecto presentarán información sobre el proyecto, responderán preguntas y buscarán la opinión de los asistentes.

### Reunión pública virtual

Jueves 8 de agosto de 2024  
6 - 7 p.m.

#### COMO PARTICIPAR

Regístrese para asistir a la reunión.

Visite el siguiente sitio web para registrarse y asistir

- ▶ **En línea (Zoom):** <https://tinyurl.com/i10baseline>  
ID de reunión: 859 6049 1133
- ▶ **Teléfono:** 866.730.7514 (español)  
pin de participante 984619#

#### ¿NO PUEDE ASISTIR PERO TIENE SU OPINIÓN?

Los comentarios pueden enviarse antes del 22 de agosto de las siguientes maneras:

- ▶ **En línea:** <https://tinyurl.com/i10baselinecomment>
- ▶ **Teléfono:** 855.712.8530 (Inglés/Español)
- ▶ **Correo electrónico:** [gluna2@azdot.gov](mailto:gluna2@azdot.gov)
- ▶ **Correo:** ADOT Community Relations  
1655 W. Jackson Street, MD126F, Phoenix, AZ 85007



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**ADOT**

ADOT Project No. F0523 01L

E-blast  
*Arizona Republic*  
July 25



## **Your Input is Requested!**

### **Interstate 10/Baseline Road Traffic Interchange Study**

The Arizona Department of Transportation (ADOT) invites you to a virtual public meeting to learn about the current alternatives being evaluated for the I-10/Baseline Road traffic interchange. The goal is to improve traffic flow and safety in the area. Project team members will present project information, answer questions and seek input from attendees.

## **Virtual Public Meeting**

**When: Thursday, August 8**

**Time: 6 - 7 p.m.**



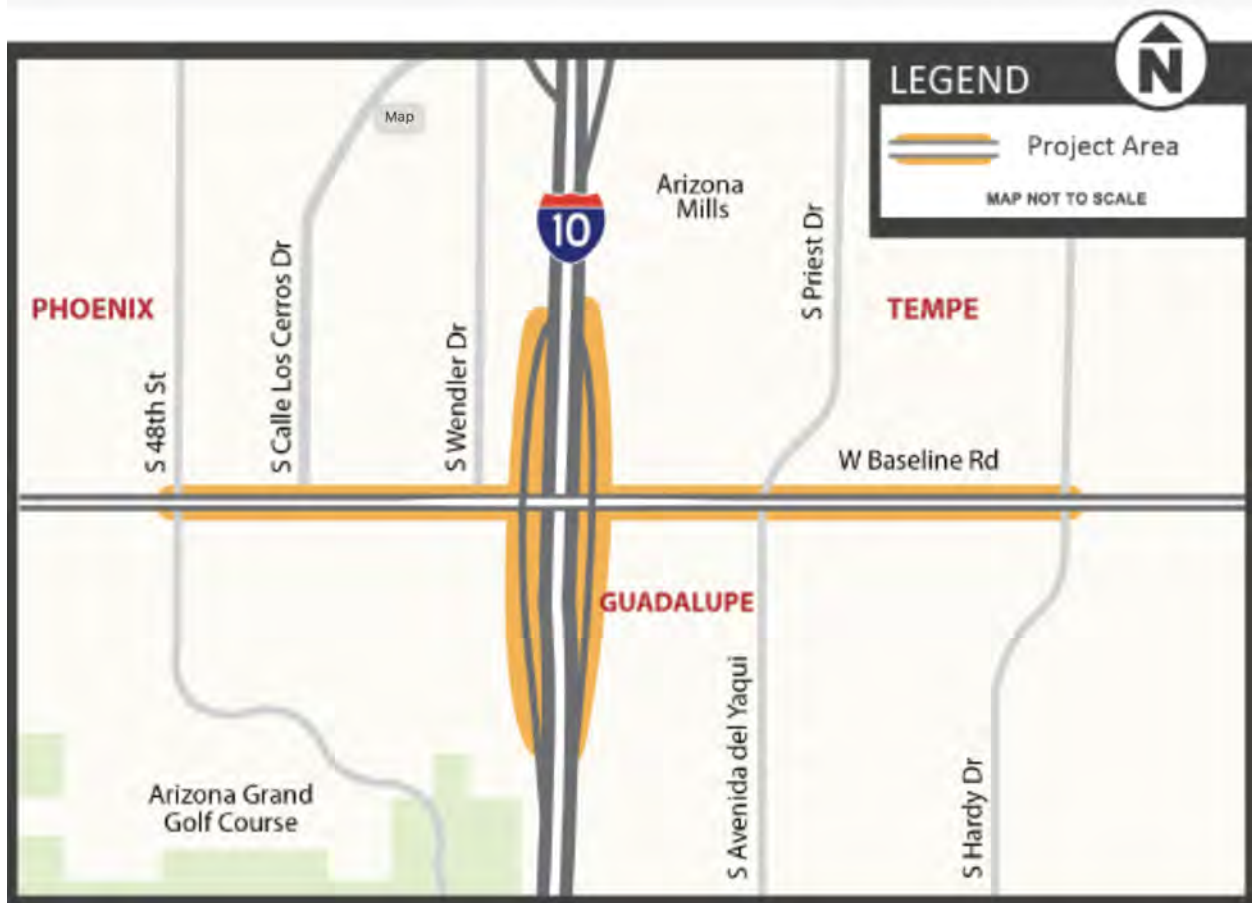
## HOW TO PARTICIPATE

- Online (Zoom): <https://tinyurl.com/i10baseline>  
Meeting ID: 859 6049 1133
- Phone (English): 669.900.6833
- Teléfono (español): 866.730.7514, pin de participante 984619#

## CAN'T ATTEND BUT HAVE INPUT?

Comments may be submitted by August 22 in the following ways:

- Online: <https://tinyurl.com/i10baselinecomment>
- Phone: 855.712.8530 (English/Spanish)
- Email: [gluna2@azdot.gov](mailto:gluna2@azdot.gov)
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1655 W. Jackson Street, MD126F, Phoenix, AZ 85007





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**ADOT Project No. F0523 01L**

# Mailer (Bilingual)



## We want to hear from you!

Interstate 10/Baseline Road Traffic Interchange Study

### You're Invited!

August 8, 2024 • 6 - 7 p.m.  
Virtual Public Meeting

The Arizona Department of Transportation (ADOT) invites you to provide your input on design alternatives to improve the I-10/Baseline Road traffic interchange. These improvements are being planned in coordination with the cities of Tempe and Phoenix and the town of Guadalupe.

**HOW TO PARTICIPATE**

- Online (Zoom): <https://tinyurl.com/10baseline>  
Meeting ID: 859 6049 1133
- Phone: 669.900.6833 (English)

Register to attend the virtual public meeting by visiting the project website at [adot.gov/10baseline](http://adot.gov/10baseline) or scan the QR code to the right.



Scan here to register

### Queremos saber de usted!

Interstatal 10/Baseline Road, estudio del intercambio de tráfico

### ¡Están invitados!

8 de agosto de 2024 • 6 - 7 p.m.  
Reunión Pública Virtual

El Departamento de Transporte de Arizona (ADOT, por sus siglas en inglés) lo invita a proporcionar su opinión sobre alternativas de diseño para mejorar el intercambio de tráfico de la I-10/Baseline Road. Estas mejoras se están planeando en coordinación con las ciudades de Tempe y Phoenix y el pueblo de Guadalupe.

**COMO PARTICIPAR**

- En línea (Zoom): <https://tinyurl.com/10baseline>  
ID de reunión: 859 6049 1133
- Teléfono: 669.900.6833 (inglés)

Regístrate para asistir a la reunión pública virtual visitando el sitio web del proyecto en: [adot.gov/10baseline](http://adot.gov/10baseline) o escanea el código QR a la derecha.



Escanea aquí para registrarse



**LEGEND/LEYENDA**

Study Area  
Área del estudio

MAP NOT TO SCALE/MAPEA NO A ESCALA

PHOENIX

TEMPE

GUADALUPE

ADOT

ADOT Community Relations  
1655 W. Jackson Street, MD126F  
Phoenix, AZ 85007

### Interstate 10/Baseline Road Traffic Interchange Study

Interstatal 10/Baseline Road, Estudio del Intercambio de Tráfico

**For more information or assistance**  
Those without internet access may contact ADOT at 855.712.8530 for information on the I-10/Baseline Road traffic interchange study or to request meeting materials.

**Para más información o asistencia**  
Aquellos sin acceso a Internet pueden comunicarse con ADOT al 855.712.8530 para obtener información sobre el estudio de intercambio de tráfico de la I-10/Baseline Road o para solicitar materiales de la reunión.

**如需更多信息或帮助**  
无法上网的人员可以致电 ADOT (电话: 855-712-8530), 了解有关 I-10/Baseline Road 交通交汇处研究的情况, 或索取会议资料。

**如需更多資訊或協助**  
無法上網的人員可以致電 ADOT (電話: 855-712-8530), 以了解有關 I-10/Baseline Road 交通交換處研究的狀況, 或索取會議資料。

### You're Invited to a Virtual Public Meeting for the I-10/Baseline Road Traffic Interchange Study

Thursday, Aug. 8, 2024  
6 - 7 p.m.

#### ABOUT THE PROJECT

ADOT is developing a Design Concept Report (DCR) and conducting an environmental study to improve multimodal traffic flow and safety at the I-10/Baseline Road interchange. The DCR is identifying and evaluating potential design alternatives for the interchange and will recommend a preferred alternative.

The study team will present the interchange configuration alternatives, environmental considerations and study timeline, and address public questions and comments.


#### HOW TO COMMENT

The public can provide comments by Aug. 22, in the following ways:

- Attend the Virtual Public Meeting on Aug. 8
- ONLINE: <https://tinyurl.com/10baselinecomment>
- PHONE: 855.712.8530
- EMAIL: [gluna2@azdot.gov](mailto:gluna2@azdot.gov)
- MAIL: ADOT Community Relations  
1655 W. Jackson Street, MD126F  
Phoenix, AZ 85007

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In addition to a no-build alternative, the two build alternatives being considered are as follows:



**I-10 Baseline Modified Diamond Exhibit**

The modified diamond alternative would keep the interchange and ramp configuration as they are while adding some modifications to improve traffic operations, including adding new right turn lanes on Baseline Road at I-10 and additional lanes on the exit and entrance ramps.

This alternative includes the removal of the traffic signal at Wendler Drive and revising access to be right-in, right-out.

La alternativa de **diamante modificada** mantendría la configuración de intercambio y rampa como está, al tiempo que agregaría algunas modificaciones para mejorar las operaciones de tráfico, incluida la adición de nuevos carriles para girar a la derecha en Baseline Road en la I-10 y carriles adicionales en las rampas de salida y entrada.

Esta alternativa incluye la eliminación del semáforo en Wendler Drive y la revisión del acceso para que sea de entrada y salida.

### Están invitados a una reunión pública virtual sobre el estudio del intercambio de tráfico de la I-10/Baseline Road

Jueves, 8 de agosto de 2024  
6 - 7 p.m.

#### SOBRE EL PROYECTO

ADOT está desarrollando un informe de concepto de diseño (DCR, por sus siglas en inglés) y llevando a cabo un estudio ambiental para mejorar el flujo de tráfico multimodal y la seguridad en el intercambio de la I-10/Baseline Road. El DCR está identificando y evaluando posibles alternativas de diseño para el intercambio y recomendará una alternativa preferida.


El equipo del estudio presentará las alternativas de configuración del intercambio, las consideraciones ambientales y el cronograma del estudio, y responderá a las preguntas y comentarios del público.

#### COMO COMENTAR

El público puede enviar comentarios antes del 22 de agosto de las siguientes maneras:

- Asista a la reunión pública virtual el 8 de Agosto.
- EN LÍNEA: <https://tinyurl.com/10baselinecomment>
- TELÉFONO: 855.712.8530
- CORREO ELECTRÓNICO: [gluna2@azdot.gov](mailto:gluna2@azdot.gov)
- CORREO: ADOT Community Relations  
1655 W. Jackson Street, MD126F  
Phoenix, AZ 85007

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**I-10 Baseline Diverging Diamond Exhibit**

Traffic flow increases with a **diverging diamond (DD)** by temporarily transitioning traffic to the left side of the road, eliminating the need for a signalized left turn. The DD would have the largest footprint, impacting more existing properties.

This alternative also includes the removal of the traffic signal at Wendler Drive and revising access to be right-in, right-out.

El flujo de tráfico aumenta con un **diamante divergente (DD)** al hacer la transición temporal del tráfico al lado izquierdo de la carretera, eliminando la necesidad de un giro a la izquierda señalizado. El DD tendría la huella más grande, lo que afectaría a más propiedades existentes.

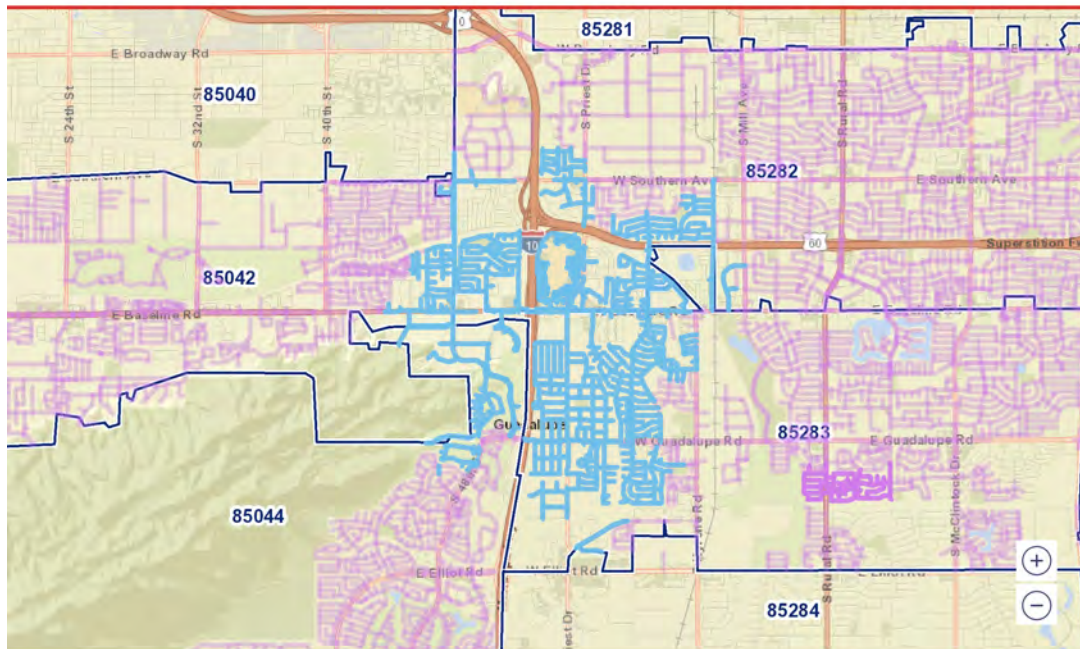
Esta alternativa también incluye la eliminación del semáforo en Wendler Drive y la revisión del acceso para que sea de entrada y salida.

ADOT

ADOT Project No. F0523.01L



## EDDM (Every Door Direct Mail) Routes\*

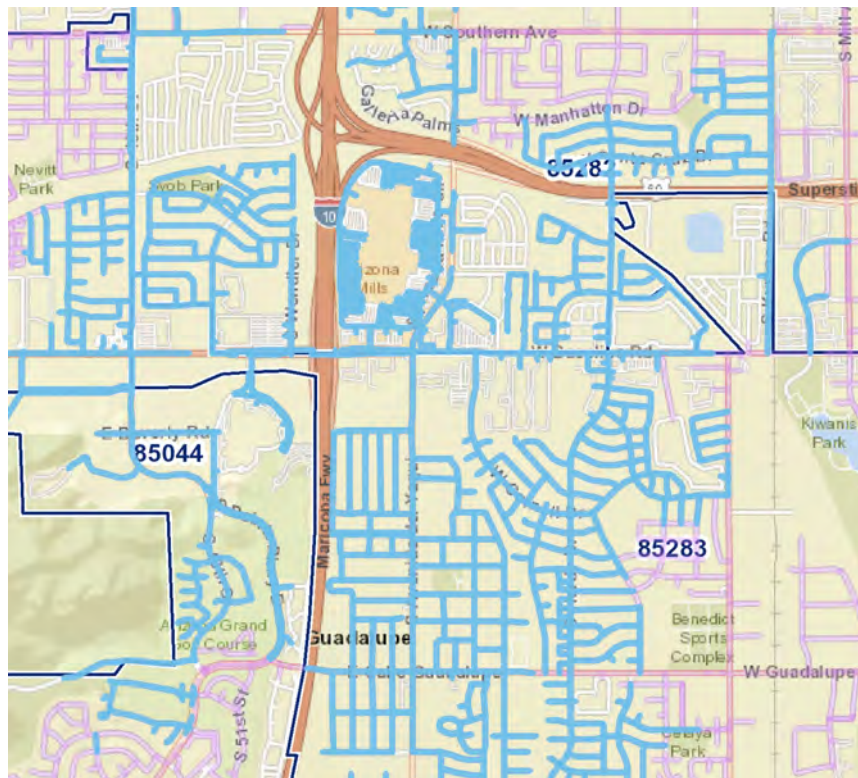


### Map Key

- Selected Route
- Hovered Route
- Business Only Route
- P.O. Box
- Selected P.O. Box
- Search Position

[Hide](#)

## Zoomed In\*



\*Delivered to routes highlighted in blue

## Social Media Posts

### Facebook July 25



Arizona Department of Transportation

July 25 · 🌐

Save the date! Join the I-10/Baseline Road Traffic Interchange Study virtual public meeting on Aug. 8 at 6 p.m. to learn about and provide your input on the alternatives to improve multimodal traffic flow.

For more information on the study, how to provide your comments and how to attend the virtual public meeting, visit the study website at <https://azdot.gov/I10Baseline>.



*You're invited*

Virtual Public Meeting

**I-10/Baseline Rd traffic interchange**

*Click the link in the post to register*



**AUG. 8 | 6 P.M.**

**ADOT**



11



4



Like



Comment



Aug. 1



Arizona Department of Transportation ✓

August 1 · 🌐

Mark your calendar! Join the I-10/Baseline Road Traffic Interchange Study virtual public meeting on Aug. 8 at 6 p.m. to learn about and provide your input on the alternatives to improve multimodal traffic flow.

For more information on the study, how to provide your comments and how to attend the virtual public meeting, visit the study website at <https://azdot.gov/I10Baseline>



# Reminder

## Virtual Public Meeting

### I-10/Baseline Rd traffic interchange

*Click the link in the post to register*



## AUG. 8 | 6 P.M.

## ADOT

👍😂 12

👍 Like

💬 Comment



Aug. 5



Arizona Department of Transportation ✓

August 5 · 🌐

Don't forget! The virtual public meeting for the I-10/Baseline Traffic Interchange Study is 6 p.m. Thursday, Aug. 8.

For more information on the study, how to provide your comments and how to attend the virtual public meeting, visit the study website at <https://azdot.gov/I10Baseline>



# Reminder

## Virtual Public Meeting

### I-10/Baseline Rd traffic interchange

*Click the link in the post to register*



## AUG. 8 | 6 P.M.

## ADOT

👍 11

1 🗨️ 1 ➡️



Nextdoor  
July 18



State of Arizona ✓

ADOT Communications Office of Community Relations • 18 Jul



Save the date! Join the I-10/Baseline Road Traffic Interchange Study virtual public meeting on Aug. 8 at 6 p.m. to learn about and provide your input on the alternatives to improve multimodal traffic flow.

For more information on the study, how to provide your comments and how to attend the virtual public meeting, visit the study website at <https://azdot.gov/I10Baseline>



*You're invited*

Virtual Public Meeting

**I-10/Baseline Rd traffic interchange**

*Click the link in the post to register*



**AUG. 8 | 6 P.M.**

**ADOT**

Posted to Subscribers of State of Arizona in 3 areas



1



• 2,036 Impressions





July 25



State of Arizona ✓

ADOT Communications Office of Community Relations • 25 Jul • Edited



Save the date! Join the I-10/Baseline Road Traffic Interchange Study virtual public meeting on Aug. 8 at 6 p.m. to learn about and provide your input on the alternatives to improve multimodal traffic flow.

For more information on the study, how to provide your comments and how to attend the virtual public meeting, visit the study website at <https://azdot.gov/I10Baseline>



# Reminder

## Virtual Public Meeting

### I-10/Baseline Rd traffic interchange

*Click the link in the post to register*



## AUG. 8 | 6 P.M.

## ADOT

Posted to Subscribers of State of Arizona in 3 areas

♥ 3    💬 · 2,554 Impressions





Aug. 7



State of Arizona ✓

ADOT Communications Office of Community Relations • 7 Aug • Edited



Don't forget! The virtual public meeting for the I-10/Baseline Traffic Interchange Study is being held tomorrow, Aug. 8, at 6 p.m.

For more information on the study, how to provide your comments and how to attend the virtual public meeting, visit the study website at <https://azdot.gov/I10Baseline>



# Reminder

## Virtual Public Meeting

### I-10/Baseline Rd traffic interchange

*Click the link in the post to register*



## AUG. 8 | 6 P.M.

## ADOT

Posted to Subscribers of State of Arizona in 3 areas



1



• 2,826 Impressions





Aug. 14



State of Arizona ✓

ADOT Communications Office of Community Relations • 14 Aug



Missed the I-10/Baseline Traffic Interchange Study virtual public meeting? No worries! The presentation is now available online. You can provide your comments through Aug. 22 at the link below or by email, phone or mail. Visit the project webpage for more information.

- Online Survey: <https://tinyurl.com/i10baselinecomment>
- Study Website: <https://azdot.gov/I10Baseline>



I-10/Baseline Road Traffic Interchange Study | Public Comment F...  
docs.google.com



Posted to Subscribers of State of Arizona in 3 areas



· 2,922 Impressions



Aug. 15



State of Arizona ✓

ADOT Communications Office of Community Relations • 15 Aug



Time is running out. Seven days left to provide your comments on the Interstate 10/Baseline Road traffic interchange alternatives.

ADOT invites you to provide comments on the Interstate 10/Baseline Road traffic interchange alternatives. Watch the public meeting presentation to learn more about the alternatives being considered to improve the interchange by visiting [azdot.gov/I10Baseline](https://azdot.gov/I10Baseline)

You can provide your comments through Aug. 22 by visiting [tinyurl.com/i10baselinecomment](https://tinyurl.com/i10baselinecomment) or by email, phone or mail. Visit the project webpage, [azdot.gov/I10Baseline](https://azdot.gov/I10Baseline), for more information.



Posted to Subscribers of State of Arizona in 3 areas




· 3,083 Impressions





X  
July 25



Arizona DOT  @ArizonaDOT · Jul 25

Save the date! Join the I-10/**Baseline** Road Traffic Interchange Study virtual public meeting on Aug. 8 at 6 p.m. to learn about and provide your input on the alternatives to improve multimodal traffic flow.

For more information, visit the study website at [azdot.gov/I10Baseline](https://azdot.gov/I10Baseline)



*You're invited*

Virtual Public Meeting

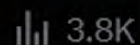
**I-10/Baseline Rd traffic interchange**

*Click the link in the post to register*



**AUG. 8 | 6 P.M.**

**ADOT**



24-657985



Aug. 1



Arizona DOT @ArizonaDOT · Aug 1

Mark your calendar! Join the I-10/Baseline Road Traffic Interchange Study virtual public meeting on Aug. 8 at 6 p.m. to learn about and provide your input on the alternatives to improve multimodal traffic flow.

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# Reminder

Virtual Public Meeting

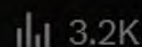
## I-10/Baseline Rd traffic interchange

*Click the link in the post to register*



**AUG. 8 | 6 P.M.**

**ADOT**





Aug. 4



Arizona DOT @ArizonaDOT · Aug 4

Join us for a virtual meeting on Thursday, Aug. 8, at 6 p.m. to get an update and give your input about planned improvements at the I-10 traffic interchange with **Baseline Rd.**

More info: [azdot.gov/I10Baseline](https://azdot.gov/I10Baseline).

Registration: [tinyurl.com/i10baseline](https://tinyurl.com/i10baseline).



# Reminder

## Virtual Public Meeting

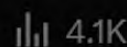
### I-10/Baseline Rd traffic interchange

*Click the link in the post to register*



## AUG. 8 | 6 P.M.

## ADOT





Aug. 7



Arizona DOT @ArizonaDOT · Aug 7

Don't forget! The virtual public meeting for the I-10/Baseline Traffic Interchange Study is being held tomorrow, Aug. 8, at 6 p.m.

For more information, visit the study website at [azdot.gov/I10Baseline](https://azdot.gov/I10Baseline).



## Reminder

Virtual Public Meeting

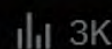
### I-10/Baseline Rd traffic interchange

*Click the link in the post to register*



**AUG. 8 | 6 P.M.**

**ADOT**



24-867985



## News Release

***Newsrooms: Attached is a map of the I-10/Baseline Road Interchange study area for your consideration. Credit Arizona Department of Transportation or ADOT.***

For Immediate Release: Aug. 2, 2024  
Contact: ADOT Public Information Office  
[news@azdot.gov](mailto:news@azdot.gov)

### **Aug. 8 virtual meeting will focus on I-10/Baseline Road interchange** *ADOT to provide update, gather input about future design alternatives*

PHOENIX – The Arizona Department of Transportation will host a virtual meeting the evening of Thursday, Aug. 8, to provide an update and gather public input about planned improvements at the Interstate 10 traffic interchange with Baseline Road.

ADOT is evaluating potential design alternatives designed to improve traffic flow for vehicles, pedestrians and cyclists ahead of recommending a preferred alternative.

The virtual meeting, which will include a presentation by ADOT's study team, will start at 6 p.m. Thursday, Aug. 8. You can register to attend the meeting by visiting [tinyurl.com/i10baseline](https://tinyurl.com/i10baseline). The meeting also will allow ADOT study team members to answer questions and accept public comments.

Due to heavy traffic and congestion near I-10 and Baseline Road, ADOT is studying improvements to the interchange to meet the future needs of travelers. One alternative is a modified diamond interchange and another is a diverging diamond interchange. A no build alternative also is being evaluated.

More information about the potential options for the interchange is available at [azdot.gov/i10baseline](https://azdot.gov/i10baseline).

If you can't attend the online meeting, ADOT also will accept comments through Aug. 22 via an online survey at [tinyurl.com/i10baselinecomment](https://tinyurl.com/i10baselinecomment). Comments may also be emailed to [gluna2@azdot.gov](mailto:gluna2@azdot.gov); by phone at 855.712.8530; or by mail to ADOT Community Relations, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007.

ADOT is working with several agencies on the I-10/Baseline Road interchange study, including the Federal Highway Administration, the cities of Phoenix and Tempe and the Maricopa Association of Governments, which serves as the freeway planning agency for the greater Phoenix region.

## Direct Outreach

Aug. 15, 2024

The following is a summary of a meeting that occurred between representatives of Christie's Cabaret and the Arizona Department of Transportation (ADOT) 3 p.m., Aug. 15, 2024, to discuss the design alternatives presented in the Aug. 8, 2024 Interstate 10/Baseline Road Traffic Interchange Study virtual public meeting.

**ATTENDEES:**

Christie's Cabaret; 1675 W Baseline Rd, Tempe, AZ 85283  
Olivier Mirza, Engineering Project Manager, Arizona Department of Transportation  
Gael Luna, Community Relations Project Manager, Arizona Department of Transportation

**SUMMARY**

Olivier Mirza presented a recap of the design alternatives, highlighting potential impacts to the Christie's Cabaret parcel and the surrounding parcels. Olivier stated that an alternative has not been selected at this time and that the selection will be made after the public comment period ends on Aug. 22, 2024 and likely by December of 2024. Olivier provided a brief overview of the right of way acquisition process and public involvement process.

Christie's representatives expressed strong favor for the modified-diamond interchange alternative, describing it as financially responsible and minimally impactful. They further expressed their concerns about impacts related to the diverging-diamond interchange (DDI) alternative to their business during construction and the potential right of way impacts that included concerns about displacement of parking spaces, signs, and access, and unknown impacts to the permitting of improvements on the property. Christie's is presently planning an expansion and renovation of their facilities that necessitates no fewer than the number of existing parking spaces.

Gael Luna provided a brief explanation of the public involvement process and assured representatives of Christie's Cabaret that public comments are seriously considered in the selection of an alternative and final design. Gael stated that he would contact the Town of Guadalupe to notify them that Christie's Cabaret wishes to be contacted regarding their permitting concerns and additional concerns related to potential ordinance mandating minimum setbacks for parking and monument signs. Gael noted that, once an alternative is selected, ADOT will notify stakeholders by email.

**KEY CONCERNS**

- Potential impacts of right of way acquisition related to the DDI alternative.
  - Displacement of parking.
  - Displacement of monument signs.



- Access closure or restrictions.
  - Impacts to the town of Guadalupe permits for planned facility expansion and renovation.
  - Potential conflicts with setback requirements for parking.
- Cost of the DDI alternative.
- Additional time to construct the DDI.
- Impacts of construction of the DDI on local businesses.



Communications and Public Involvement  
Governor

Katie Hobbs,

Jennifer Toth, Director  
Teresa Welborn, Deputy Director, Chief Operating Officer  
Jon Brodsky, Communications and Public Involvement Director

Aug. 21, 2024

This is a summary of a small group meeting that occurred on Aug. 21, 2024 with businesses west of the Interstate 10/Baseline Road traffic interchange in the city of Tempe and town of Guadalupe.

**ATTENDEES:**

Christie's Cabaret; 1675 W Baseline Rd, Tempe, AZ 85283  
Truelieve Dispensary; 1821 W Baseline Rd #101, Guadalupe, AZ 85283  
Catherine Hollow, Principal Civil Engineer/City Traffic Engineer, City of Tempe  
Jeff Kulaga, Town Manager, Town of Guadalupe  
Amanda Nelson, Assistant to the Town Manager, Town of Guadalupe  
Olivier Mirza, Engineering Project Manager, Arizona Department of Transportation  
Gael Luna, Community Relations Project Manager, Arizona Department of Transportation  
Nikki Green, Community Relations Supervisor, Arizona Department of Transportation

**SUMMARY OF COMMENTS:**

Truelieve: It's one thing to close one driveway; it's another thing to close both of them and make people go further to get to our business. That's our biggest concern. [With the DDI alternative], we would probably relocate our business. Our preference is to leave it as it is and finish the construction that is already ongoing. However, if we had to choose between the two options, we would prefer the MDI alternative.

Christie's: We are firmly behind the MDI and don't want anything to do with the DDI whatsoever. We are concerned about the loss of our landscaping, parking and the overall disruption to our business.

Jeff Kulaga with the town of Guadalupe asked how the process for moving forward with the preferred alternative works once a preferred alternative is selected. Olivier explained that the alternative would be selected prior to December 2024, that study documents and documentation of public comments will be published to the project website, and stakeholders will be notified once it is published.



**Communications and Public Involvement**  
Governor

**Katie Hobbs,**

**Jennifer Toth,** Director  
**Teresa Welborn,** Deputy Director, Chief Operating Officer  
**Jon Brodsky,** Communications and Public Involvement Director

Aug. 29, 2024

This is a summary of a small group meeting that occurred on August 29th, 2024 with businesses along Wendler Drive in the city of Tempe and just east of the Interstate 10/Baseline Road traffic interchange in the city of Tempe and town of Guadalupe.

**ATTENDEES:**

Gary Graumann, Representative of the Fry's Electronics Owner  
Charles Kioto, Waffle House  
Carol Livingston, Celerion  
James Hoffman, Celerion  
Dana Ireland, Owner of Celerion Building  
David Iwanier, Orsett Properties  
Leighton "Scott" Feuer, Orsett Property Management (Arrive Logistics and OneMain Buildings)  
Kevin Hartman, Fuel Operations Manager, Fry's Fuel Center  
Mark Morrill, Lead for Fry's Food  
Nicole Dreier, KRAF, Inc. (Burger King)  
Eric Dreier, KRAF, Inc. (Burger King)  
Ron Broatch, KRAF, Inc. (Burger King)  
Catherine Hollow, City Traffic Engineer, Tempe  
Myesha Harris, City of Phoenix  
Olivier Mirza, Engineering Project Manager, ADOT  
Gael Luna, Community Relations Project Manager, ADOT

**SUMMARY OF COMMENTS:**

Representatives of businesses and properties along Wendler Drive expressed general dissatisfaction with the proposed removal of the traffic signal at Baseline Road and Wendler Drive and changing access to Wendler Drive to right-in/right-out. The business at the NW corner of Calle De Ceros and Baseline stated that people used to miss Fry's electronic entrance and they would end up making U-Turns on their property to drive back to Fry's. They were concerned that more drivers would then utilize their property for u-turns rather than making a u-turn at the nearest cross-street traffic signals to Wendler Drive. Concerns were expressed about the long-term viability of businesses along this street should the proposed change take effect and about the safety of u-turns compared to left-turn access at the existing traffic signal. Businesses expressed concerns that outreach conducted by ADOT was not adequate. Dana Ireland, stated that they spoke with the City of Tempe and they were told that they are able to fix the congestion at the TI by adjusting the signals timing along Baseline Rd, however they were not able to do so because the City of Phoenix would not cooperate/coordinate with them on signal timing at 48th street.

A representative with the city of Tempe stated that u-turns are not preferred, supported the safety concerns of the businesses and indicated that this proposal is from ADOT and does not reflect the city of Tempe's preference.



**KEY CONCERNS:**

- Access restrictions impacting the long-term viability of businesses on Wendler Drive.
- U-turns required to access Wendler Drive being potentially less safe than the existing left turns at the signalized intersection.
- Loss of time resulting from additional travel distance required to access Wendler Drive.
- Drivers using private property for u-turns rather than the signalized intersections.
- Long-term viability of businesses should access changes be implemented.
- Insufficient public outreach.
- Conflicts with the city of Tempe's preference against using u-turns for accessing Wendler Drive.

**QUESTION/COMMENT TABLE:**

Q/C	AFFILIATION	QUESTION/COMMENT
Q	Celerion	How is the traffic supposed to flow under these alternatives?
A		Traffic on Wendler Drive attempting to access eastbound Baseline Road would turn right onto westbound Baseline Road and make a u-turn at Arizona Grand Parkway. Eastbound traffic attempting to access Wendler Drive would continue to Arizona Mills Circle and make a u-turn at the light. Both signals would be protected/signalized left turns.
C	Celerion	It is likely that people will use our parking lot as an alternative u-turn location.
Q	Burger King	Was there any traffic modeling done showing the signal being maintained at Wendler? This change is likely to kill out business
C	Burger King	I don't think people are going to do a u-turn. My guess is that they are going to go back through the neighborhoods and join the freeway at a different location.
C	Celerion Owner	All of your numbers are tied to a COVID vacancy factor. These buildings and their viability is tied to access back to I-10. It makes no sense to me that u-turns are a safety alternative to a signalized left turn. The Arizona Grand is also going to have a significant expansion, so the u-turn makes even less sense. There are 250,000 square feet of leasable space on Wendler Drive that will need that access
C	Celerion Owner	It's your opinion [that the traffic signal should be removed]. It was someone else's opinion to put it in.
C	Orsett Properties	I agree with everything stated by [Celerion Owner]. I don't see how this is not going to be impactful. It feels like a lot of these buildings are on life support.
Q	Celerion Owner	Who are you trying to fix this for?
A	Olivier Mirza	We are trying to make these improvements for regional benefit and the traveling public.
C	Celerion Owner	I would argue that the "no build" alternative is the best option for all of the businesses on Wendler Drive. If you polled all of the businesses here, they would say they only heard about this in the past 30 days.
C	Celerion Owner	I think what we need to do now is have a city of Tempe meeting with all of these stakeholders and come back to ADOT with a unified voice. That's my recommendation.

C	Burger King	I don't think a good attempt was made to reach out to us. This will completely destroy our business. We will not be viable with this kind of access. Our vote would be to not change this.
A	Gael Luna	<p>Gael Luna provided a summary of public involvement activities for this study to-date that included mention of the following activities:</p> <p>Public Scoping Meeting</p> <ul style="list-style-type: none"> <li>• 18,000 mail pieces delivered</li> <li>• 36 businesses canvassed</li> <li>• 5 emails sent to 25,000 ADOT subscribers</li> <li>• Meeting held on May 9, 2023</li> </ul> <p>Alternatives Public Meeting</p> <ul style="list-style-type: none"> <li>• 18,000 mail pieces delivered</li> <li>• 36 businesses canvassed (three canvassing trips)</li> <li>• 6 emails sent to 25,000 ADOT subscribers</li> <li>• 3 small group meetings with local businesses</li> <li>• Public meeting held on Aug. 8, 2024</li> </ul>
	Celerion Owner	I bought my building 16 years ago and there has always been left turn access to Wendler. When the Burger King and Fry's gas station went in, we got a signal.
C	Burger King	Our vote would be to not change this. Our business will not be viable if the access at Wendler Drive is changed to right-in/right-out.





**Communications and Public Involvement**  
Governor

**Katie Hobbs,**

**Jennifer Toth,** Director  
**Teresa Welborn,** Deputy Director, Chief Operating Officer  
**Jon Brodsky,** Communications and Public Involvement Director

Sept. 2, 2024

This is a summary of a meeting with representatives of the Arizona Grand Resort, their legal counsel, engineering consultant, Arizona Department of Transportation and Arizona Attorney General's office. This meeting was convened at the request of the Arizona Grand Resort to discuss the build alternatives proposed as part of the Interstate 10/Baseline Road Traffic Interchange Study.

**ATTENDEES:**

Aaron Abraham, Burch & Cracchiolo, Legal Counsel for the Arizona Grand Resort  
Ed Bull, Burch & Cracchiolo, Legal Counsel for the Arizona Grand Resort  
Dawn Cartier, Engineering Consultant to the Arizona Grand Resort  
Ennis Dale, Grossman Company Properties General Counsel  
Jake Gray, Arizona Grand Resort  
Misty Guille, Arizona Attorney General's Office  
Dennis Haley, Arizona Department of Transportation  
Gael Luna, Arizona Department of Transportation  
Michael Pedulla, Arizona Grand Resort

**SUMMARY OF COMMENTS:**

Representatives of the Arizona Grand Resort stated their opposition to the removal of the Wendler Drive traffic signal at Baseline Road, stating that the resort intends to provide access to future development of currently vacant parcels, south of the SRP canal, at the Baseline Road/Wendler Drive intersection. Resort representatives also stated opposition to removal of any existing access driveways to their property along Baseline Road. A representative of the Arizona Grand Resort stated that the resort is not necessarily opposed to the addition of a driveway on Arizona Grand Parkway to access the parcel located between Arizona Grand Parkway and I-10 north of the South Branch Highland Canal - although, another individual representing the resort expressed concerns about how adding such a driveway as an alternative to access on Baseline Road could complicate traffic flow and cause significant queuing.

The ADOT Project Manager provided an explanation for why the Wendler Drive intersection and Baseline interchange improvements are needed, noting congestion and travel time impacts. The engineering consultant to the resort stated that their traffic analysis does not indicate that users of resort facilities are significantly impacted as they largely do not travel the area during peak hours.

A subsequent meeting in two weeks time was requested. This is to give the resort consultant time to perform their own traffic analysis/evaluation.

**QUESTIONS AND ANSWERS:**

Q: How will drivers access the vacant portions of the resort's parcel along Baseline Road if the suggested improvements are made?

A: One driveway access directly from Baseline Road is provided and an additional access driveway is proposed along Arizona Grand Parkway.

Q: Will the eastbound Baseline Road to eastbound I-10 right turn be signalized?

A: This movement will not require signalization and will be free flow.

Q: Has feedback on the proposed alternatives been received from any other businesses near Baseline Road?

A: Yes. A number of businesses on Wendler Drive have stated their opposition to the removal of the Baseline Road/Wendler Drive traffic signal.

Q: Will eastbound traffic on Baseline Road be able to access the resort's Baseline Road parcel from the eastbound I-10 on-ramp

A: This is not feasible as it is a grade-separated and access-controlled on ramp.

Q: Will the billboard along eastbound I-10 north of the South Branch Highland Canal be impacted by right-of-way acquisition?

A: Based on the preliminary plans, this billboard does not seem to be in conflict.

**KEY CONCERNS:**

- Removal of access driveways along Baseline Road and the Baseline Road/Wendler Drive traffic signal impacting future access and use of currently vacant parcels adjacent to the South Branch Highland Canal.
- Complication of traffic flow on Arizona Grand Parkway due to the addition of an eastward driveway near the Baseline Road/Arizona Grand Parkway intersection.
- Future convenient access to Arizona Grand Resort facilities.



# **Appendix C**

## **News Stories**



# I-10-Baseline juncture a planner's challenge

By Paul Maryniak, Arizonan Executive Editor Aug 5, 2024



Over 60,000 motorists use the intersection of I-10 and Baseline Road in Tempe and most of them get snarled in one direction or another through the complicated juncture.

(ADOT)



An intersection used by over 60,000 motorists a day, the I-10-Baseline Road junction may pose one of the most vexing road junctures in the East Valley – especially for Tempe and Ahwatukee motorists.

Solving that bottleneck to improve safety and efficient vehicle movement has challenged traffic planners for any number of reasons.

For one thing, the “intersection” is more than just a pair of perpendicular thoroughfares in planners' eyes.

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Planners consider it including a stretch of Baseline Road from Hardy Drive to 48th Street, although their have been trained since 2020 on a roughly quarter-mile segment between Priest Drive and Calle Los Cerros.

Within that stretch of Baseline, traffic in both directions snarls as motorists wait to get on the interstate in either direction.

In turn, I-10 traffic exiting from both directions backs up as it waits to get onto Baseline.

Compounding the congestion are at least seven driveways that provide entrance and exit to Arizona Mills mall north of Baseline and an assortment of businesses on the south side that includes the Arizona Grand Resort and the Pointe at South Mountain residences.

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At least a half dozen traffic signals at some of those driveways further contributes to the daily traffic backup.

An Arizona Department of Transportation paints the challenge this way:

“There are several intersections and numerous driveways along the corridor serving adjacent commercial and residential development, which contribute to congestion and crashes.

“The corridor has a higher rate of crashes compared to the region. Additionally, the corridor has heavy pedestrian and bicycle traffic, with connectivity and safety challenges, including pedestrian facilities that do not meet current standards, intersections without marked crosswalks on all sides and lack of dedicated bike lanes.”

And to make matters even more challenging for planners, four different government entities – ADOT, Tempe, Phoenix and Guadalupe – have jurisdiction over pieces of the segment that has vexed traffic engineers.

ADOT has taken the lead among those agencies to figure out a way to ease traffic flow on both Baseline and the I-10 exit ramps.

But right now, all it has money to do is continuing to decide which of three course of action to take and design it.

That is, if it decides something other than one alternative: to do nothing at all, eventually meaning that as the Valley’s motoring population continues to grow, so too will the number of cars and trucks that make I-10-Baseline a nightmare for almost anyone who walks, drives or rides a bike.

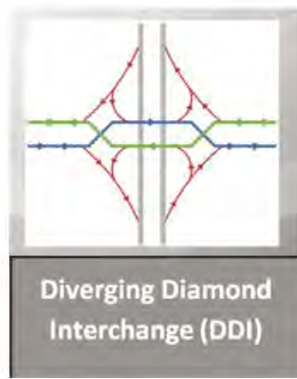
The other two alternatives are variations of diamond configurations aimed at taking some of the I-10-bound traffic from Baseline more directly to the interstate to ease the flow for those motorists staying on Baseline.

ADOT has come up with two solutions that will again be the subject of an online town hall open to the public at 6 p.m. Thursday, Aug. 8. People can sign up at [tinyurl.com/i10baseline](http://tinyurl.com/i10baseline).

It is developing a “design concept report” and conducting an environmental study to improve traffic flow and safety at the I-10/Baseline Road interchange.

While one alternative “solution” is doing nothing at all, the two variations of diamond intersections could impact some of the businesses but divert some of the interstate-bound traffic a bit around Baseline so traffic could proceed more efficiently.





The most expensive solution to the logjam at I-10 and Baseline Road is called a “diverging diamond interchange” that would call for additional ramps to and from I-10, impacting a number of adjacent businesses.

(ADOT)



“We are not affecting any residential homes on this project,” one ADOT planner stressed repeatedly during an online townhall last May, conceding the businesses on either side of Baseline could be impacted.

How much of an impact that might involve is yet to be determined.

The cheaper of the two configurations is a “compact diamond interchange,” which ADOT calls “the most commonly used interchange type for freeway connections to local roads” in the county.

It would keep the interchange and ramp configuration as they are while adding new right turn lanes on Baseline Road at I-10 and additional lanes on the exit and entrance ramps.

The signal would be removed at Wendler Drive, and exit and entrances to that street would be right-turn-only.

This alternative would have a smaller footprint and affect fewer private properties, ADOT says.

The more elaborate solution is the diverging diamond interchange, a relatively new type of configuration ADOT that improves movement and “reduces conflict points,” according to ADOT.

“A DDI increases traffic flow by temporarily transitioning traffic to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the interchange simultaneously, eliminating the need for a signalized left-turn,” the agency explains.

“DDIs are particularly effective at locations that have high volumes of left-turn traffic on and off of freeway ramps and left-turn related safety challenges.”

Because this approach would involve additional exit and entrance ramps for I-10 motorists, this “alternative would have the largest footprint and would impact more existing properties,” ADOT said.

It also will cost more.

Right now, the cost has not been determined because ADOT is still gathering more input to determine which of the three options it should take.



If it settles on one of the diamond configurations, it then has to develop a final design, work up cost estimates, plan for potential eminent domain acquisitions of nearby parcels and then find the money to pay for construction.

ADOT has no money to build it in its five-year capital plan.

A spokesman said paying for any improvement would depend on the Nov. 5 election – specifically the Proposition 479, which would extend until 2045 the half-cent sales tax that pays for many of the pricier road projects in Maricopa County.

And even if that proposition passes, motorists won't see any relief at the I-10-Baseline intersection any time soon.

As Mark Gilliland, an engineer and the consultant project manager from AZTEC Engineering, told people who tuned in for the online townhall last year:

“A final design will take time. Right-of-way acquisition, utility relocations would take time and construction would take even further time.”

---

#### Learn more and speak up

ADOT is still interested in hearing from the public about the I-10 Baseline project.

People can sign up for a link to an online townhall that will be held at 6 p.m. Aug. 8. Get the link at [tinyurl.com/iobaseline](https://tinyurl.com/iobaseline).

The meeting will include a presentation by the study team, followed by questions and comments from attendees.

You can learn about the project at [azdot.gov/iobaseline](https://azdot.gov/iobaseline).

If you can't make the online meeting but want to share your thoughts, you can:

Go to [tinyurl.com/iobaselinecomment](https://tinyurl.com/iobaselinecomment)

Email: [gluna2@azdotgov](mailto:gluna2@azdotgov)

Phone: 855-712-8530.

Snail mail: ADOT Community Relations, 1655 West Jackson, MD 126F, PHX, AZ 85007.

The deadline for comments is Aug. 22.

# ADOT: Aug. 8 virtual meeting will focus on I-10/Baseline Road interchange

Due to heavy traffic and congestion, ADOT is studying improvements to the interchange to meet the future needs of travelers. One alternative is a modified diamond interchange and another is a diverging diamond interchange. A no build alternative also is being evaluated.

Queen Creek Sun Times Staff  
Aug 7, 2024 7:56 AM



The Arizona Department of Transportation (ADOT) will host a virtual meeting the evening of Thursday, Aug. 8 to provide an update and gather public input about planned improvements at the Interstate 10 traffic interchange with Baseline Road.

ADOT is evaluating potential design alternatives designed to improve traffic flow for vehicles, pedestrians and cyclists ahead of recommending a preferred alternative.

The virtual meeting, which will include a presentation by ADOT's study team, will start at 6 p.m. on Aug. 8. You can register to attend the meeting by visiting [tinyurl.com/i10baseline](https://tinyurl.com/i10baseline). The meeting also will allow ADOT study team members to answer questions and accept public comments.

Due to heavy traffic and congestion near I-10 and Baseline Road, ADOT is studying improvements to the interchange to meet the future needs of travelers. One alternative is a modified diamond interchange and another is a diverging diamond interchange. A no build alternative also is being evaluated.

More information about the potential options for the interchange is available at [azdot.gov/i10baseline](https://azdot.gov/i10baseline).

If you can't attend the online meeting, ADOT also will accept comments through Aug. 22 via an online survey at [tinyurl.com/i10baselinecomment](https://tinyurl.com/i10baselinecomment). Comments may also be emailed to [gluna2@azdot.gov](mailto:gluna2@azdot.gov); by phone at 855.712.8530; or by mail to ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007.

ADOT is working with several agencies on the I-10/Baseline Road interchange study, including the Federal Highway Administration, the cities of Phoenix and Tempe and the Maricopa Association of Governments, which serves as the freeway planning agency for the greater Phoenix region.



# ADOT public meeting focuses on I-10/Baseline Road interchange

Phoenix, Tempe, MAG working with state on study



(ADOT)

Posted Sunday, August 4, 2024 1:42 pm

## INDEPENDENT NEWSMEDIA

The Arizona Department of Transportation will conduct a virtual meeting Thursday to provide an update about planned improvements at the Interstate 10 traffic interchange with Baseline Road.

ADOT is evaluating potential design alternatives designed to improve traffic flow for vehicles, pedestrians and cyclists ahead of recommending a preferred alternative, state transportation officials said.

The virtual meeting, which will include a presentation by ADOT's study team, will start at 6 p.m. Aug. 8. To register: [tinyurl.com/i10baseline](https://tinyurl.com/i10baseline). The meeting also will allow ADOT study team members to answer questions and accept public comments.

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Among alternatives for the intersection is a modified diamond interchange and another is a diverging diamond interchange. A no-build alternative also is being evaluated.

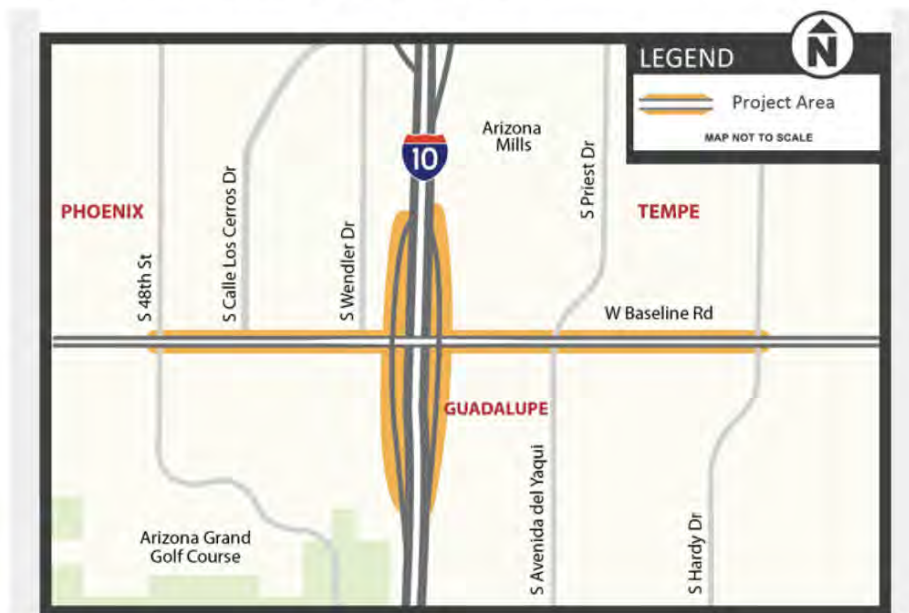
For more: [azdot.gov/i10baseline](https://azdot.gov/i10baseline).

ADOT also will accept comments through Aug. 22 via an online survey at [tinyurl.com/i10baselinecomment](https://tinyurl.com/i10baselinecomment). Comments may also be emailed to [gluna2@azdot.gov](mailto:gluna2@azdot.gov); by phone at 855-712-8530; or by mail to ADOT Community Relations, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007.

ADOT is working with several agencies on the I-10/Baseline Road interchange study, including the Federal Highway Administration, the cities of Phoenix and Tempe and the Maricopa Association of Governments, which serves as the freeway planning agency for the greater Phoenix region.

DEADLINE

# Days remain to comment on I-10/Baseline Road interchange plans



(ADOT)

Posted Tuesday, August 20, 2024 9:06 am

## INDEPENDENT NEWSMEDIA

The Arizona Department of Transportation has been asking the community for weeks to comment on interchange alternatives at Interstate 10/Baseline Road, and the deadline to do so is coming.

Comments can be registered with state transportation officials through Aug. 22 in the following ways:

- **Online Survey:** <https://tinyurl.com/i10baselinecomment>
- **Email:** [gluna2@azdotgov](mailto:gluna2@azdotgov)
- **Phone:** 855-712-8530
- **Mail:** ADOT Community Relations, 1655 West Jackson, MD 126F, Phoenix, AZ 85007



ADOT is studying potential improvements to traffic flow and safety at the interchange due high-traffic volume and congestion in the area.

There are three alternatives being considered, including a no-build option.

For details on the project and the options under consideration:

<https://azdot.gov/planning/transportation-studies/interstate-10-baseline-road-traffic-interchange>

[interchange](https://azdot.gov/planning/transportation-studies/interstate-10-baseline-road-traffic-interchange)

The project is planned in two phases. The first consists of determining the recommended configuration for the Baseline Road interchange. The second will consist of final design of the interchange and preparation of construction documents.

*We'd like to invite our readers to submit their civil comments on this issue. Email [AZOpinions@iniusa.org](mailto:AZOpinions@iniusa.org).*



# I-10-Baseline juncture a planner's challenge

By Paul Maryniak, AFN Executive Editor Aug 1, 2024 Updated Aug 6, 2024



Over 60,000 motorists use the intersection of I-10 and Baseline Road in Tempe and most of them get snarled in one direction or another through the complicated juncture.

(ADOT)



An intersection used by over 60,000 motorists a day, the I-10-Baseline Road junction may pose one of the most vexing road junctures in the East Valley – especially for Tempe and Ahwatukee motorists.

Solving that bottleneck to improve safety and efficient vehicle movement has challenged traffic planners for any number of reasons.

For one thing, the “intersection” is more than just a pair of perpendicular thoroughfares in planners’ eyes.

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Planners consider it including a stretch of Baseline Road from Hardy Drive to 48th Street, although they have been trained since 2020 on a roughly quarter-mile segment between Priest Drive and Calle Los Cerros.

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Never

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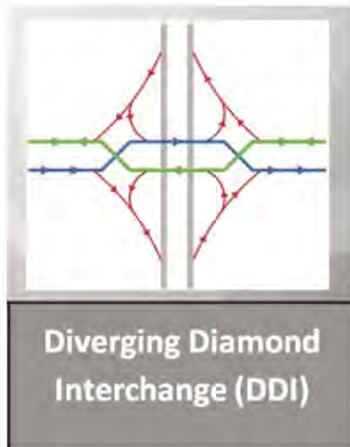
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The most expensive solution to the logjam at I-10 and Baseline Road is called a "diverging diamond interchange" that would call for additional ramps to and from I-10, impacting a number of adjacent businesses.

(ADOT)



"We are not affecting any residential homes on this project," one ADOT planner stressed repeatedly during an online townhall last May, conceding the businesses on either side of Baseline could be impacted.

How much of an impact that might involve is yet to be determined.

The cheaper of the two configurations is a "compact diamond interchange," which ADOT calls "the most commonly used interchange type for freeway connections to local roads" in the county.

It would keep the interchange and ramp configuration as they are while adding new right turn lanes on Baseline Road at I-10 and additional lanes on the exit and entrance ramps.

The signal would be removed at Wendler Drive, and exit and entrances to that street would be right-turn-only.

This alternative would have a smaller footprint and affect fewer private properties, ADOT says.

The more elaborate solution is the diverging diamond interchange, a relatively new type of configuration ADOT that improves movement and "reduces conflict points," according to ADOT.

"A DDI increases traffic flow by temporarily transitioning traffic to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the interchange simultaneously, eliminating the need for a signalized left-turn," the agency explains.

"DDIs are particularly effective at locations that have high volumes of left-turn traffic on and off of freeway ramps and left-turn related safety challenges."

Within that stretch of Baseline, traffic in both directions snarls as motorists wait to get on the interstate in either direction.

In turn, I-10 traffic exiting from both directions backs up as it waits to get onto Baseline.

Compounding the congestion are at least seven driveways that provide entrance and exit to Arizona Mills mall north of Baseline and an assortment of businesses on the south side that includes the Arizona Grand Resort and the Pointe at South Mountain residences.

At least a half dozen traffic signals at some of those driveways further contributes to the daily traffic backup.

An Arizona Department of Transportation paints the challenge this way:

"There are several intersections and numerous driveways along the corridor serving adjacent commercial and residential development, which contribute to congestion and crashes.

"The corridor has a higher rate of crashes compared to the region. Additionally, the corridor has heavy pedestrian and bicycle traffic, with connectivity and safety challenges, including pedestrian facilities that do not meet current standards, intersections without marked crosswalks on all sides and lack of dedicated bike lanes."

And to make matters even more challenging for planners, four different government entities – ADOT, Tempe, Phoenix and Guadalupe – have jurisdiction over pieces of the segment that has vexed traffic engineers.

ADOT has taken the lead among those agencies to figure out a way to ease traffic flow on both Baseline and the I-10 exit ramps.

But right now, all it has money to do is continuing to decide which of three course of action to take and design it.

That is, if it decides something other than one alternative: to do nothing at all, eventually meaning that as the Valley's motoring population continues to grow, so too will the number of cars and trucks that make I-10-Baseline a nightmare for almost anyone who walks, drives or rides a bike.

The other two alternatives are variations of diamond configurations aimed at taking some of the I-10-bound traffic from Baseline more directly to the interstate to ease the flow for those motorists staying on Baseline.

ADOT has come up with two solutions that will again be the subject of an online town hall open to the public at 6 p.m. Thursday, Aug. 8. People can sign up at [tinyurl.com/i10baseline](http://tinyurl.com/i10baseline).

It is developing a "design concept report" and conducting an environmental study to improve traffic flow and safety at the I-10/Baseline Road interchange.

While one alternative "solution" is doing nothing at all, the two variations of diamond intersections could impact some of the businesses but divert some of the interstate-bound traffic a bit around Baseline so traffic could proceed more efficiently.

Because this approach would involve additional exit and entrance ramps for I-10 motorists, this “alternative would have the largest footprint and would impact more existing properties,” ADOT said.

It also will cost more.

Right now, the cost has not been determined because ADOT is still gathering more input to determine which of the three options it should take.

If it settles on one of the diamond configurations, it then has to develop a final design, work up cost estimates, plan for potential eminent domain acquisitions of nearby parcels and then find the money to pay for construction.

ADOT has no money to build it in its five-year capital plan.

A spokesman said paying for any improvement would depend on the Nov. 5 election – specifically the Proposition 479, which would extend until 2045 the half-cent sales tax that pays for many of the pricier road projects in Maricopa County.

And even if that proposition passes, motorists won’t see any relief at the I-10-Baseline intersection any time soon.

As Mark Gilliland, an engineer and the consultant project manager from AZTEC Engineering, told people who tuned in for the online townhall last year:

“A final design will take time. Right-of-way acquisition, utility relocations would take time and construction would take even further time.”

#### **Learn more and speak up**

ADOT is still interested in hearing from the public about the I-10 Baseline project.

People can sign up for a link to an online townhall that will be held at 6 p.m. Aug. 8. Get the link at [tinyurl.com/i10baseline](http://tinyurl.com/i10baseline).

The meeting will include a presentation by the study team, followed by questions and comments from attendees.

You can learn about the project at [azdot.gov/i10baseline](http://azdot.gov/i10baseline).

If you can’t make the online meeting but want to share your thoughts, you can:

Go to [tinyurl.com/i10baselinecomment](http://tinyurl.com/i10baselinecomment)

Email: [gluna2@azdotgov](mailto:gluna2@azdotgov)

Phone: 855-712-8530.

Snail mail: ADOT Community Relations, 1655 West Jackson, MD 126F, PHX, AZ 85007.

The deadline for comments is Aug. 22.

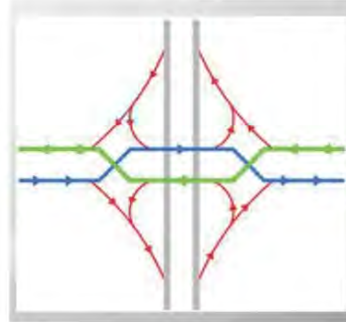


# Better Baseline-I-10 option poses more consequences

By Paul Maryniak, AFN Executive Editor Aug 21, 2024

## Diverging Diamond Interchange (DDI) Alternative

- Converts the interchange into a new configuration
- Allows through and left-turning traffic to proceed simultaneously



The two proposed solutions for the daily bottleneck that confronts the 55,000 to 60,000 vehicles passing through the I-10-Baseline Road interchange would cost either \$16.1 million or nearly \$41 million.

And while the more expensive option may have the most positive impact on traffic flow for the many Ahwatukee and Tempe motorists among those thousands of drivers, it also poses more hassles for nearby businesses and even I-10 motorists needing immediate help, a study shows.

The Arizona Department of Transportation last week hosted a virtual town hall where those solutions and their pros and cons were discussed.

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Looming over that discussion is the fact that covering the cost of either option will depend on the Maricopa Association of Governments – whose own funding for hundreds of road projects is at stake on the Nov. 5 ballot with the question on extending the half-cent sales tax in Maricopa County.

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There is a third option for resolving the complex intersection's problems, noted Mark Gilliland, the project manager from AZTEC Engineering that is developing the options following a study of the Baseline corridor between Hardy Road and 48th Street:

Do nothing.

Under that option, he said, "The existing roadway and traffic signals would remain unaltered. This scenario would not improve traffic congestion, safety or pedestrian and bicycle facilities."

AZTEC's recently completed "initial design concept report" states that between 2017 and 2021, a total of 1,499 crashes – 300 a year – occurred along the 1.5-mile stretch Baseline Road between Hardy and 48th.

AZTEC said the average is higher than that of the regional average for crashes, but also notes that the vast majority – 1,067 accidents – involved no injuries.

Nevertheless, the study says, "The traffic interchange at I-10 and Baseline Road is one of the most congested locations in the Valley. Peak hour queueing along Baseline Road extends in both directions from the (traffic interchange) and negatively impacts traffic operations at multiple adjacent intersections, east and west of I-10.

"The queueing results in poor progression of traffic during peak hours, excessive delays during peak hours and a high number of crashes. The impacted intersections are located within the jurisdictions of City of Tempe, Town of Guadalupe, and City of Phoenix."

Following a traffic count on multiple days during the course of the study, AZTEC said, "The poor operations at these intersections also exacerbate the queue lengths and worsen travel times along the corridor. The intersections while operating at an overall acceptable LOS (levels of service), the existing conditions do experience multiple movement failures and approach failures.

"Any additional traffic to the current volume levels will result in excessive queueing and a gridlock situation."

Additionally, Gilliland said, "The corridor has heavy pedestrian and bicycle traffic with connectivity and safety challenges, including pedestrian facilities that do not meet current standards, intersections without marked crosswalks on all sides and lack of dedicated bike lanes due to these issues, the current infrastructure and interchange design may no longer be adequate to meet the needs of the diverse traveling public."

Part of the problem involves the 10 signalized intersections and 52 driveways, mostly for businesses, along the study area.

"A significant number of deficiencies were identified and analyzed within the project limits of new construction," AZTEC states. "The audit identified 79 deficiencies at the seven specified intersections and 24 deficiencies at sidewalk sections and driveway transitions between the intersections. "

It adds that "every corner at each of the study intersections would have to be reconstructed in order to be made compliant" with federal disability guidelines and "15 driveways within the study area were identified with deficiencies and would require reconstruction."

"The area east of the I-10 freeway on the south side of Baseline Road was found to require the most amount of reconstruction. Overall, a significant amount of reconstruction is expected within the project limits with the implementation of an updated traffic interchange for the I-10 on Baseline Road."

Looking at ways to consolidate driveway access, reduce the signals, improve bicycle and pedestrian safety and expedite traffic flow, AZTEC developed two alternatives to doing nothing – a modified diamond interchange and a divergent diamond interchange.

No decision has yet been made on what to do, as ADOT hopes to complete its study by December with an eye on a final design next spring – if one of the alternatives to “no build” is selected.

Here is a look at the two alternatives to doing nothing.



#### **Modified Diamond Interchange**

Also called a “tight diamond configuration,” this cheaper alternative focuses on a stretch of Baseline between Arizona Grand Parkway to just east of the interchange.

It would add eastbound right-turn lanes and receiving lanes on the eastbound I-10 on-ramp, allow more vehicles to queue in the turn lanes so Baseline Road through-traffic is not impeded.

“The number of through-lanes on Baseline Road will remain the same, but removing more turning traffic from the through-lanes will increase the number of vehicles served per signal cycle and will improve travel times along the corridor,” Gilliland said.

This alternative also would include removing the Wendler Drive signal, making its access and exit right-turn-only.

Besides the cheaper cost, the advantages of this solution include improved safety – especially for pedestrians and bicyclists.

Also, ADOT would only need to acquire barely a half acre of property owned by adjacent businesses for the related enhancements.

But AZTEC also notes that the alternative would generate “fewer benefits to traffic operations and safety” and that access to some Baseline Road businesses would be impacted.

For example, the manager of Christie’s Cabaret last week expressed concern not about access but about the reduced parking the strip club would have since some of its property would be taken.

“My concern is that I won’t be able to have enough parking for my occupancy,” he said. “What would we do if we go below the necessary parking required?”

Gilliland suggested he provide more details about his concerns and that a meeting with the project team might be arranged.

Gilliland also said access to a Denny’s and Aunt Chilada’s also would be impacted.

#### **Divergent Diamond Interchange**

This relatively new kind of interchange improves Baseline Road traffic flow “by temporarily transitioning traffic to the left side of the road, allowing through traffic and left-turning traffic to proceed through the interchange simultaneously, eliminating the need for a signalized left turn,” Gilliland said.

It also would eliminate the signal at Wendler Drive and force only right turns in and out; bring sidewalks up to Americans with Disabilities Act standards; and “decrease corridor travel time,” Gilliland said.

But the disadvantages of the more expensive alternative would include the need to acquire 2.29 acres of private property along Baseline and involve more impact on utilities, likely forcing them to be relocated.



It also would require pedestrians and cyclists to cross into the Baseline Road median.

It would also involve “high right-of-way and construction cost and will take the longest to construct,” Gilliland said, estimating it would require at least 18 months of construction disruptions.

And it could impact the access of first responders to accidents or other incidents on I-10 – or what the study calls “incident management.”

“Of the two build alternatives,” Gilliland said, “the modified diamond has the smaller footprint, the smaller impact to, well, to everything. It’s just more similar to what’s there. So, less right of way, less utility relocations, less acquisition. The DDI is significantly more.”



# **Appendix D**

## **Public Questions and Comments**

## **Online Survey Questions and Comments**



What do you <i>like</i> about the No Build alternative?
At least it doesn't make things worse like the diverging diamond option would
Cheap, no construction disruption
Cheaper
Construction around the Broadway Curve project has created a nightmare of issues for the last three years. This would be another project that would create headaches for people that live in the area.
Cost
Cost is lowest and allow access to gas station from west side of I-10
Do not like the no-build.
Do not like this option
Doing nothing is not an option.
Due to the large volume of traffic on this on/off ramp I do not believe this is a strong solution
Everyone already knows it.
Everything!
Everything. Change is almost always bad
Hate it improvements are needed.
I am not interested no the " No Build"
I appreciate that it wouldn't impact traffic and functioning of the roadway at this point in time.
I don't like anything about it - it doesn't solve any problems.
I don't like it as it doesn't solve the traffic issue that has existed for some time
I don't like it at all.
I don't like it it's going to make traffic worse
I don't like it.
I don't like it. The area is congested already doing nothing would only compound over time the issues that we have.
I don't like the No Build alternative.
I have no input one way or the other as It does not impact me.
I like getting updates as i live right by the area
I like nothing about this option. This is the least desirable in my opinion. It does nothing to improve congestion in the area.
I like that the no build option does not cost taxpayers anything.
I like the fact that there will be no more wastage of labor and materials on this already wide and expansive interchange.
I like this option. With the new I-10 improvements, this may not even be necessary. Baseline has been a mess since the I-10 work started. Leave it alone and see what happens.
I think creating a under passes on the baseline road especially the first major intersection of 48 th street would remove lots of congestion
I'm not in favor of the No Build, so I really don't like anything about it.
If funding is tight, then perhaps that modified diamond interchange, instead of the DDI because of the required ROW along the southern portion of Baseline Rd. The modified diamond can help alleviate the back-ups during the afternoon rush.
If it helps the traffic issues in the area, then it's a huge positive
in process
It currently works. It's free and no construction.
It does not impact businesses in Guadalupe
It is working, but can be improved.
It prevents extra traffic on Baseline during commute times.
It stays the same and doesn't confuse people
It will be great to not have additional construction after the impacts of the Curve project. We do need a break from the Orange cones
It's familiar

What do you <i>like</i> about the No Build alternative?
Its no build
Least disruptive.
less construction downtime
Less construction I guess.
Less construction.
Less continued construction disruption.
Less disruption to traffic
less downtime
Less expensive, least amount of construction and disruption
less immediate impact on traffic due to construction
Low cost
Low impact.
Lowest cost
Lowest Cost
Minimizes disruptions and expenses caused by construction activities
nothing
N/A
No additional cost or construction delays
No construction
No construction
No construction disruption.
no construction...there are so much construction happening along I-10 in the past years and future.
No cost
No cost
No cost and little impact to neighbors
No cost, no adverse impact to local businesses, no additional construction chaos in an area that has been under construction for year
No cost, no disruption.
No cost.
No cost. Access to Wendler (Fry's fuel station) remains as is.
No disruption of traffic
No disruption on I-10.
No disruption to traffic by construction.
No expense
No headache of extensive construction
No impact to traffic due to construction
No interruption, no construction, no cost
No need for new construction
No outrageous government spending, no added inconvenient construction period.
none
Not a good idea, as TI already LOS F
NOT A REAL ALTERNATIVE--CONSTRUCTION HAS BEEN GOING ON FOR MONTHS
Not as much disruption
Not expensive
Not having to deal with construction
Not much.

**What do you like about the No Build alternative?**

Not much. It is a horrible stretch of road.

Nothing

nothing

Nothing

Nothing

Nothing

nothing

Nothing

Nothing

Nothing

Nothing

Nothing

Nothing

Nothing

Nothing

Nothing

Nothing

Nothing

Nothing

nothing

Nothing

Nothing

Nothing
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Nothing

Nothing

nothing
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Nothing

Nothing

Nothing

Nothing

Nothing

nothing
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Nothing
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nothing

Nothing

Nothing to do Nothing is not a option

Nothing at all.

Nothing other than it is the least disruptive

Nothing something needs to change

Nothing spent, no construction to contend with. Beginning to get a little burned out on the construction.

Nothing, does not help to move traffic efficiently

Nothing, the current interchange is always congested and chaotic.

Nothing, this interchange has needed some form of improvement for at least the last decade

Nothing, traffic on Baseline in this area needs improvement

Nothing!

Nothing!
----------



What do you <i>like</i> about the No Build alternative?
Nothing.
Nothing.
Nothing.
Nothing. This intersection sucks and needs to be improved. Too many lights in too short of a distance. Perhaps a rotational light sequence instead of a bi-directional light sequence.
Nothing. Any improvement would be better than none at all
Only that it doesn't cost anything.
Saves money.
See below
Small footprint
That it cost less
The existing interchange, despite its imperfections, has been adapted to the current traffic patterns over time. Altering it could disrupt a well-established system that has evolved to meet our specific traffic demands.
There would be no construction or interruption to traffic.
This is not really an option.
This option is better than the others. We need to slow drivers down to reduce deaths and injuries on roadways. And make drivers look for alternative transportation options. I support the No Build option.
This plan does not waste public funds.
Traffic will continue to be bad in the area. Lights should be removed. Especially accessing I-10 East bound is a nightmare. Cars always jam the right lanes and although there are two, people always only use the one on the right.
While baseline was closed from the 10 getting home was ridiculous so I like no build
Will not chang anything

What do you <i>dislike</i> about the No Build alternative?
According to the Spine Study, this the the 2nd most congested interchange of the whole spine... and the highest priority. I don't understand why it is last on the list of interchanges to be improved.
143, 10 and 60 is till a major problem. It is very diffiecult to merg in to the airport intertchange with the traffic merging from the 60 into the 10
Congestion is not addressed
Continued traffic issues at that interchange/intersection.
Current traffic flow is bad
did nothing to the congested traffic. Traffic will be bad as always.
Do not like it, something needs to be done
Does not fix any problems
Does not improve the current problem
Does not improve traffic or safety conditions. Mobility through this intersection especially in the PM is not good. Access to businesses a safety issue.
Does not reduce congestion
Does not solve any problems
Does not solve the problem
Does not solve the safety issues.
Does not solve traffic problem
Does nothing to improve traffic on Baseline
Does nothing, would like to see more capacity for bikes/transit
Doesn't address any of the traffic issues
Doesn't do anything to relieve traffic issues.
Doesn't fix any problems.
Doesn't help traffic flow going east on Baseline.
Doesn't help traffic issues at I-10/Baseline
doesn't help with the traffic congestion
Doesn't improve anything. Not a good option.
Doesn't relieve traffic congestion
Doesn't solve anything.
Doesn't solve the traffic mess at the I-10 Baseline interchange.
Doesn't work to solve congestion issues
Everuthing
Everything
Everything - Traffic is bad.
Everything there must be improvements here.
Everything.
Fails to plan for the future, this interchange will only gets busier over time
Having to deal with traffic
I dislike everything about the no build option.
I dislike that the congestion on Baseline will not be reduced.
I dislike the fact that it offers no improvement in traffic flow in the area.
I do not have anything i dislike about the alternative
I don't have any issues or dislikes.
I have no input one way or the other as It does not impact me.

<b>What do you <i>dislike</i> about the No Build alternative?</b>
If there's no action, the traffic congestion will not be relieved.
in process
Interchange will get worse and should be avoided
It changes NOTHING
It does not solve the current condition of the interchange
it does nothing
It does nothing to improve congestion.
It doesn't do anything to fix the congestion
It doesn't fix any of the problems.
It doesn't fix the huge bottlenecks at i10 and baseline
It doesn't help reduce traffic in this area at all.
It doesn't solve anything
It doesn't solve the rush hour traffic issues.
It is extremely difficult (and often dangerous) to get onto the highway with the no built alternative.
It is the most dangerous option. I would like to see the road become safer for everyone.
It leaves congestion as it is.
It makes no consideration for the future
It only pushes the resolution of the problems down the road. It doesn't solve them.
It solves nothing and congestion continues to worsen.
It won't address the terrible traffic issues that we deal with on a daily basis.
It won't solve the traffic issue that has existed for some time.
It would not be moving the transportation system forward with changes needed
It would not have an impact on the flow of traffic
It's almost unusably congested and chaotic now, so staying almost unusable is an easy alt to dislike.
Keeping it as it is won't solve any problems and congestion will only increase in this area over the coming years potentially un-doing some of the good achieved with the Broadway Curve Improvements project
Keeps that light at Wendle. Already too many T interactions thru there.
Lack of improvement of traffic flow especially being someone who lives in that neighbourhood
Leaves the possibility of traffic back ups onto the freeway - does not seem to improve traffic flow
Leaves things as they are, which may not be ideal. Less safe.
Looks terrible
Lowest cost alternative
Mo improvement at a dangerous intersection
monitor it when the I-10 work is all done. nothing will be done, it may get worse.
More efficient traffic flow from I10 improvements can lead to heavy backups on local ramps at Baseline and associated cross streets
Current backups push past 48th street from the west and Priest from the east during peak travel times
Na
Need more improved flow
needs built
Negative impact on all improvements made to I-10
No change is not a good option
No change, no help in improving traffic thru that area!
No construction or space for a passenger train line.
No great traffic flow improvements.
No improvement can be made to traffic congestion
No improvement in traffic flow and backups
No improvement of the congestion.



What do you <i>dislike</i> about the No Build alternative?
No improvement to an infuriatingly high-traffic area.
No improvements on a very congested interchange
No meaningful improvements
No progress
No solution to problems in the area
No solution to the current problem
No solution. Something has to be done to improve the I-10/Baseline intersection.
none
Not a realistic option.
nothing
Nothing
nothing
Nothing
nothing changes
Nothing gets done to help improve this area, which badly needs some improvement
Nothing has changed and we still have a problem
Nothing improves, and only gets worse.
Nothing, if it helps fix the traffic issues
Nothing. Keep it as is
Obviously traffic would remain an issue
Same problems
See above
See above - doesn't solve the problem
See below
Seems short sighted and out of touch of what the traffic demand needs are at this location.
Serious improvements are needed here. If not now, when? Traffic is going to continue to increase.
Shorter term solution but would like to better understand if we're trying to solve a problem now or an anticipate problem further in the future. The area has had so much construction that it is hard to know what normal is
So many comments: poor planning, poor leadership and clearly not one leader at ADOT, the City and State take Baseline!
solves nothing
Solves nothing
Sometimes a little slow going to or from the West.
Still major traffic bottleneck with no improvement
That intersection needs improvement for better traffic flow.
That it stops the necessary expansion
That it's just going to prolong what needs to have happen even though it's tough to loose properties for people. But it's a must with our growing community and population.
That the traffic will remain the same and no solution.
The congestion would persist as is - unless other alterations were made that would allow for addtl affective routing.
The idea that no improvements would occur
The interchange is very inefficient and could be changed by reducing close by interchanges or no access to the freeway onto westbound I-10 or eastbound US-60.
The interchange needs to be addressed. Traffic backs up badly on Baseline road in that area, which is a problem that will only get worse as the area continues to grow.
The intersection is a mess and needs to be changed
The intersection would benefit from a rebuild so changing nothing is a lack of foresight
The same problems are still there.
The traffic at this interchange will worsen
The traffic flow is not efficient.
The traffic issues remain if nothing is done.

What do you <i>dislike</i> about the No Build alternative?
The wait times to enter the I-10 or exit onto Baseline from the I-10 will just get worse. Also traveling along Baseline through this area is always congested.
The whole interchange is a nightmare. Vehicles exiting the freeway cross multiple lanes of traffic, often dangerously and aggressively, to get to whatever business they are going to. Backup of traffic attempting to access the freeway is awful. Many block the intersection and cross-traffic trying to beat the lights.
There is nothing to dislike about this.
there's too much traffic everyone gets stuck there for multiple light changes
think there should be a better way way to control the traffic
this section of road is such a pain to get through
This will make travel harder
Too many lights, not enough capacity. The current intersection feels claustrophobic because the on/off ramps to I-10 are so tight -- there's not enough room under the freeway for the cars to queue, so you often sit for multiple lights.
Too many traffic lights in too short a distance result in traffic jams even without an accident or other traffic problem.
Traffic jam but we deal with that for 16 years.
Traffic is already a problem and will only get worse
Traffic is clogged everyday on the off ramp to baseline road and it is dangerous because people illegally cut in line
Traffic jams; people driving into intersection after the light turns red and blocking the people who have the green light from moving forward
Traffic will be slow and get worse
Traffic will continue to be bad in the area. Lights should be removed. Especially accessing I-10 East bound is a nightmare. Cars always jam the right lanes and although there are two, people always only use the one on the right.
Traffic will continue to be worse
Traffic will increase, yet congestion will not be addressed.
Traffic will only get worse trying to make left hand turn.
we have a big problem in the valley with wrong way drivers. The new use of diamond exchanges and roundabouts, are awful. they very confusing for everyone.
We kick the can down the road, so to speak ...
We need the up grade for safety and traffic control.
We're just going to have more and more traffic in the future going forward.
Will not help manage growth in the area
Will not solve any of the congestion
Would not help the congestion in the area.
would not resolve the multiple safety and traffic flow issues in this area

What do you <u>like</u> about the Modified Diamond Interchange (MDI) alternative?
.
A better alternative to handle what is expected to be an increased flow in traffic.
Add lane to reduce traffic jams
Added stacking on exit ramps and a familiar pattern.
Allows for easier right hand turn access on to I-10 South , and access to and from smaller streets right off highways
BEST HELP AND PRICE FOR CURRENT ISSUES
Better than current interchange.
Better than nothing
Better than nothing
better traffic flow
bicycles don't need to cross the median, less disruptive than the diverging diamond alternative
Cheaper, less construction, maybe less construction time?
construction
Cost less
Cost. Easiest to implement. Seems least destructive.
Could make traffic flow better without huge cost
Creates a bit more flow
Does not take up huge Right Of Way, simpler construction.
Doesn't really solve problem
Easier and less construction time.
Easier to do but strategically shortsighted
East bound traffic seems to gain a lane. The removal of the light at Wendler might speed up west bound traffic.
Elimination of the Wendler Dr. interchange
Free flowing right turn lanes onto EB I-10.
Getting rid of the lights at Wendler and Calle Los Cerros would be great. Adding the additional lane for southbound on ramp to I-10 would help the back up.
Gives the illusion of more traffic flow
Has some improvement for traffic flow/safety
Helps a little
helps with traffic congestion
I do not like anything about this design, and do not support it.
I like that it impacts fewer properties and would be less expensive.
I like that it would be a change for the better but if it's going to get modified then more is better
I like that the footprint is smaller, while also providing some improvements to traffic, maybe construction would be completed faster.
I like the increase in capacity for turning movements, specifically EB Baseline to EB I-10.
I like the MDI alternative because it will reduce congestion on baseline road and improve traffic flow, with less cost to taxpayers.
I like the removal of the light at Wendler.
I like the updates as i live right there in the area
I like this the most, it has a medium footprint and takes care of traffic congestion. I think that this is the best option.
I like Wendler Dr open with a red-light. That area is busy. I like Baseline open.. there are tooo many places to make as closed areas for in & out.



What do you <u>like</u> about the Modified Diamond Interchange (MDI) alternative?
I prefer the MDI or DDI-less impact on surrounding physical structures
I think it will help the flow of traffic a little. The Wendler Drive light remove and making it a right in/right out would help the flow of traffic going west.
If nothing else, this is a start. Probably a lot easier to implement, would at least be a good stop-gap.
Improvement to traffic, less impact to neighborhood
Improves that western half of the intersection from I-10 towards the Arizona Grand Resort entrance.
improves the current condition, less costly than DDI
Improves the traffic flow and is less disruptive
Improves traffic in that area, not as disruptive or a lengthy construction period.
Increase flow of traffic removal of light
It adds some turn lanes.
It affects the fewest properties
It helps, but not enough.
It is a simple fix to allow for flex lanes onto the freeway.
It is a simple, clean design and cost effective. Travel through is predictable and smooth.
It is better than doing nothing.
It is some improvement
It is the least expensive and least disruptive solution to help with the congestion
it looks like it might help relieve some pressure on the area, with the extra EB lane in particular
It looks like the best alternative in both cost and construction time. It also looks like an improvement for pedestrians and cyclists.
It looks like the Modified Diamond Interchange (MDI) plan would cause the least disruption. I did not see what it would do to Aunt Chilada's restaurant. We hardly have any restaurants and we need easy access to this venue. We need to keep it alive.
It may solve some of the congestion issue
It may work
It removes the light at Wendler.
It seems like the Best option. Drivers won't be confused by it and it's less expensive than the diverging diamond
It should not impact the businesses in Guadalupe
It totally ignores the needs of the Town of Guadalupe. It is Phoenix and Tempe and traffic level of service improvement centric. That is not necessarily bad, unless the Town of Guadalupe's needs for direct and reasonable access are not considered. Then it is not good at all.
It will be the same, only minor relief in traffic.
It will help reduce some traffic
It will improve traffic flow and cost less than the DDI and be less disruptive.
It would be a fair start (but not great).
It would be completed sooner
It would probably improve traffic flow, but there are a ton of businesses down Wendler that would suffer as a result.
It would somewhat help the flow of traffic at a lower cost
It's a better alternative to the " no build".
It's a cheaper alternative than doing nothing and doesn't impact current businesses as much.
It's a compromise. Less disruptive and expensive than DDI. Less driver education required.
It's a small step in the right direction. The elimination of the light at Wendler is a definite thumbs up to improving flow, but is the MDI enough or just a band-aid.

What do you <u>like</u> about the Modified Diamond Interchange (MDI) alternative?
It's moving in the right direction to help solve the problem.
It's needed to alleviate the traffic problem
Least disruption. Typical on-ramp design
Less confusing, getting rid of the traffic light will makes i10 off ramp traffic NOT stuck in the middle of the road with longer lanes
Less congestion, better traffic flow
Less construction
Less cost than DDI
Less expensive than DDI
Less expensive, will help relieve the congestion at the rush hours
Less invasive to the neighborhood
Limited waste of fund with marginal traffic flow improvement
Low cost compromise and helps alleviate traffic congestion
Low impact on surrounding areas and would allow for reduced congestion. Might make some commutes quicker. I think this would be my preferred option of the three provided.
May help with safety issues and lower cost than DDI
Maybe
Middle of the road solution that looks like it will improve some congestion, like extending the right turn lanes
Minimal build
Minimal construction
Minimal impact
Minimal impact to surrounding areas.
Minimizes space used
Easier flow for drivers to understand and navigate
Efficient use of resources to accommodate current traffic demands
More budget-friendly option than the DDI option, less footprint, likely less time and inconvenience to drivers during construction.
More capacity.
More capacity. Getting rid of the Wendler light is a good idea. Do the same with the Arizona Mills entrance -- turn it into right-turn only access and you're on to something.
more lanes
More lanes sounds like it may improve some of the traffic flow and decrease back up on Baseline Rd approaching the 10
More lanes to turn without the extra impact and costs, time to fix the road. I would be interested to see the other option working. Too many houses built in this area have made traffic so much worse.
More turn lanes and lanes to turn in will help improve congestion.
Mostly keeps things as they are so modification wouldn't be confusing, but having two right turn lanes would be an improvement for traffic flow.
Motorists can actually understand it
not much
Not much
Not much. Seems ineffective
Not that different from current
NOTHING
nothing
nothing
Nothing
Nothing
nothing - go back to streets and left turn lanes

What do you <i>like</i> about the Modified Diamond Interchange (MDI) alternative?
nothing - its a waste of time and money
Nothing.
Only minor modifications + should improve traffic flow a bit.
Reduced cost and timeline
Reduced costs at the detriment to greater improvement
Removal of traffic control devices, at least on Wendler.
Requires less disruption while constructing.
Right in and right out to businesses and roads.
Same basic traffic pattern opened up
See below
Seems like it would help to give more room in the turn lanes for people getting on I-10.
Seems like the less bad construction plan
Seems to add more efficiency.
Should help traffic flow with minimal cost and construction disruptions
Should improve traffic flow
Simple cheap modifications that will improve the intersection
Simpler than the DDI
Smaller foot print with taking consideration of future changes
Some traffic relief
Somewhat helpful, but not efficient use for reducing congestion
Somewhat improves traffic flow
Still being lazy and poor planners
The cost, not much else.
The East Bound to East Bound 10 turn lanes.
The familiarity of it along with some traffic flow improvements.
The least intrusive. And may be enough.
The possibility of easier access to I-10 East from Baseline East,
The removal of the light at Wendler is much needed
The removal of the Wender light would at least allow more LT to NB I-10 storage



**What do you like about the Modified Diamond Interchange (MDI) alternative?**

The tight diamond interchange is best. I take this route every day to and from work as I live off baseline. 2 things would help- getting rid of the light at Wenden. And syncing up the lights would be better (driving east to get on to the freeway for example, if the first light would turn green then the second light including the left turn on to the 10 west). I will sit at those 3 lights for multiple turns due to this.

As for getting off the 10 onto Baseline from the 10 east, it is very annoying that the second to last lane is a turn right, go straight, or turn left. If I try to turn right I often get stuck behind those turning left. There are already 2 other turn left lanes.

I like that this would improve but limit construction. Between the Broadway Curve and the endless construction on 48th street, there has been too much construction in this area.

This gives a little improvement, but probably won't address the need well or for as long

This is my choice of the 3 - options. If implemented it will have the least impact on local business.

This is my preferred solution. Increases access to I-10 from Baseline with minimal construction disruption.

This is the best option of the three. It would keep the interchange understandable for drivers (which DDI would not do) but would also allow for increased capacity. The short throat length between Wendler and I-10 necessitates removal of that signal and reorientation of the intersection, and this would accommodate all of that in a budget conscious fashion.

this looks like the best option. minimal construction interference, probably can be done quickest, quicker than DDI, and with less interruption to area businesses and residences along baseline.

This option appears to be the most likely to improve traffic flow. ADOT should condemn the old Frys Electronic site and reroute Wendler drive through the Frys site to align with Arizona Grand Parkway. Other improvements and changes to access along Baseline from 48th Street to east of Priest will be needed to improve traffic flow through this area. The real solution would have been to extend US-60 west through South Phoenix instead of building the South Mountain Freeway. Purchasing the Frys site might also allow for flyover ramps directly from Baseline to US-60.

This seems like a cluster

This will lead to some traffic relief and less construction time than the DDI alternative

This would definitely improve the area but I feel like there's more that could be done

Uses existing right of way.

very good decisions made

Very little, Only creates constant flow to EB-10 from WB Baseline.

With the Broadway Curve project adding dual lanes from Baseline to Elliott on the EB I-10 this option would have an immediate positive impact to relieving EB Baseline traffic.

Would be a little disruption. Less expensive.

would improve traffic flow

What do you <i>dislike</i> about the Modified Diamond Interchange (MDI) alternative?
Nothing
\$20M and minimal improvements to operations and safety. What is the point? Might as well select the no-build and save \$20M
According to traffic counts the EB Baseline 3 lane thru traffic only needs 2 lanes. The outside 3rd lane could be converted to a dual right turn onto the EB I-10 on-ramp. The outside 3rd lane could also be converted into a free flow right turn onto EB Baseline off the WB I-10 Baseline off ramp.
And it doesn't divert traffic like it should
As someone who lives east of this intersection, stopping at the Denny's or the Fry's gas station after the traffic light removal on Wendler Drive will force me to go west and look for somewhere to make a u-turn
Bandaid solution
completion time
concerned about the removal of the traffic signal on Wendler
Continued construction
Continues to create condition such a turning across oncoming traffic
Cut off access to gas station and restaurant.
Does not go far enough to alleviate current and future congestion.
Does not provide a full solution to the problem
Does not provide enough improvement for the effort.
Does not seem to answer long term growth.
Does not solve backups on through traffic on baseline
Doesn't address future increases in traffic in our growing metropolis
Doesn't appear as though it will change much in the long run
Doesn't do enough to fix the problem.
Doesn't fix
Doesn't fix the issue completely as best it can and costs more than no build
Doesn't future proof with growth.
Doesn't go far enough to minimize long-term impact to this busy intersection
Doesn't help entirely
Doesn't meet the growing vehicle demands and traffic.
Doesn't provide best solutions to the traffic mess at the I-10 Baseline interchange.
doesn't seem it would really help.
doesn't seem like the traffic flow would be very good.
EVERYTHING
Everything
Expect flow to be only slightly better than current
Flow may not be as improved as with the DDI
He does not address the backed up traffic that occurs on the east side of the interstate
I dislike that the Wendler light would go away, and the construction phase would be disruptive to traffic in an already over congested area.
I dislike the cost and the disruption during construction.
I do not like that this design will increase speeds, create more noise and encourage more driving. More deaths and injuries from vehicle crashes will occur due to this design. There is zero pedestrian, bike or bus design.
I don't have any strong dislikes about the modified baseline alternative.
I don't really understand this option
I don't think these changes would address the traffic issues sufficiently

What do you <i>dislike</i> about the Modified Diamond Interchange (MDI) alternative?
I doubt this solution will ease lines of traffic trying to access the freeway. It's success depends on drivers obeying lane instructions.
I still picture Calle Los Cerros being congested
I work at 4625 S. Wendler and need to get on the I-10 to go home. Removing the light makes it infinitely more difficult for me to get to the highway and will add time to my commute.
I'm not sure it would make enough of a long term improvement
I'm okay with it.
if the area is going to be impacted by construction, the change might as well be the most impactful one. this seems like a shorter term fix that will need to be updated in 5-10 years anyway
Inefficient in reducing traffic congestion
It does not improve safety much
It does not seem like a long term fix
It doesn't appear to add significant traffic capacity. It is not likely to help all that much.
It doesn't appear to make any difference in alleviating congestion in the area.
it doesn't help the situation enough
It is not enough improvement
It is not enough to help combat the traffic
It isn't as effective as the ddi
It makes no sense to not just make the most efficient upgrade now
It may cause a lot of accidents
It seems like a temporary alternative and that this will need to be revisited again in the future.
it seems like putting on a band aid when we need surgery
It still requires traffic lights and left turn signals to slow up Baseline traffic.
It totally ignores the needs of the Town of Guadalupe. It is Phoenix and Tempe and traffic level of service improvement centric. That is not necessarily bad, unless the Town of Guadalupe's needs for direct and reasonable access are not considered. Then it is bad.
It will be a disruption and the impact from the ongoing Broadway Curve project is unknown
It will be an improvement but we need more with the growing population.
It will impact the small business on the north side,
It will not be enough to handle all the traffic during rush hour.
it will tie up traffic, along baseline during construction, and it will take longer to get to Texas Road House, for dinner (LOL). if this helps traffic flow, this is probably the best option.
It's a very minor improvement and not a solution.
It's better than no build but is not the best choice to resolve the traffic issues.
It's not enough of a change to make an improvement
It's not enough to solve the I-10/Baseline intersection traffic problems and not the safest alternative.
It's not going to have a dramatic impact on the congestion.
Just add right turn lanes
Lack of pedestrian and bicycle crossing lanes/bridges.
Less Safe and less effective
Losing the left turn from Baseline E to Wendler, and the left turn from Wendler to Baseline E will be a problem for me.
Love it.
Make for more traffic



What do you <i>dislike</i> about the Modified Diamond Interchange (MDI) alternative?
May not be enough for high traffic times to alleviate the left turn congestion
May not do enough for congestion or scale for future growth
Minor modifications are expected to bring minor improvements to quality of service
Missing the opportunity for the greatest improvement in traffic flow
More construction in the area.
More damn construction!
N/A
N/A
N/A
Negative impact to local business. Creates bigger traffic problems Wendler Traffic
No being able to get home
No major improvement on flow through the interchange or for left hand turns. Wait times will continue to rise leading to more yellow and red light runners.
none
Not a lot. It seems that west bound Baseline could use additional lanes. Traffic counts may not warrant.
Not a major change, so might not improve traffic a whole lot.
Not as good as it could be
Not as much improvements in traffic
Not as safe as DDI. More disruptive than no-build.
Not enough change to help current traffic congestion
not enough lanes can be confusing
Not intuitive, not a good permanent solution
Not much different than existing.
Not much, if you're going to do anything, this should be it.
Not optimal for long term planning of traffic flow and increase in usage
Not progressive in its solution.
not the most efficient improvement. If it is going to be under construction anyway for a while, it may be better to provide the most efficient traffic movements.
nothing
nothing
Nothing
Nothing
Nothing - I think this is a good compromise, and the impact during construction wouldn't be too bad.
Nothing at all
Nothing to dislike
Nothing, no issues or dislikes.
Nothing.
Only focus is on West side of I-10, provides nothing for East side
Perhaps not enough change? If traffic is going to be disruptive during the construction, go for the biggest band (DDI).
Probably not enough improvement for traffic flow/safety
Probably not the most efficient fix.
See below

<b>What do you <i>dislike</i> about the Modified Diamond Interchange (MDI) alternative?</b>
Seems to be the most efficient from cost-benefits perspective
Shortsighted for long term
Somewhat expensive
Still doesn't really fix the problem.
Still have same back up for I-10 left turns ,
Still leaves the backup under the I-10 overpass.
Still not enough room to queue under the I-10 overpass. Need to also remove the light at Arizona Mills -- there are enough other ways to access the mall. Make it right-turn only.
Still not the best solution
That it doesn't also remove the light at either Calle Los Cerros or Arizona Grand Parkway. Tempe has a ridiculous number of traffic lights around the I-10 interchange, which causes the backups.
That it is simple and is a short solution for the long run.
That it takes property from people.
The chance someone will hit someone is going to go up
The impact on the Denny's restaurant and other business behind them
The removal of traffic signal at Wendler
There are not enough improvements both east and west of the intersection to help with capacity and mobility.
There are still more traffic points where collisions can happen and traffic wait times are still long due to the left hand turn being one of the cycles.
there is nothing i dislike about the alternative
there would need to be some construction
This doesn't take the proposed improvements to the east side of the interchange. What good is addressing only the west side. There also socioeconomic implications with addressing the problem on only the west side of the interchange closest to the resort and Ahwatukee but leaving existing conditions by AZ Mills and land closest to the tribal land for the Guadalupe tribe.
This really doesn't totally fix the congestion problem
This solution is only a partial solution to the problem. There will continue to be congestion east-bound on Baseline due to the queueing of vehicles that want to access the 10 west and the 60 east. Arizona Mills S should also have the light eliminated by allowing only right turn onto Baseline and only west-bound Baseline a right turn in. East-bound Baseline should go to Priest to turn left to access the mall. S Darrow Dr should also be right turn only onto west-bound Baseline, right turn from Baseline to S Darrow Dr or continue straight on Baseline, right turn only from Wendy's driveway onto Baseline, and no left turn from Baseline in either direction.
This will do nothing to prevent the left turn lanes from blocking the intersections. It will probably make it worse for the EB Baseline to WB I-10 turn lanes (blocking the west side intersection) given the extended turn lanes. More lanes on the exit ramps are not a solution to the problem. The only time traffic backs up on the exit ramps is when left turn traffic on Baseline continuously blocks the intersections light cycle after light cycle.
to confusing -
Too timid
Traffic back up.
We all know straight-thru frontage road setups like this contribute to wrong-way freeway entrances by visually appearing to offer a left turn option at the first light in the diamond. Why even consider these any more?
Will do little to solve the problem, would like to see more capacity for bikes/transit
Will not adequately address the freeway access traffic
Will this be adequate to support future growth and increased traffic?

What do you *dislike* about the Modified Diamond Interchange (MDI) alternative?

Would be outdated by the time it's built

<b>What do you <i>like</i> about the Diverging Diamond Interchange (DDI) alternative?</b>
A complete rebuild of the intersection would be preferential to leaving it as it is. I believe this kind of intersection would be incredibly beneficial to the area and to reduce traffic by increasing the flow
Address traffic congestion and control
Addresses congestion and scales for future growth
As a commuter who uses this interchange almost daily, this send like the best solution to improve traffic flow.
As far as this style of interchange, we could probably use more of these in the Phoenix area. Baseline and Broadway are very busy interchanges because there is no interchange between Baseline and Elliot, or between Baseline and Broadway. Everyone getting off in this vicinity has to use one of these exits, which results in a lot more traffic using them than would use exits further south or further north than this.
An alternative would be perhaps to build another ramp at Southern or Guadalupe, but existing interchanges, ramps, and infrastructure in those areas put significant space constraints that would make that impractical. Building more efficient interchanges at the locations we have makes much more sense.
More people are likely to use I-10 to get around once the Broadway curve project is finished as well. It makes sense to build capacity for the future at these intersections.
Baseline Rd is a high volume road (Baseline Fwy) and this is a high volume interchange. The DDI will flow much more traffic with less wait times reducing pollution, road rage, and hopefully less accidents.
best offered option for improving traffic flow to- and from-I-10
Best option for traffic flow/ safety and it works in other cities (I-494 & S. 34th Ave in Bloomington, MN)
Best plan to accommodate long term traffic needs on a busy interchange connecting Tempe and South Phoenix
Accommodates increase traffic flow from I10 improvements
Best solution
Best solution without completely rebuilding the interchange.
Best traffic flow option
Better design to improve traffic flow.
Better to fix it properly now with an eye on the future with the latest in traffic engineering and design.
Better traffic flow
Can see how this could have big positive impact on traffic flow
changes
Creates a lot more flow
Creates lots of jobs and revenue for contractors
Creative design that appears as if it could significant increase in traffic capacity. As long as the freeway merge point doesn't become the new bottleneck and the Baseline lane cross over is gentle enough so traffic doesn't have to slow significantly, it looks like it might significantly help the rush hour traffic backup problem.
DDis help with traffic flow, clearing through traffic efficiently. This alternative also helps by the elimination of a traffic signal and provides right in/out movements.
Definite operations and safety benefits - the whole point of the project. Only option that in my opinion actually serves a purpose.
Don't like them. Almost as bad as traffic circles.
Ease of use, intuitive, and solves the problems
Eliminates the crossing left turns which eliminates the possibility of the intersections being blocked by traffic. The free flowing left and right turns onto the freeway in both directions will greatly reduce traffic backups on Baseline Rd. In my opinion, this is the only alternative for the volume of traffic this intersection handles, not only now but in the future.



<b>What do you <i>like</i> about the Diverging Diamond Interchange (DDI) alternative?</b>
Everything except EB I-10 off ramp should have min 2 lanes exit EB to Baseline, 2 lanes min WB-10 from WB Baseline
Everything!
Flow seems to be the most efficient
getting off baseline and onto the I-10 seems like the best solution
good decisions
Great flow of traffic to meet the needs of growing demand.
Greatest impact
Greatest improvement for the major issues with the traffic on Baseline
Greatly improves traffic flow and is forward thinking in addressing a busy intersection that will only get busier as time passes
Haven't driven through one but seeing videos about it, the concept seems to work. It would be great to be able to experiment with such unique option. especially the left turn traffic, would be much easier to go right through it. Not having to wait for right turn lane lights would be great too.
Helps reduce the traffic now and for future it's the best for the development to come
Helps solve all problems relating to entrance, exit of I-10 , along with access to streets immediately around the highway , and a fun new look to a boring intersection
I believe the DDI would solve the traffic's problem. Not only solving it but it will attract the area very well and making it really neat and enhance the city's look.
I do not like anything about this design, and do not support it.
I don't like anything about the DDI alternative.
I don't like it...it will hurt small businesses.
I don't like making left turns, especially anywhere on baseline lol. DDI's rule. Also follow me on YouTube: First Person Life Nman
I don't.
I drive through these on a regular basis. Safer and moves traffic faster.
I enjoy having to navigate fewer lights with less weighting
I like that it's the most aggressive and does more to change traffic flow for the better
I like that there are fewer traffic cycles so wait times are faster and there are less potentials for accidents.
I like that this can make the most improvement and provide the greatest relief to the area in terms of congestion. I also like that the left turn is safer and potentially safer for pedestrians and bicyclist.
I like the DDI alternative's ability to handle more throughput. It's my preferred alternative.
I like the updates as i live right there in the area
I really like this option. I think it solves a lot of the current congestion and back up. I've used the DDI at other areas in the Valley and it helps traffic flow tremendously.

**What do you *like* about the Diverging Diamond Interchange (DDI) alternative?**

I think it will do a better job of keeping traffic moving. The elimination of the light at Wendler remains, but the light at AZ Mills S is still needed. During non-congested times the intersection might slow traffic down a little as cars wend their way through the switch.

I think this is the safest and best option

I think this would be a great alternative. This intersection needs major improvements.

I use this at 17th Ave and it is effective once your get used to it.

I would really like to see a diverging diamond interchange at this intersection.

I've driven through these and understand how efficient they can be. I love everything about it.

I've heard good things about this pattern. It looks very interesting. I like that it reaches further east and west

If increases capacity and reduces conflicts over the MD then excellent alternative.

improves safety and reduces conflict points

Improves traffic the most

increases traffic flow

It eliminates most of the conflict points and facilitates a much greater traffic volume through the interchange.

It eliminates the need for traffic lights and turn signals, so you can drive straight past the freeway without stopping or maybe even slowing.

It is a novel solution

It is cool! it seems to create better flow under I-10

It is the best alternative for the present and the future

It looks confusing but traffic flow should improve greatly.

It totally ignores the needs of the Town of Guadalupe. It is Phoenix and Tempe and traffic level of service improvement centric. That is not necessarily bad, unless the Town of Guadalupe's needs for direct and reasonable access are not considered. Then it is bad.

It will help a little bit

It will help with all of the traffic and congestion.

It will hopefully improve traffic flow

It will provide the best solution to the problem

It would probably improve traffic flow, but there are a ton of businesses down Wendler that would suffer as a result.

It's a better alternative

It's beautiful and efficient

It's the most effective and safest solution of the options.

Living in Ahwatukee and using the half diverging diamond on Desert Foothills I find the convenience of not having to make another stop fantastic. Having also to use Chandler, Ray, Warner and Elliott, ( these should also be looked at in the future) backups are common and then you drive forward to turn left to enter the freeway only to find yourself sitting once again for the green arrow. The DDI should be the only option for any new or reconfigured interchanges in the future. If you're serious about making an actual improvement this is the only option for me and many others. I'm sure if this comes to fruition people will wonder why this shouldn't have been done before, if they've never used one before.

**What do you like about the Diverging Diamond Interchange (DDI) alternative?**

Living in the neighbourhood gives me first hand experience of how incredible the backup can get during rush hour along Baseline Rd as people wait their turn to get through the multiple lights. A plan without needing to wait for a left turn signal sounds like it would significantly improve the traffic backup problems on Baseline Rd. Especially as the Phoenix valley continues to grow, I think investing in this as a longer term solution would be ideal.

Looks cool only on paper. And to those from left-driving countries like UK that may feel temporarily at home.

Looks like a better solution to the problems. Allows traffic to flow more

Looks like a great alternative for relieving the traffic congestion both ways on Baseline and access to enter and exit the I-10

Looks like you can go a lot of different ways - may improve ease of access on intersection

Looks to improve traffic flow.

Might be the greatest improvement.

Most efficient and safest.

moves traffic efficiently and quickly

Much safer and seems to flow traffic better than other design

N/A
-----

no more light to get on and off the freeway there. more lanes makes traffic flow easier

Not really anything.

nothing

NOTHING

NOTHING

nothing

Nothing
---------

Nothing

Nothing

Nothing

Nothing

nothing -
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Nothing to like, The individual(s) who suggested this should be terminated.

Nothing, except that it exposes how out of touch the technical traffic engineers are with common sense. The most positive thing about the DDI idea is that it would make the catastrophic roundabout configurations promoted by ADOT seem like good designs.

Nothing, this is a huge build in the middle of the developed area.

NOTHING!!

Nothing. I've utilized this type of intersection in St. George, UTah and it's incredibly confusing. Also, it will destroy access to the businesses in Guadalupe and that is unacceptable.

Nothing. This is a bad idea.

Nothing. Zero. Zilch.

Nothing. DDI's are one of those things that engineers love and drivers despise. The human mind does not work backwards in the fashion DDI requires, and the number of dashcam videos in the public domain showing people unwittingly going the wrong way or stopping out of sheer confusion or striking other drivers bears witness to that fact.

The Diamond interchange has worked well for 80 years and is the most commonly utilized resource for a reason. Modifying it to make it more workable for this area is the best option.

Nothing. I don't like it.

<b>What do you <i>like</i> about the Diverging Diamond Interchange (DDI) alternative?</b>
Nothing. Too confusing and too long a period for public to get adjusted. Accidents will increase through the adjustment period.
OH NO... Please do not do this. There are enough confused drivers out there!! Maybe OK for Goodyear, Avondale... but there are a lot of out of town people going through here. It will create the worst traffic nightmare the state has ever seen!! IMHO ;-)
Optimal flow improvement
Optimal improvement
Probably the best option to reduce congestion caused by people who are waiting to turn left.
Progressive - seems to positively improve traffic flow - after people learn how to navigate these intersections should improve accident rates
Quick entrance and exit to the I10. This is my favorite solution
safer and helps with traffic congestion
Safer, modern traffic pattern
Safety & relief of traffic congestion
Safety, safety, safety. Hopefully improve time spent on this ridiculously congested road!
See below
Seems like it will create a better traffic flow.
Seems like it'll provide the greatest traffic flow improvements.
Seems to relieve traffic backups
Should help congestion
Significantly hinders wrong-way freeway entrances.
smart, but way more construction
Solves the safety issue best.
sounds like it provides the most efficient traffic movements.
Sounds like the most efficient long-term fix.
That it controls traffic on both the east and west approaches.
That it will be a better solution for the long term and it's a must with the growth of the valley. It would help clean up the area and make it look nicer for the mall and hotel that brings lots of jobs.
That it would relieve congestion and remove the Wendler traffic light.
The best alternative on terms of traffic flow, growth, and cost. The most efficient to handle the flow of traffic of the three plans.
The increase in capacity is nice.
The most improvement in traffic flow in that area
The possibility of easing traffic flow on Baseline and onto or off from the freeway.
They have greatly increased the flow of traffic and reduced congestion in those I am familiar with.
This actually addresses the traffic issues the most because of the smooth flow of through traffic and left turning traffic, which is by far the biggest reason the area has traffic congestion today.



What do you <i>like</i> about the Diverging Diamond Interchange (DDI) alternative?
This appears to be a great solution to the traffic flow issue.
This appears to be the best solution to relieve traffic issues in the area by permitting more free flow of traffic at the intersection
This appears to give the most improvement. This area needs all the help it can get.
This improves safety and flow of traffic.
This is a great plan. It seems to be working well at 1-17 and Happy Valley.
This is the approach that I think would bring the greatest improvements to the intersection level of service.
This is the most sensible solution. I have driven on many of these in Texas and they are fantastic
This looks like it would help reduce the backups getting off of Baseline and traveling west on Baseline.
This option looks like it would improve traffic the most.
This seems like the most comprehensive solution addressing the congestion on both east and west sides of the interchange.
This will be the most impactful long term to help with traffic flow issues
this will help improve traffic
This will solve most if not all of the traffic issues in this area.
This would be ideal really.
This would provide efficient entrances onto the freeway and flow of traffic would be very good.
Though I don't clearly understand how it will work, based on the given description it seems it would be the most efficient at controlling traffic flow. Baseline is a mess and with continuing growth in the area, a long term solution should be considered. This seems to be it. Even if it is the priciest option, it will save money on having to restructure again at some point in the future when it becomes once again congested.
Traffic moves the fastest
Traffic will flow smoothly, without the left turn lanes.
Vastly improves traffic flow
Virtually eliminates wrong way driving
While it is the most invasive, it would enhance safety the most.
Will work well, but looks very expensive and complicated.
Would help with traffic flow.
You are putting more traveling lanes in

What do you <i>dislike</i> about the Diverging Diamond Interchange (DDI) alternative?
\$40M price tag is unfortunate, but is the price we pay to fix urban messes these days.
A lot of cost and time
A LOT of moving pieces and a design that is foreign and confusing to both AZ motorists and numerous tourists. This doesn't even look good on paper
After learning more in videos from other states on how it works, I'm fine with it. The visuals here did not help to get a clear idea on how this works. The small, tiny lines were not great visuals. I had to look up videos from other DOTs in other states to have a visualization of how these worked.
Appears to be a HUGE change at a HUGE price tag and really should have been thought about way back when AZ Mills was built. Too much at this point. So dislike everything.
Basically everything, for reasons cited above at length.
Bigger footprint. Would like to see more capacity for bikes/transit
Can be confusing, clear signage is paramount
construction again.. maybe long time construction. And during construction, the traffic in this area will be horrible and it has already been terrible.
Construction disruptions
Cost
Cost
Cost
Cost , property acquisitions
Cost and Construction disruption
cost and impact on surrounding area
Cost and impact to immediate surrounding community
Cost and time it will take to complete
cost and time to complete
Cost and time to complete
Cost, complexity, inability (or unwillingness) for drivers to use correctly (many can't even use a roundabout), unnecessary, high impact to existing business and area
Cost. Maybe too fancy, don't want people on the wrong side of the road on purpose. DDIs seem to flow smoothly, but some of that maybe due to long waits on the off ramp.
Cost..concern of drivers confusion and entering wrong way freeway ramp
Costs more than the others.
Costs the most.

What do you <i>dislike</i> about the Diverging Diamond Interchange (DDI) alternative?
Could be confusing for some drivers.
delays
Disruption to traffic during construction.
Don't see where these relieve congestion. Still long waits at a red light. Bad idea!
downtime in the construction
Drivers will be confused
EVERYTHING -- we don't need all that fancy lane stuff here. We are basic, working folk.
EVERYTHING! The construction phase would not only bring immediate traffic headaches but also long-term changes to familiar routes. Residents and commuters alike would need to adapt to new traffic signals, lane configurations, and possibly altered access points. This transition period could cause confusion and inefficiency, further straining our local roadways.
Everything. I've utilized this type of intersection in St. George, UTah and it's incredibly confusing. Also, it will destroy access to the businesses in Guadalupe and that is unacceptable.
Everythng
Expensive and impacts business
Expensive, the most disruptive option in terms of money, construction time, traffic diversion, might require some education on the part of drivers
First time through is confusing
Gonna take some time and construction
Has ADOT thought about how the traveling public will handle the re-direction of EB/WB travel on Baseline underneath the I-10 bridge? They will have blind spots with the existing median piers on each side of the Baseline realignments as the travel and daylight outside of the bridge? I don't think we have this condition anywhere in the valley with the few DDI's that we have.
Higher cost
Higher cost. Longer construction
Huge Build in the developed area, adjacent signals are the problem, not the TI
I am a little concerned about the impact to the traffic flow on Baseline during construction, but also, living there through the Broadway Curve project, I know it would be some temporary pain for a better future.
I could see people making the case that these are confusing to drive on, but in my experience, they really aren't if the signage is good.
I dislike everything about it. It's confusing, weird, 50% of the traffic will be confused, the other 50% will be angry with road rage. any new driver through the area, will be confused, and probably cause worse congestion than it hopes to alleviate. it looks like a construction nightmare, probably tie up traffic on Baseline, like the city has never seen. and there aren't many alternatives, for getting past I-10, from the west.
I dislike the cost of the DDI alternative, I dislike the complex traffic flow, and I dislike the number of businesses that will be impacted from the extensive construction.
I dislike, again that Wendler light would go away, and construction would potentially take the longest, but the payoff for this option would make the most difference.
I do not like that this design will increase speeds, create more noise and encourage more driving. More deaths and injuries from vehicle crashes will occur due to this design. There is zero pedestrian, bike or bus design.
I don't fully understand it
I don't think the traffic pattern at this intersection is the problem. It's the drivers who don't understand what a yellow and red light means. Every day I travel through this intersection, and I always watch drivers continue to turn into lanes on red, blocking other drivers from turning, causing the traffic back ups.

**What do you *dislike* about the Diverging Diamond Interchange (DDI) alternative?**

I know it will take a LOT of time, money and inconvenience while it is being constructed. But if we can live through the Broadway Curve improvement, this should be a piece of cake.

I still think Wendler needs to be rerouted to meet up with AZ Grand. You just need to bite the bullet and compensate the former Frys location owner. If they make it a Costco Delivery, they would not need much of a front parking lot anyway.

I work at 4625 S. Wendler and need to get on the I-10 to go home. Removing the light makes it infinitely more difficult for me to get to the highway and will add time to my commute.

I'm worried about how long it's going to take. My commutes could be even more painful for a long time.

It could be confusing to drivers, but more and more DDIs are being built across the country, so it will become as commonly understood as driving through traffic circles.

It is expensive, very disruptive to the surrounding businesses and confusing for drivers

It sounds incredibly disruptive and CONFUSING

It takes up too much space. It will confuse drivers.

It totally ignores the needs of the Town of Guadalupe. It is Phoenix and Tempe and traffic level of service improvement centric. That is not necessarily bad, unless the Town of Guadalupe's needs for direct and reasonable access are not considered. Then it is bad.

It will harm many small businesses that need to stay alive.

It will impact traffic coming out of my community. We have to watch out for red light runners all the time when we have the light to turn East or West on to Baseline from Calle Los Cerros. It is very difficult for the first responders to get in or out of our community as it is. I suggest that you have meetings with the Tempe Police and Fire Department.

It will take loner, but in the end I feel it's worth it.

It would take some re-education and adjustment of the drivers as they will be driving on the "wrong side of the road" for a short stretch.

It's a learning curve for drivers that may cause confusion for some.

It's a new approach...

It's going to be so confusing if you do this. You need more land to do it right, especially if you still allow left turns into Arizona Mills, Arizona Grand, etc.

It's not something drivers will know what to do

It's the most expensive.

Jomax seems to work well with no accidents

Just the time to build it.

Length of construction and disruption to the area.

Likely longer timeline to completion

Likely to cause massive temporary delays through construction. High-crime area where no one wants to get stuck for long periods of time. Probably very high government spending project.

Looks like a very long term project, expensive and the end result looks more chaotic and confusing

Looks overly complicated for travel going straight on Baseline, and the impact during construction would be significant.

love it

Major change and construction time, and possibly disorienting to drivers



What do you <i>dislike</i> about the Diverging Diamond Interchange (DDI) alternative?
Might be complicated for someone not aware or confused by traffic direction , but may be overcome with enough signage?
More costly and takes properties
More downtime.
more expensive and more disruptive during construction
More expensive. More construction. Longer timeline. More impact on surrounding businesses.
Most expensive and disruptive
No additional lanes for pedestrians and bicyclists. Can result in confusion and increased wrong-ways.
Not budgeted, and short term construction impacts (2 years?)
Not currently funded
not disliked
Not enough being done to relieve congestion in either direction of Baseline adjacent to AZ Mills
Nothing
Nothing
Nothing
Nothing
Nothing
nothing
Nothing
Nothing
Nothing
Nothing
Nothing about this option makes good common sense. The DDI is the most expensive and intrusive option. More importantly the DDI option will actually make flow worse and lead to more accidents. This is already the worst interchange area in the city, and is 100% NOT the place to introduce something new, unique and confusing to local and tourist motorists. It also does not present a safe option for cyclists and pedestrians. This option seems like it is favored by technical engineers with no common sense spending other people's money.
Nothing it's better
Nothing.
Nothing. Build it, ASAP!
Nothing. Build it!
nothing. These should be standard designs.
Only that it will be disruptive for a time
Pedestrians and bicyclists will be in dangerous traffic. The plan in general is not bold enough
Probably the costs.
Really confusing, at least to start with. Having to make a U-turn at the Mills entrance to get to the Fry's fuel station, though "only a few feet further," is a hassle, will require more added time than "a few feet" would seem to imply, and poses more danger unless there is a way to keep people leaving the mall on Baseline and turning right on the red from doing so. Since many people ignore "no turn on red" signs, and since we U-turners would be expecting there to be nobody trying to turn right on the red onto westbound Baseline, that would increase the danger significantly. And if, assuming there is a dedicated run-on lane for U-turners to westbound Baseline, being able to move into the right lane in order to turn right on Wendler may be impossible.
See below

<b>What do you <i>dislike</i> about the Diverging Diamond Interchange (DDI) alternative?</b>
Seems like a harder to drive alternative because of how the east/west lanes rotate to opposite sides of baseline.
So confusing, will confuse a lot of people and probably won't prevent traffic backup
That it might be complicated at first on the routes. However, I approve this alternative!
That it takes properties from people
That people will freak out because they don't do well with things that are new and different, even when they're the best option to address the problem.
The amount if time and space needed for construction. Also this pattern looks like it might be confusing for drivers adding more accidents to the area.
The closing of in & out areas.
The complicated design, the no left turns which means a driver would have to drive a way down the road to make a U-turn. It just seems complicated and expensive.
The construction time and it doesn't look very pedestrian or cyclist friendly
The construction will take forever and short-term traffic will be horrendous.
The cost
The cost is higher, which isn't great, and I'm sure the traffic on Baseline during construction if this project goes through will be horrible.
The cost of right-of way, however the benefits of streamlined traffic flow and driver delay reductions will offset these costs.
The cost.
The design is confusing, Not safe for pedestrians. Will have a big negative impact to local area businesses and communities with marginal improvement in traffic flow. This plan is not acceptable on any level.
The diverging diamond design differs from the mag 2040 proposal, in that the intersection just west of the freeway remains. In the mag proposal, the Arizona Grand intersection was continued northward and then diagonally Northeast to the street, leaving lots of room for traffic at the light so that it won't back up into the intersection
The learning curve may be challenging. The cost and concern for businesses affected due to increased land needs
The most disruptive in terms of construction and length of the project.
the possibility of no controlled traffic to getting on & off the freeway
the temporary disruption of the construction to flow of traffic will be inconvenient for locals
The unfamiliarity of it and how pedestrians will have to maneuver to get from one side of I10 to the other.
There be two kill zones, where traffic cross, people will not understand new pattern. Therefore they will do stupid things that will get people killed.
there is nothing i dislike about the alternative
There is nothing I dislike I think it's brilliant
They are confusing and this road has a lot of straight thru traffic.
They are expensive to implement and increase road closure time.
This is a unique traffic pattern and will take time to educate drivers on how to safely navigate it.
This is made for moving behicular traffic fast and safely (no turns across traffic) but it makes it less safe for pedestrian traffic. I think this site may be too urban for a diverging diamond design.
this is so incredibly confusing and I do not like it - I feel as though the outcome will not be worth the impact on the surrounding areas.
This is the most intensive option, so of course Cost, property loss, and construction time are the major dislikes. I think the long term objectives with this interchange will make the investment worthwhile.

**What do you *dislike* about the Diverging Diamond Interchange (DDI) alternative?**

This looks like another long-term project and the Broadway Curve project has already been a long project.

This unfunded option is very costly and disruptive to the area. These DDI's would allow more free flow to a very low volume of left turn traffic from EB/WB Baseline road onto to EB/WB I-10 on ramps! Also, with the 4 reverse curves required for the redirection of Baseline travel, it would be very difficult and disruptive to traffic to tread these re-aligned lanes between the existing Baseline median piers?

Timing of lights will be critical for the traffic that crosses on the east and west sides of the freeway as the lanes "switch direction." This will be confusing to some people as it will feel "wrong" to be on the other side of oncoming traffic. Also, potential for those under a chemical influence may go the wrong way. Headlights may also be an issue unless some sort of "sightline" barrier is erected.

Too confusing and too long a period for public to get adjusted. Accidents will increase through the adjustment period

too expensive and unnecessary and will cause more problems and delays

Too impactful.

Uncommon pattern that may confuse drivers

Unfortunately there would be more ROW takes, but it is what it is.

Utilizes most space and increases cost

More difficult for drivers to learn and navigate due to crossing to opposite side of the road

Still have weaving traffic exiting the freeway to access the mall on the east and resort in the west

Very confusing

way too much construction

WAY too much impact on local business and a long construction time

why have people drive on the wrong side of the street - to only have a few of these in the valley is way too confusing

Will make more traffic jams

Will need extremely clear pedestrian signage.

Will take educating drivers to adjust to the new pattern

With a larger footprint comes longer construction durations which will impact business more, more land will have to be purchased and costs will be higher. Education will play an important factor in the successful adoption of the DDI for traffic congestion to be eased as soon as possible after the lanes are opened as opposed to drivers learning on the fly as they navigate the new traffic patterns.

With no offramp light the Baseline merge in high traffic situations will backup and slow baseline traffic to a crawl

Would take too long and we have had enough construction in this area (PLEASE end construction on 48th street it's been going on way too long.)

**Provide any additional comments below:**

143, 10 and 60 is still a major problem. It is very difficult to merge into the airport interchange with the traffic merging from the 60 into the 10

2 comments

1) Is it possible to have a raised bicycle/walkway so that they don't have to be on the ground with cars and such. I'd be fearful of crossing in that area on foot or bicycle.

2) Alternate proposal: it is more expensive and bolder than the modified DDI, but could elevated I10 feeder lines running east and west of the intersection be used to get I10 traffic off of baseline sooner?

3rd comment - I tried sending an email to gluna2@az.gov, but it bounced.

ADOT - why am I just now seeing this?? Where has the community education and opportunities to speak up on this?? Because of your poor planning we are unable to attend the public forum.

Also, we have 3 EB lanes approaching the I-10 EB on ramp and only 2 EB Baseline lanes coming out of the DDI realignment on the east side of I-10? Could we just use one of these lanes for the EB Baseline to EB I-10 on ramp modification.

any chance of getting a pedestrian/cycling bridge going over Baseline on the west side of the I-10?

Any improvements to this section of freeway or any other that impacts commerce should be approved by the municipality it effects before being brought to the general public. Most citizens don't have any working knowledge of the consequences of such decisions.

Are there concerns regarding traffic flow along Baseline Road in the DDI scenario? DDIs are known to fail when through volumes are high. How has this been modeled?

The proximity to the signal at Arizona Mills South may be a concern in this configuration. With ~500 feet between the DDI and the signal queuing into the signal may become a concern and coordination between the DDI and signal may be rough due to the spacing and assumed inter-agency cooperation.

If ROR is permitted, is there adequate sight distance for the SB off ramp to make a ROR? The turn looks to have a tight radius which would make a slower turn and require more sight distance to vehicles within the DDI.

Is it possible, within the current RoW to configure the NB off ramp as a free right? There are only 2 through lanes in the DDI and 3 lanes in the EB direction on the East leg.

Are there concerns regarding weaving in the WB direction on the East leg between the Mills signal and the DDI? The #1 through lane becomes a trap lane. Is it possible to offset this entire segment to the south so that no WB through lane from Mills line up with the turn lane and that all vehicles that are stopped at WB Mills to go through are by default proceeding through the DDI with the option for the #1 through lane to move into the left lane as they approach the DDI?

The access to the LT at EB Mills is very tight, I assume they have freight regularly access that signal. Have you considered loosening the curb line so vehicles can access the bays more smoothly?

What will be in the areas of space without vehicle lanes? They look like good opportunity to provide some beautification in the area.



**Provide any additional comments below:**

As a lifelong resident of Calle Los Cerros, I have witnessed firsthand the dynamics and challenges of our local traffic system. One key issue that stands out is the 1-10 and Baseline interchange. Despite its current state, I strongly believe that keeping the interchange as it is, rather than pursuing a new construction project, is in the best interest of our community. Here's why:

1. **Traffic Disruption During Construction:** Building a new interchange would necessitate extensive construction work that could span several years. This would inevitably lead to significant road closures, detours, and increased congestion in the surrounding areas. For residents of Calle Los Cerros and nearby neighborhoods, this means living through a prolonged period of traffic turmoil, which could severely disrupt daily routines and exacerbate already challenging traffic conditions.
2. **Increased Traffic Bottlenecks:** The existing interchange, despite its imperfections, has been adapted to the current traffic patterns over time. Introducing a new design could unintentionally create new bottlenecks or traffic flow issues. The construction process itself would likely lead to temporary congestion as drivers adjust to altered routes and new traffic patterns.
3. **Long-Term Inconvenience:** The construction phase would not only bring immediate traffic headaches but also long-term changes to familiar routes. Residents and commuters alike would need to adapt to new traffic signals, lane configurations, and possibly altered access points. This transition period could cause confusion and inefficiency, further straining our local roadways.
4. **Historical Context:** As someone who has lived in this area for many years, I can attest to the importance of the existing interchange in the historical context of our community. Its current setup reflects decades of adjustment to traffic needs and local development. Altering it could disrupt a well-established system that has evolved to meet our specific traffic demands.
5. **Community Impact:** The disruption caused by new construction would extend beyond just traffic. Local businesses and residents rely on the current traffic patterns for accessibility and convenience. A major overhaul of the interchange could have unintended negative impacts on these businesses, as well as on the quality of life for residents who depend on smooth traffic flow for their daily activities.

In summary, while there may be arguments for modernizing the 1-10 and Baseline interchange, the potential traffic nightmare caused by a new construction project outweighs the benefits. Preserving the current interchange avoids unnecessary disruption, maintains the familiar traffic patterns we have adapted to, and minimizes the impact on our community. For residents of Calle Los Cerros, who have seen the evolution of our local infrastructure, keeping the interchange as it is provides stability and continuity in our daily lives.

By infringing upon more properties would that cause the closure of any businesses?

DDI

DDI is my pick

DDI is my preferred design

DDI looks like a nightmare, especially for this part of town!

Do not build the DDI

Either spend the \$40M and do the DDI, or do nothing. The MDI is a waste of time and money.

How are we incorporating non vehicle dependent improvements to this area throughout all of this? transportation is not only vehicle centric...foot traffic at Baseline due to both the mall and lower economic residential nearby indicate we need investments that get PEOPLE moving in ways that are not always car focused. How will we use our tax payer dollars to meet Sustainable Development Goals?

I am a very strong supporter of the DDI solution - It should be implemented wherever feasible as it dramatically decreases T-Bone accidents caused by left turns onto on ramps on a flashing yellow light.

<b>Provide any additional comments below:</b>
I am not happy that this can has been kicked down the road so long that it now is dependent on the voter initiative this fall. MAG transportation committee should be ashamed that they have ruled by squeaky wheel and louder voices instead of following the Spine recommendations.
I commute to 24th street and university every weekday. When there are issues or closures on the 10 baseline traffic is a nightmare.
I don't think it appropriate to comment on any of this seeing that I do not live in Arizona. I follow ADOT to know what is going on and what routes to take when in Arizona in the winter. I think you have one of the best highways in the country. In Arizona it is just too congested.
I drive this daily and it's a nightmare. There are no viable southbound alternatives (coming from the west) other than 48th St but that's a slow and windy road. Something has to be done to meet the current and future needs of this area.
I drive through there every weekend from Phoenix
I feel this is the best solution but understand it is the most costly.
I hope that my vote counts.
I hope you would wait to make any changes until AFTER the Broadway curve project is finished. Too much concern about drivers; NO concern about residents!!!
I humbly suggest the diverging diamond because it makes the biggest improvement
I know this isn't applicable for this intersection specifically, but, as far as highway reconstruction goes, I feel as though a cloverleaf interchange would be so instrumental in many areas. When I am navigating the highways, I so often wish that there were cloverleaves - exits for N/S & E/W are clearly marked (and sometimes easier to visualize), taking the wrong exit is quickly remedied, traffic diversion for accidents can be re-routed pretty easily through the clover, and it provides an opportunity to appropriately slow prior to merging into oncoming traffic without much impact on the departing street. Please consider the cloverleaf interchange in future projects!
I like the partial modification the best.
I live in this area and drive through here at least twice a day, it's horrible, unsafe and I'm happy to see that there are potential solutions to improve this. Even though it would cause the most disruption and largest footprint, I fully support the Diverging Diamond Interchange. This is desperately needed. I will be sure to vote to approve the sales tax to help fund this and other projects.
I live in Tucson but travel through this intersection on both I-10 and east-west along Belone often. Improvements for capacity, mobility and safety are required.
I really like the Diverging Diamond Interchange. If this has been studied and proven to be the best solution I would prefer this even though construction will be a temporary inconvenience
I strongly prefer the DDI interchange as this would provide the best alternative to reducing the traffic congestion at this interchange
I strongly prefer the DDI to solve the current traffic issues. The MDI is just a bandaid and something has to be done.
I think in order to understand your questions, I would have had to have followed this project more closely to learn the terminology or watch a video. I say that as someone who works at Rio Salado and I can look right out the windows to see the amazing progress, but I cannot understand the questions.
I think the DDI alternative is the best choice here. Motorists will get used to it. In metro Detroit, Big Beaver Road at I-75 was converted to a DDI. It's a very busy intersection with tons of regional retail and commercial activity on both sides. Motorists got accustomed to it. Follow the signs and obey the signals and you won't have any problems.
I think the DDI is the best solution to accommodate current and future demands. Design strategies will hopefully mitigate impacts to local businesses. I believe the construction team needs to collect data and account for possible weaving traffic for the mall on the east side and resort on the west to ensure the safest design is created. However, any improvements to the current design would help alleviate existing traffic flow issues
I think the DDI makes the most sense to facilitate traffic thru this busy intersection.
I think we need to spend the money now and not prolong what needs to happen! Clean up that area for good. Don't bandaid.

Provide any additional comments below:
<p>I think you are too 'close' to the project -- the visuals provided aren't good. They don't illustrate very well the difference in each proposal OR what each proposal actually does! Frankly those little thin black lines are hardly visible! Not clear what was being illustrated!</p> <p>What was needed were those animated graphics that are sent out by ADOT when a portion of I-10 or the 60 is being closed. Those illustrate very well for the average person the traffic flow in simplistic, easy to follow visuals. I would have liked to see that type of visual for each option, in order to understand the differences in traffic flow. I think you guys need a technical writer and a professional graphics illustrator on your team!!</p> <p>Also: the presentation should have emphasized more the cost and time requirements for each alternative. Those are definitely factors in project selection!</p>
<p>I travel from Ray and the 10 to Broadway and Priest for work. I exit the 10 at Baseline because the old Curve was dangerous and the new commuter roads are backed up to Warner and the 10. It used to take me 22 minutes to get to work, now with the new curve it takes me 45. You needed to leave the exit lane from Elliot going west to the curve there so you could get on the 10 and ride that to the Baseline exit. Now you have to merge and that creates a backup. It doesn't look like the Broadway exit off the 10 is open yet, but the commuter roads are so backed up, it isn't worth it to use them. I sure hope this gets better as it has been a long time getting here and now traffic seems even worse than before.</p>
I travel through this intersection often. Traffic delays need to be fixed.
I vote for the DDI alternative!
I would like to continue to receive the roadway updates please :)
I would like to know the names of the incompetent individuals at ADOT who are suggesting the divergent diamond plan.
I'd vote for No Build or MDI, in that order.
I'm a fan of full DDI's, so I would love to see it implemented here
I'm glad the options are being studied.
I'm hopeful that with these options, there may be a way to reduce the number of people who run the redlights and also those who get backed up on Baseline after exiting (westbound).
If this is approved for either the MDI or DDI, please wait until all the Broadway Curve construction is finished and give us a few months of normal traffic before starting.
If you have to make any changes to the Baseline road interchange, the change should be the least costly, with the least impact to neighboring businesses.
in process
Leave as is! I've lived in this area 24 years. The Broadway curve area changes are enough to deal with.
May take time for people to learn how to use the new traffic patterns and cause people to make illegal/dangerous left hand turns because they missed the turn lane.
My family lives within 1 mile of this intersection, and based on daily interaction with other drivers and cyclists in this area I can say without hesitation that the proposed DDI design is a horrible idea that will make things much worse rather than making things better.
My wife and I live less than 1/2 a mile from here (and have for 15 years) and at least one if not both of us drive through it on a nearly daily basis. If you do not eliminate the crossing left turns at this intersection, you will not be solving the problem. The DDI is the only option to increase the traffic capacity of this intersection in a meaningful way. Any other option will be a waste of time and money and will be looked at for re-construction again after 5 years or less.
Need to encourage Fry's Foods to move from 48th to the old Fry's Electronics building, and opening up the path through the parking lot at Fry's Electronics to the Fry's Fuel, especially important if the left turns at Wendler is closed
Need to think long-term and expand to accommodate bicyclists and pedestrians too. And possibly, tram/train lines. Can't make it all car-based.
No further - Have moved from this area but still use the on ramps frequently.
none
Not only talking about the potential construction in this area. There are so much freeway construction in the valley, which is annoying when driving around over the weekend and daily commute...

<b>Provide any additional comments below:</b>
Nothing
Of the 3 proposals given, what design is going to be the best LONG TERM design for future predictions for traffic growth? We can't think now, we have to think 20 years from now. What's viable in the future?
Please consider moving forward with the DDI alternative. More and more housing is being built in the South Mountain area and the traffic is only going to get worse. Please help address this so we aren't stuck in so much traffic every day.
Please go ahead and construct the DDI alternative! It would look fascinating and help with the traffic flow.
Please go with the DDI
Please provide an approach that includes the Town of Guadalupe and the fact this strip of commercial development along the south side of Baseline is their life blood in terms of sale tax revenue. This is totally and completely ignored by the alternative presented. ADOT and others need to approach this project with a focus on equity and the historic harm that I-10 did to the Town of Guadalupe when it was placed at its current location in the 1960s +/- . It destroyed a lot of the Town. What would be a possible to account for this past harm would be to provide a right in and right-out access off the northbound I-10 to Baseline off-ramp which would provide a backdoor access into the Town's commercial development (off the I-10 ramp prior to its intersection with Baseline and on the south side of Baseline) which would help make this area an economic engine for the Town of Guadalupe. Instead, the alternatives proposed do not consider this. This really needs to be reconsidered prior to this project being progressed.
Please, let's finish this project sometime soon. I've lived here 32 years and this interchange has never worked.
Prefer MDI or DDI. There is too much congestion trying to enter or exit the I10 at Baseline Rd. It is unsafe. It would be better to disrupt the businesses/ land at the four corners of the intersection. The congestion will only get worse and an alternative should be done sooner than later.
Prefer the DDI option
Pro DDI, with the caveat that the median islands and the pedestrian island should be well landscaped. This adds walking distance, so the longer path needs to be more appealing than trying to dash across the ramps. Also, unclear from the plan as to how the design addresses bike users.
Since, this project is unfunded it could be done in phases with the low budget MDI constructed now and monitored/evaluated with the new Broadway Curve improvements. This option would give some relief to EB Baseline to EB I-10 traffic immediately!
So glad something is being done about this area. This is easily one of the most congested areas I visit regularly. I typically avoid it at all costs due to traffic.
Solutions to the problem which would eliminate the Wendler issue: Reopen the old entrance to the former Fry's electronics and provide a dedicated lane that gives access to BK, Fry's gas station, Denny's, etc. Then neither the MDI or the DDI would cause a major headache.
Tempe has installed far too many traffic lights in that short stretch of Baseline Road, which causes daily traffic backups. As I'm writing this, at 8:30PM on Thursday, Google maps shows that there's a slow down between the Arizona Grand and Calle los Cerros traffic lights!
Thanks for taking input
The concrete barrier on the north side of the 60 at Priest is propelling a lot more noise and vehicle exhaust fumes into the Tempe South Mountain Community and into Knoell Garden Villas. I previously emailed ADOT about this issue and received no response.
The DDI sounds like the best long term solution for our area, despite the short-term impact of construction and the cost
The diverging diamond working at Happy Valley ! Please use!
The lack of three-level options offered, such as is being considered for I-17 and Indian School, is short-sighted. The QOS at this interchange is already bad and will continue to worsen, and the volume of traffic suggests the need for additional grade separation. Given the former Fry's Electronics property is not in use, the project should consider re-aligning Wendler and Pointe Parkway to a common intersection.



<b>Provide any additional comments below:</b>
The regional improvements are real improvements. The collector/distributor roads around the I-10 and Baseline/Broadway Curve are great - when people figure them out. Baseline improvements are needed and I trust ADOT to coordinate the same great solutions.
The traffic is only going to get worse as usage along Baseline increases. We should choose the DDI or else we will find ourselves redesigning the area almost immediately after doing anything less.
There are a ton of people who work on Wendler just north of Baseline, which is a major cause for the traffic issue. There is only one way in and out of the area. If you could combine the DDI or MDI alternatives with an additional way for us to enter/exit the area, it would make a significant difference.
There has been so much construction in the area with the I10 work.
This area is expanding and more cars are using it there's a necessity for new and improved roadways
This interchange area NEEDS a solution. I looked at the maps provided with the alternatives suggested and then had to search online to view videos of how the DDI actually works. Providing a link to one of the DDIs that ADOT has already completed in Arizona would probably be helpful.
This interchange sees massive amounts of traffic compared to some interchanges in the state that have DDI, this part of the valley needs this as well. Think about all the holiday traffic around this area around the discount mall. This is also the exit most of us who live on the north side of South Mountain take everyday.
Traffic on Baseline is bad. Going east to then go south on I-10 is horrible during peak traffic. So much development with housing in the area has made this road a nightmare with so many cars. I would like to see some lights eliminated. a constant traffic flow option like the diamond interchange would be helpful I think.
We all know the DDI would be best for service, but because of the size of the intersection, and associated cost, I would not be surprised or unhappy if the MDI was selected as the final decision.
We need more bike and transit options, safer options
We need the solution with the least disruption to our fragile community.
We should be working on improving mass transit, biking and pedestrian usage for roads. Widening roads and making roads faster will only create more deaths and injuries for all users. I do not support designs that will make life more dangerous.
We support the DDI as the best solution
What is future potential for light rail extension from Central Ave along Baseline to Priest and looping into line in Tempe or Mesa?
What the neighborhood thinks is very important
Whatever gets done, do NOT close I-10 to do the work. Why is this not being done the same time as the Broadway Curve project?
Whatever option is chosen, PLEASE make the exit ramps from the I-10 a No Right Turn area. It's incredibly unsafe. And putting up a couple of signs isn't that expensive or hard.
Whatever solution is selected the whole traffic light sequencing needs to be revamped to take into account the busiest times of day.
What accommodations are going to be made for pedestrians and cyclists?
Whatever traffic studies were conducted obviously were not done after 5PM M-F or during any Holiday. WB10 backs up to Guadalupe Rd. in the right 2 lanes exiting baseline or trying to get to the 60 and no design shown helps that at all.
Would ultimately like the DDI option , as it attempts to solve all problems
Yes I like the new design
You don't have enough right-of-way along either side of the freeway -- that's the real problem which you don't seem to address. It's claustrophobic and the sightlines are really horrible. You'd almost be better off starting over and creating a massive roundabout under the freeway -- or making all of the ramps right turn only and then putting in U-turn features at Arizona Grand and at Priest

## **Public Meeting Zoom Webinar Q&A Questions and Comments**

#	Question	Answer
1	What do you mean by "Diamond Interchange"?	The existing I-10/Baseline Road Interchange is a Diamond Interchange. It is the most commonly used interchange type for freeway connections to local roads. The ramps generally take the shape of a diamond.
2	Why not add EB Baseline double right turn lanes to EB I-10 to the DDI alternative?	The DDI alternative considers double right turn lanes to eastbound I-10.
3	what is the apples-apples 1) no build vehicle capacity, 2) the MDI vehicle capacity, 3) the DDI vehicle capacity	Based on the anticipated traffic volumes, in the no-build alternative, all of the intersections in the study area will be oversaturated and operating at a failing level of service. The two build alternatives are anticipated to provide improved level of service to key movements through the study corridor through 2050.
4	what are you doing to accomodate the employees on Wendler that want to access the freeway? how will you prevent those drivers from using Calle los Cerros and the adjacent neighborhood as a big turnaround?	Employees at businesses on Wendler will have u-turn access at Arizona Grand Parkway.
5	Does the soon to be constructed Western Canal pedestrian bridge over I-10 impact this study, since it may help cyclists and pedestrians at this crossing?	The multiuse bridge currently under construction as part of the Interstate 10 Broadway Curve Improvement Project will not impact this study.
6	If Prop 479 passes, the MAG RSTIIP allocates \$26,090,000 to the I-10 Baseline TI. If the MDI is selected, can construction begin as soon as design is approved? If the DDI is selected, how will the difference in funding be provided?	Right now, we have funding for the final design but we don't have construction funding yet. This will be contingent on Prop 479. If the preferred build alternative is selected, whether MDI or DDI, there is time to make funds available.
7	Have the businesses and property owner who will be affected by the build alternatives have been contacted? Have they provided any feedback?	We had a previous public meeting, and now that we have shared these two alternatives with the public, we will do focused outreach to contact businesses in the area. We are also more than happy to answer any questions those businesses may have.
8	As a representative of the Arizona Grand Resort, which owns and operates Aunt Chiladas, we have serious concerns about how our access and parking may change and how these improvements will affect what we consider the "front door" to our property. How can we gather more information regarding the construction options, specifically more detailed designs?	Project team members would be happy to have another meeting with you to discuss the alternatives in more detail.
9	can you clarify funding again? is there dedicated funding?	Right now, we have funding for the final design but we don't have construction funding yet. This will be contingent on Prop 479.
10	I'm the general manager of Christie's tempe and I have concerns about losing parking when I lose the property. my concern is that I won't be able to have enough parking for my occupancy. what would we do if we go below the necessary parking required?	The project team is currently evaluating two alternatives with different impacts to your property. We are gathering public input to assist with selecting an alternative. The specific impacts will depend on which alternative is selected. If you would like to request a meeting, please contact Gael Luna at <a href="mailto:gluna2@azdot.gov">gluna2@azdot.gov</a> or 480.604.4785.
11	Will businesses with direct access from Baseline in this corridor be able to remain viable with either of the build options?	The main benefit of the project is to improve traffic flow through Baseline and the corridor. It will be a vast improvement over the no build.
12	I am sure it will vary depending on the modification choice, how will construction affect the already congested traffic...especially on the heels of the Broadway Curve construction that has been going on for a couple of years	By the time this project's construction starts, the Broadway Curve Project will be completed. During the construction of Baseline Road, the roadway will remain open to traffic. The construction of the I-10 ramps will require closures. The access to existing businesses will be maintained along Baseline Road during all phases of construction.
13	Calle Los Cerros is the main way in and out of the Tempe South Mountain Community. It appears that both alternatives will impact people, and first responders from turning East from Calle Los Cerros. How will you make it easier for people to enter or leave from/ on Baseline.	Both alternatives maintain the existing intersection at Baseline Road and Calle los Cerros.
14	MDI - Doesn't make any improvements to flow going onto Northbound I-10? DDI - Does it eliminate a traffic light at I-10?	The MDI does improve the flow for WB/NB I-10. It provides more storage for left turns and removes the queuing of the right turns, to improve the overall flow of I-10 operations. The DDI does not eliminate the light, but it reduces the back up going through the interchange.

#	Question	Answer
15	what happens if your right of way take causes the Guadalupe business properties to no longer be functional? either from lack of parking or too small of a site?	Specific right-of-way needs will be identified during final design, and the right-of-way acquisition process would then begin. Right-of-way acquisitions follow ADOT's Right-of-Way Procedures Manual which can be found on ADOT's webpage. Once the right-of-way plans are reviewed and approved by ADOT, the property owner will be contacted to set up a time for an appraisal of the property. Once a just compensation offer has been approved by ADOT, a written offer to purchase will be presented to the owner, along with the project plans, title report, purchase agreement, and other required documents for the owner to complete a thorough review. The owner can then accept the State's offer or make a counter offer either requesting a new appraisal or changes to other terms in the agreement.
16	Is there a u-turn on westbound traffic at AZ Grand and Baseline?	Yes. Westbound traffic on Baseline Road will have u-turn access at Arizona Grand Parkway.
17	Is all traffic still at ground level with the DDI, or are there ramps so one direction rises over another direction of traffic?	The DDI ramps will be similar to the way ramps are built now, and will not add additional levels to the interchange.
18	Thank you. We look forward to setting up a meeting.	We're glad you could join us tonight.
19	How does the WB I-10 exit 3 lane left turn operate when WB Baseline is flowing? Is it signalized or is a yield. I do not know of any other 3 lane lefts in town that are in a yield condition. Happy Valley has a similar DDI but the left turns are signalized that seems to defete the purpose.	The three left turn lanes are signalized. They do not conflict with movements on Baseline Road.
20	Have you considered shutting down access to AZ Mills from baseline and having all access from Priest. It would reduce accidents.	Closing Baseline Road driveways at Arizona Mills Mall was considered, but after coordination with our project partners and stakeholders in the city of Tempe and town of Guadalupe, closing Baseline Road driveways at Arizona Mills Mall is no longer being considered.
21	We already have lost a lot of local businesses in the area since COVID... Which PLAN, does the area lose the least amount of businessess?	The DDI alternative will require more right-of-way acquisition than the MDI alternative. The MDI alternative will have less impact on local businesses.
22	why did the reroute of Wendler change?	As part of the DCR phase, we go through more traffic analysis and alternative evaluation. Based on traffic counts of drivers making left turns onto Wendler and left turns out of Wendler, the numbers did not warrant a signalized intersection.
23	In 2018 the Spine showed a possible Frontage Rd from Wendler thru the parking lot at the former Frys elec parking lot? Can zoning work there? Otherwise Wendler is useful to A lot of neighbors , worker, employees, patrons.	The number of vehicles per hour that are using this intersection at Baseline Road and Wendler Drive at peak time is low and does not warrant a traffic signal at that intersection or rerouting Wendler Drive.
24	Would you please explain how these plans accommodate pedestrians and bicycles? Will bus pullouts be maintained/provided?	Both build alternatives will widen the sidewalks to 8' on in each direction of Baseline Road within the project limits and correct all driveways, traffic signals and sidewalk ramps that are not currently ADA/MUTCD/PROWAG compliant within the project limits. Bicycle lanes are not included in either build alternative, but bicycles can be accommodated better with 8' wide sidewalks. We will be maintaining transit access and bus stops.
25	do both the MDI and DDI show decicated bike and ped facilities along baseline? Is transit access/bus impacted?	Both build alternatives will widen the sidewalks to 8' on in each direction of Baseline Road within the project limits and correct all driveways, traffic signals and sidewalk ramps that are not currently ADA/MUTCD/PROWAG compliant within the project limits. Bicycle lanes are not included in either build alternative, but bicycles can be accommodated better with 8' wide sidewalks. We will be maintaining transit access and bus stops.
26	If the WB three lane exit is signalized, isn't this the same as the proposed diamond?	In both alternatives, the ramps are signalized. In the DDI alternative, there are fewer phases as part of the signal operations.
27	It's important to look at the potential business/employee capacity on Wendler- counts are low NOW, maybe not in 5-10 yrs	ADOT uses traffic modeling developed by the Maricopa Association of Governments (MAG), which uses existing and future land uses, employment and population growth to estimate traffic volumes. The study includes a traffic analysis documenting the existing and projected future no-build traffic delay and compares it to the future delay for each of the proposed alternative improvements.



#	Question	Answer
28	Wendler access is very important to me. I am used to heading east on Baseline from 48th street and turning left onto Wendler. A passage through the former Fry's Electronics parking lot would really help.	Thank you for your comment. It will be noted in the meeting summary and shared with the project team.
29	does the mdi allow for widening of the sidewalks to meet Ada standards?	Both build alternatives will widen the sidewalks to 8' on in each direction of Baseline Road within the project limits and correct all driveways, traffic signals and sidewalk ramps that are not currently ADA/MUTCD/PROWAG compliant within the project limits.
30	is the reason for the traffic counts being down on Wender, because the Frys buidling not being occupied?	Frys has its own access on Baseline Road. It did not have much of an impact on the traffic counts on Wendler Drive.
31	How much more efficient (is that measure as cars per minute) is the DDI vs MDI	The DDI alternative provides a little more efficiency than the MDI alternative.
32	The DDI appears to only have two left turn lanes exiting I-10 to go east on Baseline. Isn't there three left turn lanes currently? That's a heavy movement to the mall. Will two lanes handle the volume?	We believe a two-lane left turn from westbound I-10 to eastbound Baseline Road is appropriate with the efficiencies gained from the signal phasing with the DDI alternative.
33	Is there an animation of how these changes would look, to get a better visual?	No, unfortunately at the current stage we do not have a visual. When a preferred alternative is selected, an animation will be created.
34	We fought to Not allow BurgerKing ad Frys fuel until ADOT fixed the interchanges. Now you want me to go west on Baseline, to 48th, north to Southern, east to priest and back to baseline for my burger, gas?	There is an opportunity for drivers to make a u-turn at Baseline Road.
35	When this is finished, do the engineers designing these plans assume responsibility if problems arise after the fact?	There is a significant amount of design, engineering, and evaluation that goes into the selection process. The study team is responsible for following state and federal design guidelines.
36	can you summarize construction start and finish dates?	This project is currently not funded for construction. For the MDI, construction will take approximately one year. Construction of the DDI is estimated to take approximately one and a half years.
37	I agree with the last person. U-turns, even with a signal, cause extra danger and delay.	U-turns will be made at signalized intersections, so the risk of a crash is similar to a left-turning vehicle, but merely increases the distance traveled by a few feet.
38	Will you be able to make right turns on reds due to the u turns?	Right turns on red will be prohibited where u-turns are permitted.
39	why has construction not been funded?	MAG programs projects based on funding availability. Funding for construction will be coming out of Prop 479 if it is approved this November.
40	Is it true that these proposed changes are to make this section of Baseline much safer for drivers. I understand that the I10/Baseline intersestion is one of the most dangerous in the valley? Is this true?	The current conditions at the I-10/Baseline Road traffic interchange includes a high number of crashes. With the proposed alternatives, this is anticipated to improve substantially.
41	if you can get across t	Thank you for your comment. It will be noted in the meeting summary and shared with the project team.
42	why did the funding not be included in earlier budgets? the Spine listed it as one of the most congested and one of the highest priorities.	The MAG Regional Council accepted the I-10/I-17 "Spine" Corridor Master Plan study in May 2017. Concurrent with that approval, specific priorities from that study were identified for funding through the region's Freeway Life Cycle Program, which is tied to a ½ cent dedicated transportation sales tax approved by Maricopa County voters in 2004 known as Proposition 400. That tax is set to expire in December 2025. Funding was identified based on a number of different considerations, including existing programmed improvements, assessment of system impacts, project development status, and right of way/utility limitations. While improvements to the I-10/Baseline Road interchange were identified as part of the Spine study, they along with other identified Spine improvements were not funded as part of the current program.
43	it will be pretty difficult to get to left/uturn lane across all those lanes of traffic	Thank you for your comment. It will be noted in the meeting summary and shared with the study team.