I-10/KOLI ROAD TRAFFIC INTERCHANGE STUDY ALTERNATIVES AND SCOPING MEETINGS SUMMARY



Prepared by: HDR Engineering, Inc. 20 E. Thomas Road Suite 2500 Phoenix, AZ 85012

In cooperation with:

Arizona Department of Transportation Gila River Indian Community Bureau of Indian Affairs Maricopa Association of Governments

> **Public Comment Period:** October 1 – November 8, 2024



ADOT Tracs No. F0701 01L Federal Aid No. 888-A(219)S

Table of Contents

INTRODUCTION	3
Title VI Accommodations	
PUBLIC REVIEW AND COMMENT	3
COMMUNITY AND PUBLIC MEETINGS	4
Community and Public Meetings Notification	5
Community and Public Meetings Format	7
Community and Public Meetings Materials	
Public Comments and Responses	

APPENDICES

Appendix A: Public Meeting Notifications	12
Appendix B: Public Meeting Materials	25
Appendix C: Public Comments	62



Introduction

The Arizona Department of Transportation (ADOT), as the lead agency and project sponsor, in collaboration with the Gila River Indian Community (Community), the Bureau of Indian Affairs (BIA), the Federal Highway Administration (FHWA) and the Maricopa Association of Governments (MAG), has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) for the proposed Interstate 10/Koli Road Traffic Interchange (TI).

The proposed I-10/Koli Road TI would be located on I-10 between the existing Wild Horse Pass Boulevard and State Route 347/Queen Creek Road traffic interchanges.

The Study Area for the proposed TI extends approximately 0.5 mile east of I-10, 1.2 mile north of milepost 163.5, and 1.5 mile south of milepost 163.5. To the west, the Study Area extends farther out—from 0.5 to 1.7 mile west of I-10—to encompass the existing Maricopa Road, where the Koli Road Extension would tie into.

Title VI Accommodations

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

Public Review and Comment

Beginning Oct. 1, 2024, the public was able to provide comments on the proposed I-10/Koli Road TI mentioned above. Throughout the public review and comment period (Oct. 1 to Nov. 8, 2024), comments were accepted in the following ways:

- **Public Meetings:** Attendees had the opportunity to provide written/verbal comments at the in-person Scoping and Alternatives Community Meeting on October 1, 2024, on the Gila River Indian Community, and the virtual Scoping and Alternatives Public Meeting on October 8, 2024.
- Study website: Online through a comment form www.azdot.gov/koliroad
- Email: koliroad@azdot.gov
- Phone: (855) 712-8530
- Mail: I-10/Koli Road Traffic Interchange Study Office

6515 South Rural Road, Suite 107

Tempe, AZ 85283

Community and Public Meetings

The public meetings were a significant component of the public involvement and comment process to gather comments on the I-10/Koli Road TI Study and to provide information about the ongoing I-10 Wild Horse Pass Corridor Project, which is comprised of four separate projects.¹ The public meeting dates, times, locations and attendance are listed in Table 1.

Date	Time	Location	Attendance
Tuesday, Oct. 1, 2024	5:30 – 7:30 p.m.	Gila River Indian Community District 5 Multipurpose Building 3456 W Casa Blanca Road Bapchule, AZ 85121 (Note: this meeting was only advertised to residents on the Gila River Indian Community)	8
Tuesday, Oct. 8, 2024	5:30 – 7 p.m.	Virtual Meeting held via the Zoom Platform	50

¹ The proposed I-10/Koli Road Traffic Interchange project is located within the I-10/ Wildhorse Pass Corridor project area.



Community and Public Meetings Notification

Newspaper Advertisements

The Public Involvement (PI) team prepared and arranged for the publication of print advertisements that described the proposed I-10/Koli Road TI Study, provided information about how to submit comments and invited the public to attend the meetings.

ADOT placed an advertisement in the Gila River Indian News promoting both the Oct. 1 Community meeting and the Oct. 8 virtual meeting. All other ads that were placed in publications reaching the public only advertised the Oct. 8 virtual public meeting.

The advertisements were placed in the following publications:

- *Gila River Indian News* Flyer Insert English Print (published and distributed Sept. 19, 2024)
- Chandler Republic English print (published Sept 25, 2024)
- *Ahwatukee Foothills News* English print (published Sept. 25, 2024)

Copies of print advertisements can be found in Appendix A, *Public Meeting Notifications*.

Flyer and Poster Distribution

The PI team designed and printed 150 flyers and 25 posters



promoting both the Oct. 1 Community meeting and the Oct. 8 virtual meeting. The flyers and posters were delivered to the Gila River Indian Community Government Office and District Offices during the week of Sept. 9 for distribution to Community members and for display on Community bulletin boards.

Copies of the flyers/posters can be found in Appendix A, Public Meeting Notifications.

News Release and GovDelivery

Information on the proposed I-10/Koli Road TI Study, how to provide comments and an invitation to attend the Oct. 8 virtual public meeting was distributed by ADOT via a GovDelivery email notice and by a MAG news release via email.

ADOT sent notifications of the virtual meeting through GovDelivery on Oct. 2 and Oct. 8.

- The Oct. 2 notification was sent to 162,013 emails
- The Oct. 8 notification was sent to 173,313 emails

The MAG news release was distributed to local media outlets on Sept. 19, and posted on the MAG website.

Copies of the news release and GovDelivery emails are included in Appendix A, Public Meeting Notifications.

Social Media

Information about the in-person Oct. 1 Community meeting and the Oct. 8 virtual public meeting was shared on Gila River Indian Community Facebook and Instagram accounts and ADOT Facebook and X accounts.

Posts were shared on the following dates:

- Gila River Indian Community Facebook: Sept. 19, Sept. 24, Oct. 4
- Gila River Indian Community Instagram: Oct. 4
- ADOT Facebook (Virtual Public Meeting Only): Oct. 1, Oct. 7
- ADOT X (Virtual Public Meeting Only): Oct. 4, Oct. 7, Oct. 8

Information about materials shared at the meetings and how to submit comments during the study period was shared on ADOT Facebook and X accounts. Posts were shared on the following dates:

- ADOT Facebook: Oct. 15, Nov. 5
- ADOT X: Nov. 4

Gila River Indian Community posted information about the meetings and the flyer on the Community's website.

Copies of the social media posts can be found in Appendix A, Public Meeting Notifications.

Digital Media

Gila River Indian Community posted information about the meetings and the flyer on the Community's website.

All information regarding the proposed I-10/Koli Road TI Study was posted online through the ADOT website at www.azdot.gov/koliroad, including public meeting materials; information about the date, time and location of the Oct. 8 virtual public meeting; and information about the alternatives and how to provide feedback during the comment period.

All materials shown at the public meetings were posted on the website in English and Spanish and are listed below:

- Virtual Meeting Presentation Video
- Virtual Meeting Presentation Slides
- Fact Sheet
- Display Boards

Copies of the public meeting materials are included in Appendix B, Public Meeting Materials.



Please join us for a virtual public meeting on Tuesday, Oct. 8, 2024, to learn about and share comments on the proposed Interstate 10 traffic interchange at approximately Koli Road between

The meeting will start at 5:30 p.m. and will include a formal presentation. Participants will also have an opportunity to ask questions of the ADOT study team and offer comments.

Arizona Department of Transportation

Wild Horse Pass Boulevard and Queen Creek Road/SR 347.

October 7 · @

•••



Community and Public Meetings Format

In-Person Community Meeting Format

The in-person Community meeting was held on Oct. 1, 2024, at the Gila River Indian Community District 5 Multipurpose Building. The purpose of the Community meeting was to provide an overview of I-10/ Koli Road TI need, purpose and alternatives, and accept public comments. In addition, an update was provided regarding the I-10 Wild Horse Pass Corridor projects. The in-person meeting was advertised to the Community through various methods described in the previous section. The meeting was held from 5:30 – 7:30 p.m. in the gym and followed the format in Table 2.

Table 2. In-Person Community Meeting Agenda

5:30 - 6:00 p.m. Doors Open/Open House
6:00 - 6:45 p.m. Formal Presentation
6:45 - 7:30 p.m. Question & Answer Session/Open House





Directional signs were placed at the facility entrance on Casa Blanca Road, and in the parking lot to direct Community members to the building and gym.

A welcome table was available for Community meeting attendees, which provided the following:

- Sign in at the door (optional and not required for attendance)
- I-10/Koli Road TI Study Fact Sheet in English and Spanish
- I-10 Wild Horse Pass Corridor Fact Sheet in English and Spanish
- Instructions on how to provide comments
- Optional self-identification cards and website link for people to fill out
- Title VI signs and brochures



The Community meeting was a combination of a formal presentation and an open house. It was held in the gym with all materials and boards in one large room.

As attendees entered the gym they were greeted near the entrance at the welcome table. They were given the option to sign in and complete the voluntary self-identification survey. The I-10/Koli Road TI Study fact sheet and the I-10 Wild Horse Pass Corridor fact sheet were available. The I-10/Koli Road TI Study fact sheet included information about how to submit comments for the study.

Attendees were encouraged to view display boards placed along the west wall of the gym. Study team members were available to answer questions one-on-one.

The Community meeting and formal presentation was moderated by Joanna Bradley, ADOT Assistant Communications Director/Major Projects, and Marcy McMacken, ADOT Community Outreach Project Manager/Public Information Officer. Trent Kelso, ADOT I-10 Corridor Manager provided and overview of the I-10 Wild Horse Pass Corridor Projects. Carmelo Acevedo, P.E, J.D., ADOT Major Projects and Alternative Delivery, provided information about the I-10/Koli Road TI Study, the purpose and need, and the alternatives.

During the formal presentation, attendees viewed a PowerPoint presentation that expanded on the information available on the fact sheets and project boards. Following the formal presentation, participants were able to ask questions during the Question-and-Answer portion of the meeting.

Comment forms were available so that attendees could submit written comments.

Spanish and O'odham interpreters were provided at the Community meeting.



Virtual Public Meeting Format

The virtual public meeting was held on Oct. 8, 2024, via the Zoom platform. The purpose of the virtual meeting was to provide an overview of I-10/Koli Road TI need, purpose and alternatives, and to accept public comments. In addition, an update was provided regarding the I-10 Wild Horse Pass Corridor Projects. The virtual meeting was advertised to the public through various methods described in the previous section. The meeting was held from 5:30 – 7 p.m. and followed the format in Table 3.

Table 3. Virtual Public Meeting Agenda

5:30 – 6:15 p.m.	Formal Presentation
6:15 – 7:00 p.m.	Question & Answer Session

The following materials were available on the I-10/Koli Road TI Study Website for review:

- I-10/Koli Road TI Study Fact Sheet in English and Spanish
- I-10/Koli Road TI Study Display Boards in English and Spanish

As attendees logged onto the virtual meeting, they saw the link to the voluntary ADOT self-identification survey in English and Spanish.

The virtual meeting and formal presentation was moderated by Joanna Bradley, ADOT Assistant Communications Director/Major Projects. Trent Kelso, ADOT I-10 Corridor Manager provided and overview of the I-10 Wild Horse Pass Corridor Projects. Carmelo Acevedo, P.E, J.D., ADOT Major Projects and Alternative Delivery, provided information about the I-10/Koli Road TI Study, the purpose and need, and the alternatives.

The presentation began with information in English and Spanish about how to ask questions and provide comments during the meeting, how to access the Spanish translation channel for the presentation, and how to view the materials posted on the study website.

During the formal virtual presentation, attendees viewed a PowerPoint presentation that expanded on the information available on the fact sheets and display boards. Following the formal presentation, participants were able to ask questions during the Question-and-Answer portion of the meeting by raising their virtual hands or submitting the question using the platform's Q&A chat feature. At the end of the formal presentation, participants were directed to the I-10/Koli Rd TI Study website for more information and to submit questions during the comment period.



Community and Public Meetings Materials

A variety of materials were made available at the Community meeting and on the I-10/Koli Road TI Study website.

These materials include:

- Comment forms (English and Spanish)
- Title VI/Civil Rights information and self-identification cards (English and Spanish)
- I-10/Koli Road TI Study Fact Sheet (English and Spanish)
- I-10 Wild Horse Pass Corridor Project Fact Sheet (English and Spanish)
- Display boards (English with Spanish translation available)

Display Boards

Display boards at the Community meeting and virtual public meeting were titled as follows:

- Welcome
- ADOT's Nondiscrimination Notice to the Public
- Provide Your Comments
- Study Area Map
- Study Schedule and Funding
- No Build Alternative
- Alternative A: Diamond Interchange
- Alternative B: Diverging Diamond Interchange
- Alternative A and Alternative B Comparison Graphic
- What is NEPA?
- Purpose and Need (two boards)
- Alternatives Evaluation Matrix Summary Engineering
- Alternatives Evaluation Matrix Summary Cost and Right of Way
- Alternatives Evaluation Matrix Summary Environmental
- Alternatives to connect with proposed I-10/Koli Road Traffic Interchange

A copy of the display boards can be found in Appendix B, Public Meeting Materials.

Fact Sheet

An I-10/Koli Road TI Study Fact Sheet was created that provided an overview of the study area and information about how to submit a comment. The fact sheet was in English and Spanish and was given to Community meeting attendees and posted on the study website.

A copy of the fact sheet is included in Appendix B, Public Meeting Materials.

Formal Presentation

A formal presentation was given to attendees at both public meetings, followed by an open Question and Answer session. The presentation can be found in Appendix B, *Public Meeting Materials*.





Public Comments and Responses

All comments received during the formal comment period were reviewed for the specific issues or recommendations raised by commenters.

- A total of 129 comments were received by Nov. 8, 2024, the last day of the comment period, through the following methods:
- Eleven (11) comments were received through email
- One hundred and fifteen (115) comments were submitted through the online comment form
- Three (3) written comments were received at the in-person and virtual meetings

Some of the common themes for each question of the comment form are listed below:

Proximity to Wild Horse Pass Blvd TI and Queen Creek Road/SR 347 TI

-Concerns about need for three TI close together

- -Concerns about traffic flow through the area
- Improvements to SR 347 between I-10 and Maricopa

-Concerns that I-10/Koli Road TI will have no impact or negative impact on SR 347 safety and capacity -Concerns that funding for I-10 Koli/Road TI will take funding from SR 347 improvements

• Firebird Motorsports Park

-Concerns that the I-10/Koli Road TI will impact the facility and its future

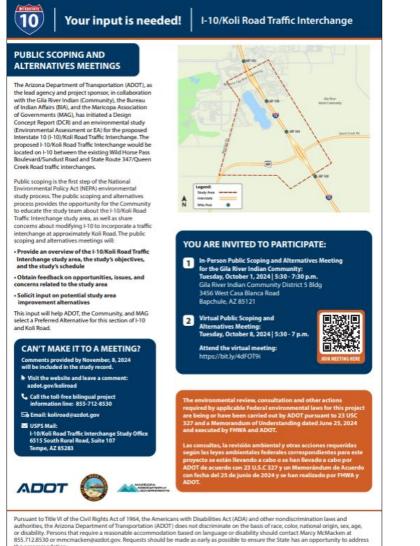
- Traffic Interchange Alternative Preference
 - -No consensus on a preferred alternative

The public comments and responses are included in Appendix C, Public Comments.



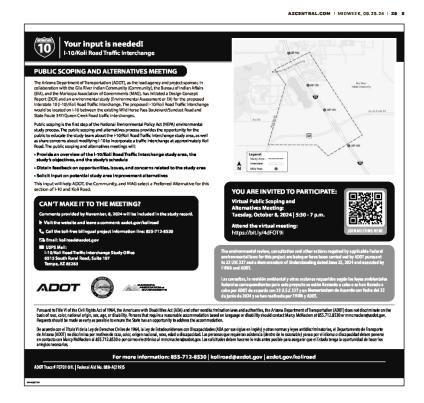
Appendix A Public Meeting Notifications

Gila River Indian News Flyer Insert

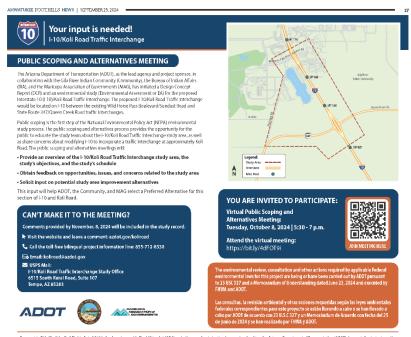


the accommodation. De acuerdo con el Titulo VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponesse en contacto con Marcy McMacken al 855.7125500 o por corne o electrónico al mmcmackengazdot you. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Chandler Republic



Ahwatukee Foothills News



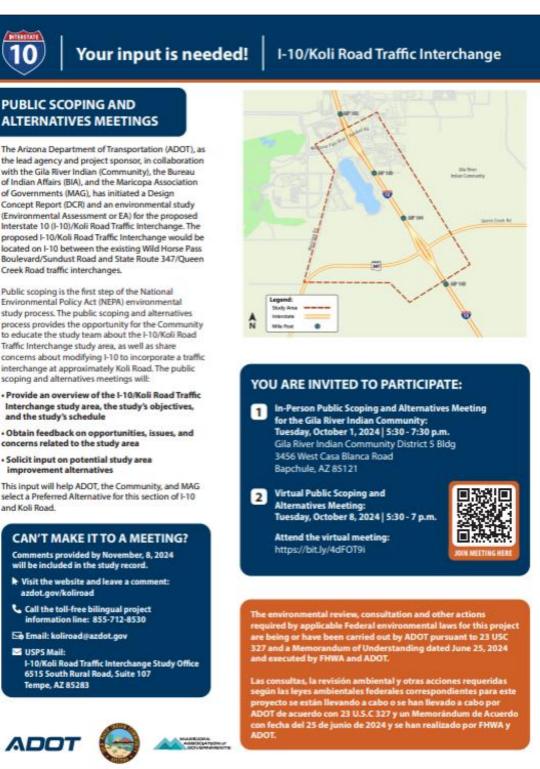
Pursuant to Tille VI of the Ciril Bights Act of 1964, the Americans with Bisabilities Act (AIA) and other nondiscrimination laws and authorities, the Arrona Department of Transportation (ADDI) does not discriminate on the basis of ace, oldr, national ongo, yee, age or disability. Fersons that require a second-basis commodiation based on language or disability should contact Marry Midakem at 855.772.8530 or microackengaadot.gov. Requests should be made is enably passible to enable the accommodiation based and and the accommodiation and accommodiation and accommodiation and accommodiation and accommodiation accommodiation and accommodiation accommodiating accommodiation accommodiation ac

De averdio en el Tiulo VI de la tey de Derechos Ciniles de 1964. La tey de Estadounidenes con Discapasifades (ADA per sos tajos en inglés) y años normes y leys-antidiscriminationis, el Departamento de Transparie de Antimas (ADD) no doctimina por motivos de raza, outo, origion nadorad, acou que da docapasidad. La personas que requieran asistencia (deritor de lo nacambieles) y aso por el Homa o discapacidad deben portes en concartan con Karry Markonan (MS-17). Esta portes en concartan con markonan en concartan con Karry Markonan (MS-17). Esta documente de la barro a negres en concartan con Karry Markonan (MS-17). Esta documente de la barro a negres en concartan con Karry Markonan (MS-17). Esta documente de la barro a negres en concerte homa do las capacidad deben en sergica y esta documente documente con concartan con Karry Markonan (MS-17). Esta documente concartan con Karry Markonan (MS-17) esta documente concartan con Karry Markonan (MS-17). Esta documente concartan con Karry Markonan (MS-17) esta documente concartan con Karry Markonan (MS-17). Esta documente concartan con Karry Markonan (MS-17) esta documente concartan con Karry Markonan (MS-17). Esta documente concartan con Karry Markonan (MS-17) esta documente concartan (MS-18) esta documente concartan (MS-18) esta documente concartan (MS-18) esta documente concartante conc

For more information: 855-712-8530 | koliroad@azdot.gov | azdot.gov/koliroad

ADOT Tracs # F0701 01L | Federal Aid No. 888-A(219)5

Flyer/Poster



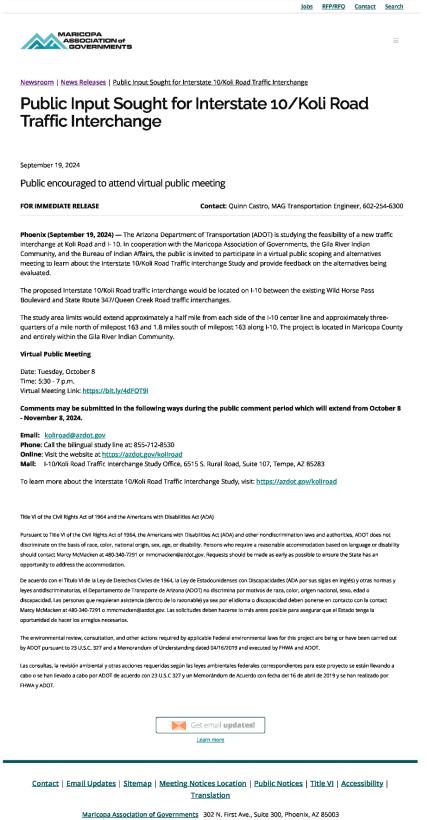
Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Marcy McMacken at 855.712.8530 or mmcmacken@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 Marcy McMacken al 855.712.8530 o por correo electrónico al mmcmacken@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

ADOT GovDelivery Email



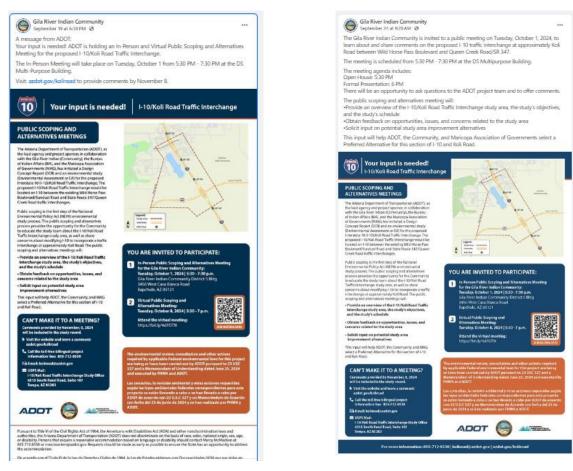
See wind of ROT any lastering formation and their Writer Prace, 20 MRP 40700781 government



602-254-6300 | mag@azmag.gov

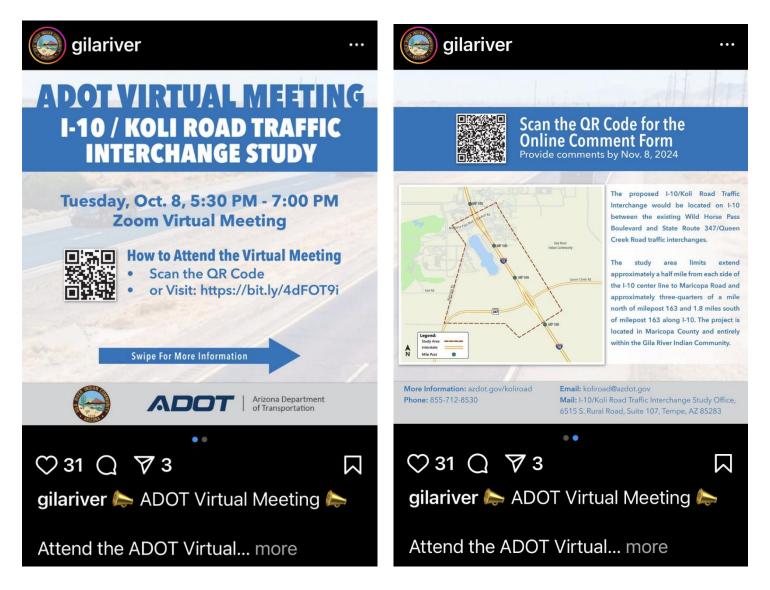
Digital/Social Media

Gila River Indian Community Facebook: Sept. 19, Sept. 24, Oct. 1



bout and share comments on the propos lorse Pass Boulevard and Oueen Creek Ri	sed I-10 traffic interchange at Koli Road between Wild
	7:30 PM at the D5 Multipurpose Building.
he meeting agenda includes:	
pen House: 5:30 PM	
ormal Presentation: 6 PM	
	ons to the ADOT project team and to offer comments. , and Maricopa Association of Governments select a
referred Alternative for this section of I-1	
Your input is needed!	
I-10/Koli Road Traffic Intercha	nge
PUBLIC SCOPING AND	
ALTERNATIVES MEETINGS	antin attin
The Arizona Department of Transportation (AOOT), as the lead agency and project sponsor, in collaboration	
with the Gila River Indian (Community), the Bureau of Indian Affairs (BIA), and the Maricopa Association	and an and an and an and an and an and an an and an
of Governments (MAG), has initiated a Design	
Concept Report (DCR) and an environmental study (Environmental Assessment or EA) for the proposed	
Interstate 10 (I-10)/Koli Road Traffic Interchange. The proposed I-10/Koli Road Traffic Interchange would be	
located on I-10 between the existing Wild Horse Pass Boulevard/Sundust Road and State Route 347/Queen	A Sector
Creek Road traffic interchanges.	N mine
Public scoping is the first step of the National	
Environmental Policy Act (NEPA) environmental study process. The public scoping and alternatives	YOU ARE INVITED TO PARTICIPATE:
process provides the opportunity for the Community to educate the study team about the I-10-Koll Road	In Person Public Scoping and Alternatives Meeting
Traffic Interchange study area, as well as share concerns about modifying I-10 to incorporate a traffic	for the Gila River Indian Community:
interchange at approximately Koll Road. The public scoping and alternatives meetings will:	Tuesday, October 1, 2024 5:30 - 7:30 p.m. Gila River Indian Community District 5 Bldg
Provide an overview of the I-10/Koli Road Traffic	3456 West Casa Blanca Road Bapchule: AZ 85121
Interchange study area, the study's objectives, and the study's schedule	
Obtain feedback on opportunities, issues, and	2 Virtual Public Sceping and Alternatives Meeting:
concerns related to the study area	Tuesday, October 8, 2024 5:30 - 7 p.m.
 Solicit input on potential study area improvement alternatives 	Attend the virtual meeting:
This input will help ADOT, the Community, and MAG	
select a Preferred Alternative for this section of I-10 and Koll Road.	
CAN'T MAKE IT TO A MEETING?	The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being or have been carried out by AROT summant to 21 USC 327 and a Memorandium of Understanding dated June 25, 2024 and executed by
Comments provided by November, 8, 2024	Memorandum of Understanding dated June 25, 2924 and executed by FHWA and ADOT.
will be included in the study record.	A CONTRACTOR AND A CONTRACTOR
azdot.gov/koliroad	Las consultas, la revisión ambiental y otras acciones requendas según las leyos ambientales federades correspontânentes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerde con 23 U.S.C 327 y en Memoriandum de Acuerdo con fecta del 23 de
Information line: 855-712-8530	se están llevado a cabo o se han llevado a cabo por ADDT de scuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 25 de junio de 2024 y se han realizado por HWA y ADDT.
Ein Einalli kolinoadipazdot.gov 🔤 USPS Mall:	
1-10/Koll Road Traffic Interchange Study Office 6515 South Rural Road, Suite 107 Tempe, AZ 05283	лоот 🙆 🛲.
	-

Gila River Indian Community Instagram: Oct. 4





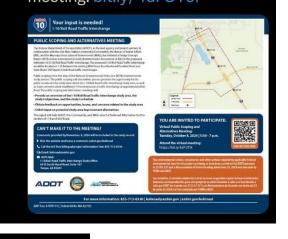
ADDT Trace & FCDD 1 011 | Heaters Teld No. 888, & 27505

ADOT X: Oct. 4, Oct. 7, Oct. 8

Arizona DOT 🕸 @A... · 10/4/24 … *VIRTUAL PUBLIC MEETING* Join us for a virtual public meeting on Tuesday, Oct. 8, 2024, to learn about the proposed I-10 traffic interchange at approx. Koli Road between Wild Horse Pass Boulevard and Queen Creek Road/SR 347. Attend the virtual meeting: bit.ly/4dFOT9i

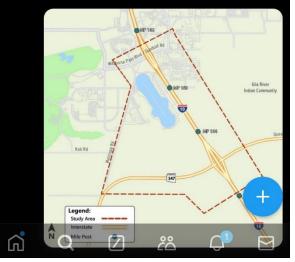
Your input is needed! I-10/Koli Road Traffic Interchange	
PUBLIC SCOPING AND ALTERNATIVES MEETING	The second secon
The Adons Department of Transportation-BOOT[], as the lead agency and project pornes, in obtained with the Gal-Been India Commandy Community, the Baness of India Alfrein Billy, and the Baness polarization of Comments (MGA). Its initiated Dating Concept Bignet (CD) and an environmental traft (Internettiat Ansainment et Alf-In the proposed Instruct DD 31 (DBA) and Sing Tale and Sing Concept and Tale Academa. The Internettiate Dating Concept and Tale Academa. The Internettiate Data (DBA) and Tale Sing Baness and Tale Academa. The Internettian Data (Sing Concept, Sing Concept, Sin	
Public scoping is the first step of the National Environmental Publicy Act 2007R environmental study process. The public scoping and aberrative process provides the opportunity for the public tendencies the study raws analysis of the 1000R Rest 2007R environmental as share concerns about modifying). 10 is incorporate a staffic interchange at approximately Kali Bout. The public scoping and aberratives meeting with	
 Provide an overview of the I-10/Koli Road Traffic Interchange study area, the study's objectives, and the study's schedule 	Lagend
Obtain feedback on opportunities, issues, and concerns related to the study area	A mean
Solicit inset on potential study area improvement alternatives	
This input will help ADOT, the Community, and MAG select a Preferred Alternative for this section of $i\!+\!10$ and Koll Road.	YOU ARE INVITED TO PARTICIPATE:
CAN'T MAKE IT TO THE MEETING?	Virtual Public Scoping and
Comments provided by November, 8, 2024 will be included in the study record.	Alternatives Meeting: Tuesday, October 8, 2024 5:30 - 7 p.m.
b Thut the website and leave a comment addat.ov/kollecad	II CONTRACTOR
Call the toil free bilingual project information line: \$55-712-8530	Attend the virtual meeting: https://bit.ly/4dF0T9i
Sa trust kolivoatiazdot.ov	https://dit.yvede/Urse
S USPS Mail	
5-10/Koli Read Traffic Interchange Study Office 6515 South Rural Road, Suite 107	The environmental services, consultations and other actions required by applicable federal environmental laws for this project are being or have been carried out by ADDT pursuant.
Temps, A2 85283	to 23 USC 327 and a Memorandum of Enderstanding dated June 25, 2024 and executed by FWWA and ADDS
	Las consultas. la revisión ambiental y etras accisent recurridas senán las leses ambientales
	Case constructs, so revenues antisentra y retro accosen requirings organization organization federalaris convergeneitientes para este properto se están llavando a cabo e se han llavado a cabo per ABOT de accasarla con 21 U.S.C. 327 y un Alterno anticum de Aceando con fielha del 25 de junio de 2024 y un lavar realizado per FMMR xADOT.
For more information: 855-712-8530	koliroad@azdot.gov azdot.gov/koliroad
ADDT Teach # EQ201-COL Lifedenial Aid No. 888-4/22915	

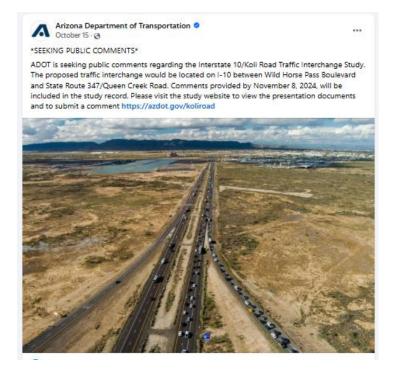
Arizona DOT @ @A....10/7/24 ··· *VIRTUAL PUBLIC MEETING* Join us for a virtual public meeting on Tuesday, Oct. 8, 2024, to learn about the proposed I-10 traffic interchange at approx. Koli Road between Wild Horse Pass Boulevard and Queen Creek Road/SR 347. Attend the virtual meeting: bit.ly/4dFOT9i



The proposed interchange would be located on I-10 between Wild Horse Pass Blvd and SR 347/ Queen Creek Road.

MORE: azdot.gov/koliroad



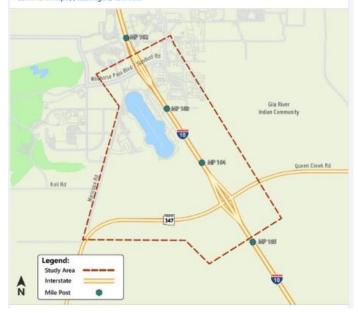


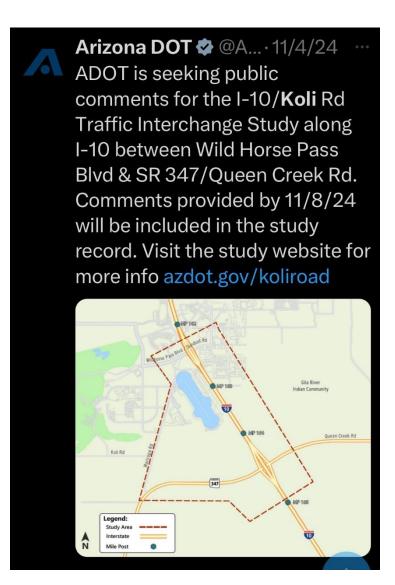
Arizona Department of Transportation
Arizona Department of Transportation

SEEKING PUBLIC COMMENTS BY NOV. 8

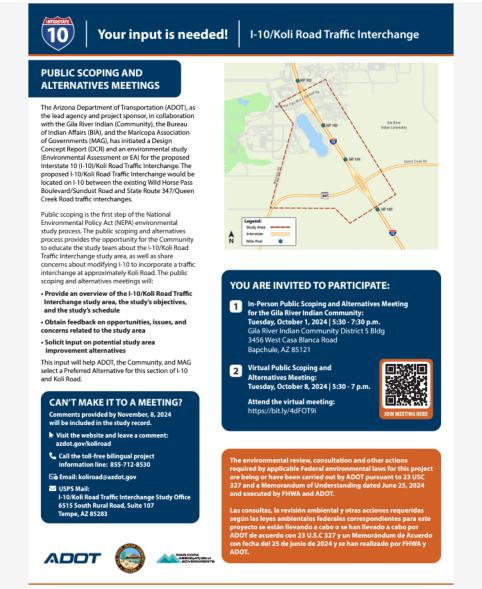
ADOT is seeking public comment for the Interstate 10/Koli Road Traffic Interchange Study. The proposed traffic interchange would be located on I-10 between Wild Horse Pass Boulevard and State Route 347/Queen Creek Road. Comments provided by Nov. 8, 2024, will be included in the study record. Please visit the study website to view the presentation documents and to submit a comment https://azdot.gov/koliroad

...



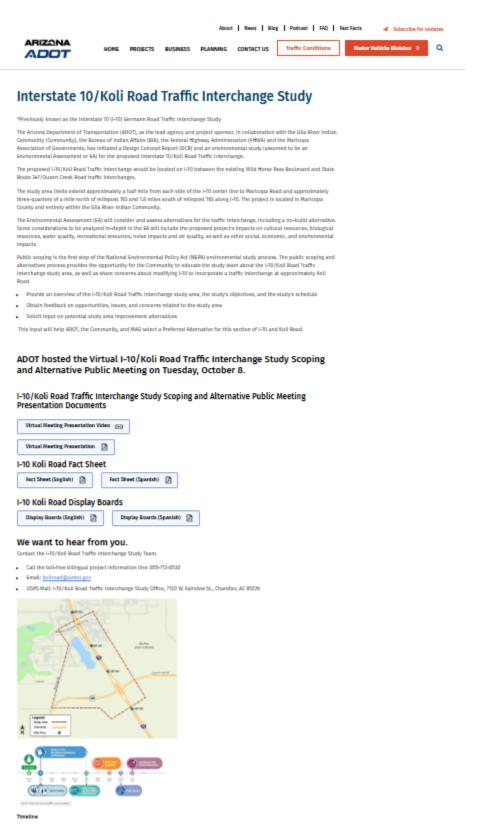


mygilariver.c... / I-10KoliRdGRI...t2024Meeting ~



Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and

ADOT I-10/Koli Road Traffic Interchange Study Website

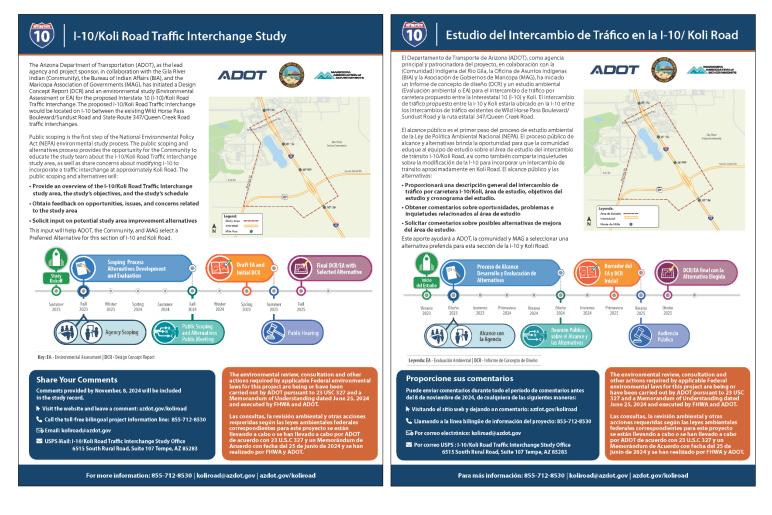


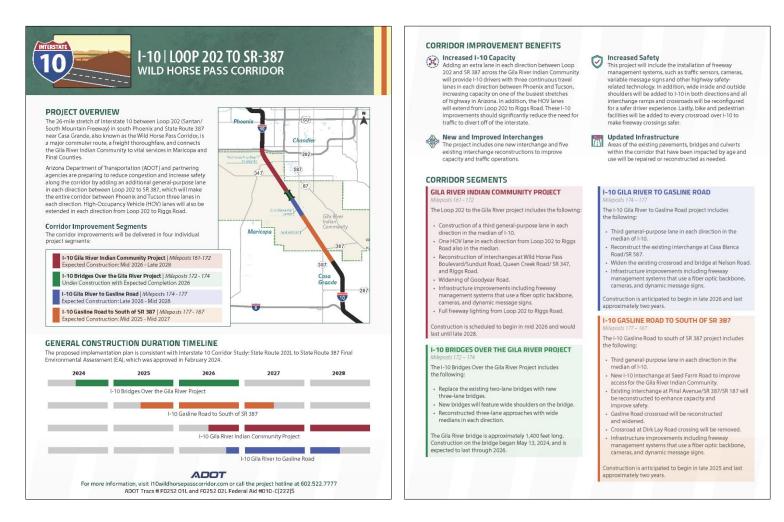
Appendix B Public Meeting Materials

Comment Form

U I-10/Koli Road Traffic Interchange Study Scoping and Alternatives Community Meeting October 2024	I-10/Koli Road Traffic Interchange Study Formulario de comentario de la Comunidad Octubre de 2024
Public comments are an important part of this study and will be reviewed by the study team. Comments returned by November 8, 2024 will be included in the study record. Please comment in the space provided below. Print clearly.	Los comentarios públicos son una parte importante de este estudio y serán revisados por el equipo del estudio. Los comentarios devueltos antes del 8 de noviembre de 2024 se incluirán en el registro del estudio. Por favor comente en el espacio provisto a continuación. Imprima claramente.
Contact Information (optional) Name: Address: Phone:	Información de contacto (opcional) Nombre: Dirección: Teléfono: Correo electrónico:
Email Address: Thank you for your participation. Send in comments or completed form by mail by November 8, 2024 to: Change to I-10/Koli Road Traffic Interchange Study Office 6515 South Rural Road, Suite 107 Tempe, AZ 85283 Submit comments by: € 855.712.8530 > koliroad@azdot.gov & azdot.gov/koliroad	Gracias por su participación. Envíe sus comentarios o complete el formulario por correo antes del 8 de noviembre de 2024 a: Change to I-10/Koli Road Traffic Interchange Study Office 6515 South Rural Road, Suite 107 Tempe, AZ 85283 Envíe sus comentarios al: € 855.712.8530 > koliroad@azdot.gov & azdot.gov/koliroad
Completion of this form is completely voluntary and helps the project team keep an accurate record of comments. Under state law, any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.	Completar este formulario es totalmente voluntario y ayuda al equipo a cargo del proyecto a mantener un registro preciso de todos los comentarios. Según la ley estatal, cualquier tipo de información identificatoria provista pasará a ser de dominio público y, como tal, se podrá divulgar a cualquier persona que la solicite. ADOT Iracs # F0701 01L Federal Aid No. 888-A(219)S octubre de 2024

I-10/Koli Road Fact Sheet

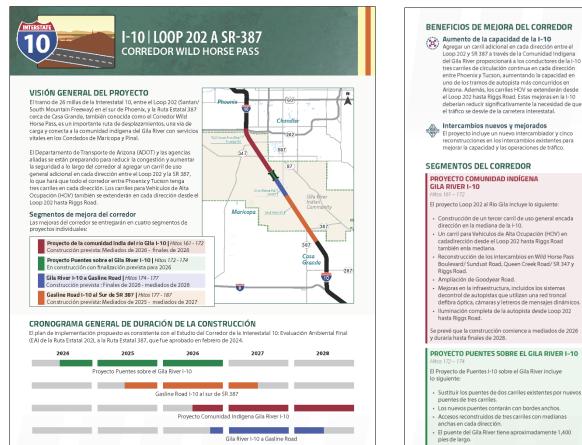




I-10 Wild Horse Pass Corridor Fact Sheet

ADOT

Para obtener más información, visite i10wildhorsepasscorridor.com o llame a la linea directa del proyecto al 602.522.7777 ADOT Tracs # F0252 O1L y F0252 O2L Ayuda Federal #010-C(222)5



La construcción del puente comenzó el 13 de mayo de 2024 y se espera que dure hasta 2026.

Mayor seguridad \bigcirc

Este proyecto incluirá la instalación de sistemas de control de autopistas, como sensores de tráfico, cámaras, señales de mensaje variable y otras tecnologías relacionadas a la seguridad vial. Además, se agregarán bordes interiores y exteriores anchos a la I-10 en ambas direcciones, y todas las rampas de intercambio y cruces aneccontes, y todas los taringas de intercamiolo y circles se reconfigurarán para una experiencia más segura para el conductor. Por último, se agregarán instalaciones para bicicletas y peatones a cada cruce de la I-10 para que los cruces de la autopista sean más seguros.

/A\

Infraestructura actualizada Se repararán o reconstruirán las áreas de pavimentos, puentes y alcantarillas existentes dentro del corredor que se han visto afectados por el tiempo y el uso, según sea necesario.

GILA RIVER I-10 A GASLINE ROAD

yecto Gila River I-10 a Gasline Road incluye

- Construcción de un tercer carril de uso general en cada dirección en la mediana de la I-10. · Reconstrucción del intercambiador existente en Casa
- Blanca Road/SR 587 Ampliación del cruce y el puente existentes en Nelson Road.
- Mejoras en la infraestructura, incluidos los sistemas de control de autopistas que utilizan una red troncal de fibra óptica, cámaras y letreros de mensajes dinámicos.

Se prevé que la construcción comience a finales de 2026 y

ure aproximadamente dos años.

GASLINE ROAD I-10 AL SUR DE SR 387

El proyecto de Gasline Road I-10 al sur de SR 387 incluye lo siguiente:

- · Construcción de un tercer carril de uso general en cada dirección en la mediana de la I-10
- Nuevo intercambiador de la 1-10 en Seed Farm Road para mejorar el acceso de la Comunidad Indígena del Gila River. Reconstrucción del intercambiador existente en Pinal
- Avenue/SR 387/SR 187 para mejorar la capacidad y la seguridad.
- Se reconstruirá y ampliará el cruce de Gasline Road.
- Se eliminará el cruce en el paso de Dirk Lay Road.
- Mejoras en la infraestructura, incluidos los sistemas de control de autopistas que utilizan una red troncal de fibra óptica, cámaras y letreros de mensajes dinámicos.

Se prevé que la construcción comience a finales de 2025 y dure aproximadamente dos años.





Estudio de la Intersección de Tráfico en la I-10/Koli Road

Bienvenidos

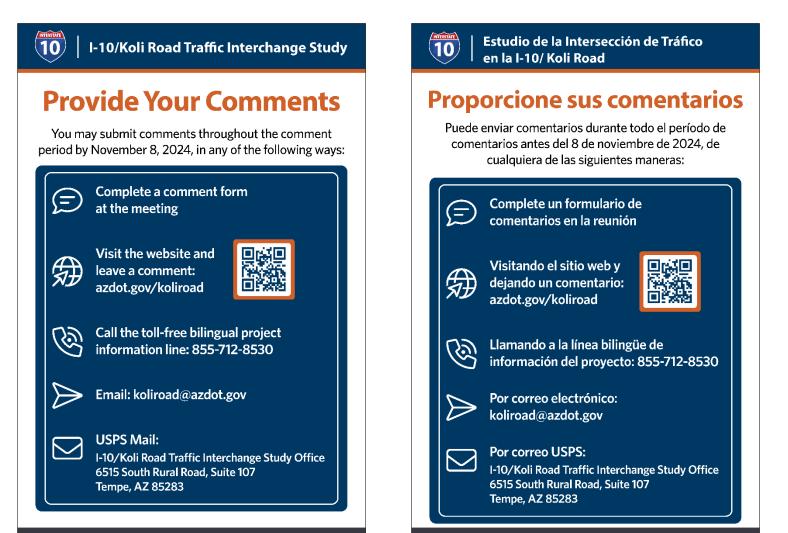
Estudio de la Intersección de Tráfico en la I-10 / Koli Road Reunión sobre el Alcance y las Alternativas

Please sign in at the welcome table. Please see a staff member if you need Spanish or O'odham interpretation assistance.

Consulte a un miembro del personal si necesita asistencia de interpretación en español o en O'odham









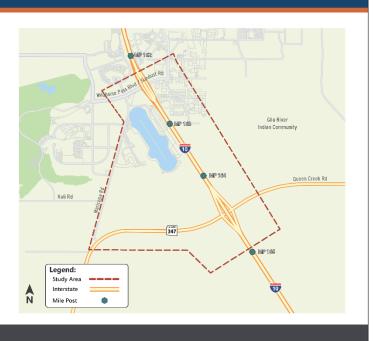
I-10/Koli Road Traffic Interchange Study

Study Area

The proposed I-10/Koli Road Traffic Interchange would be located on I-10 between the existing Wild Horse Pass Boulevard and State Route 347/Queen Creek Road traffic interchanges.

The study area stretches from just north of the Wild Horse Pass Boulevard traffic interchange to south of the Queen Creek Road/SR 347, and approximately a half mile to the east of I-10 and continues west to approximately Maricopa Road.

The study is in Maricopa County and entirely within the Gila River Indian Community.



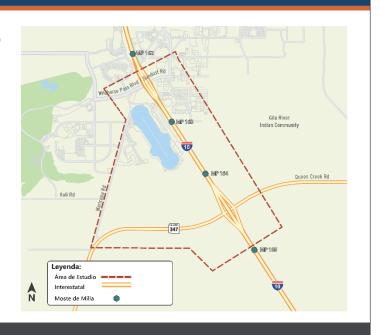
10

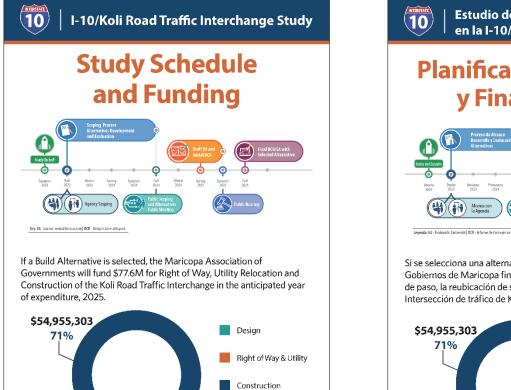
Estudio de la Intersección de Tráfico en la I-10/ Koli Road

Área de Estudio

La intersección vial de tráfico propuesta para la I-10/Koli Road se ubicaría en la I-10 entre el existente Wild Horse Pass Boulevard y las intersecciones de tráfico de la Ruta Estatal 347/Queen Creek Road. El área de estudio se extiende desde el norte de la Intersección de tráfico de Wild Horse Pass Boulevard al sur de Queen Creek Road/SR 347, y aproximadamente media milla al este de la I-10 y continua hacia el oeste hasta aproximadamente Maricopa Road.

El estudio está en el condado de Maricopa y enteramente dentro de la comunidad indígena del Gila River.





\$3,832,291

5%

\$18,851,419

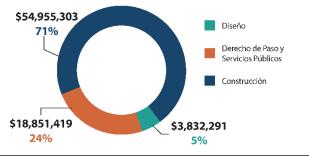
24%

Estudio de la Intersección de Tráfico en la I-10/ Koli Road

Planificación del Estudio y Financiamiento



Si se selecciona una alternativa de construcción, la Asociación de Gobiernos de Maricopa financiará \$77,6 millones para el derecho de paso, la reubicación de servicios públicos y la construcción de la Intersección de tráfico de Koli Road en el año previsto de gastos, 2025.





No Build Alternative

- 2050 baseline condition
- Only corridor maintenance
- No new access from I-10
- No connection between Koli Rd and I-10
- No-Build will be compared with the recommended build alternative that will be identified as part of this study

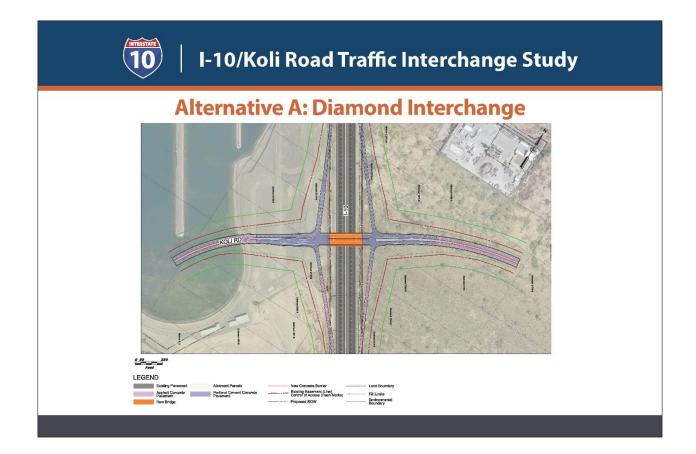


Estudio de la Intersección de Tráfico en la I-10/ Koli Road

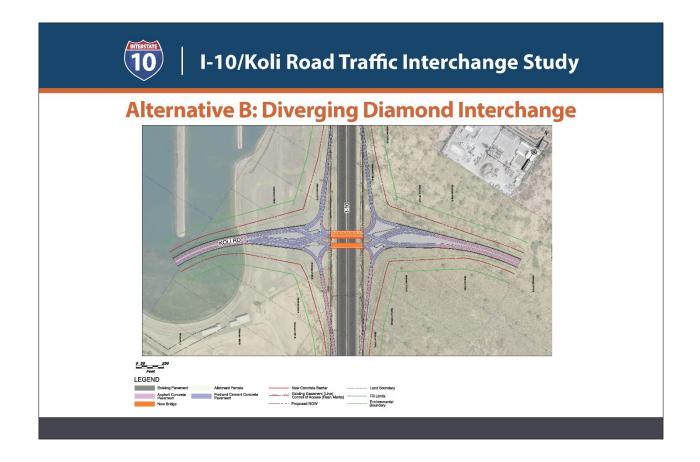
Alternativa: Cero Construcción

- Estado básico en 2050
- Sólo mantenimiento de pasillos
- No hay nuevos accesos desde la I-10
- No hay conexión entre Koli Rd y la I-10
- No-Build se comparará con la alternativa de construcción recomendada que será identificada como parte de este estudio

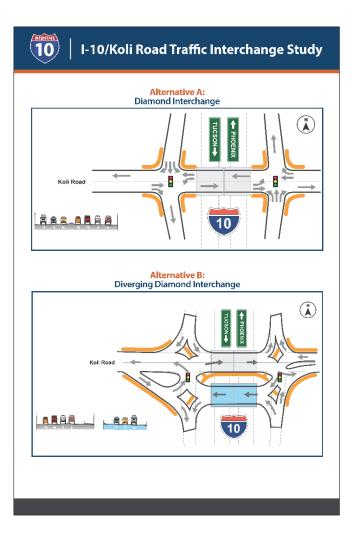


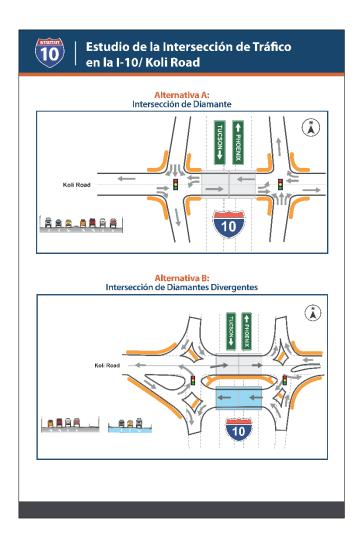












What is NEPA?

10

- The National Environmental Policy Act (NEPA) requires agencies to analyze, disclose, avoid, minimize, or mitigate adverse environmental impacts for projects with federal involvement.
- An Environmental Assessment (EA) is the NEPA-level document that is being prepared to evaluate potential impacts of the I-10/Koli Road Traffic Interchange Study.
- The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated June 25, 2024, and executed by FHWA and ADOT.

Estudio de la Intersección de Tráfico en la I-10/ Koli Road

¿Qué es NEPA?

- La Ley de Política Ambiental Nacional (NEPA) exige que las agencias analicen, divulguen, eviten, minimicen o mitiguen los impactos ambientales adversos para los proyectos con participación federal.
- Una Evaluación Ambiental (EA) es el documento a nivel NEPA que se ha elaborado para evaluar los impactos potenciales del Estudio I-10/Koli Road.
- La revisión ambiental, la consulta y otras acciones exigidas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido ejecutadas por ADOT en cumplimiento con 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 25 de junio de 2024 y ejecutado por la FHWA y ADOT.

Purpose and Need

In this growing area of the Community, access to and from I-10 is limited, leading to out-of-direction travel and inefficient travel times. Improved access would support planned growth.

The Wild Horse Pass area features **popular destinations**, including the Gila River Resorts and Casinos - Wild Horse Pass, Sheraton Grand at Wild Horse Pass resort, Premium Outlets shopping center, and Rawhide Western Town.

I-10 provides access to the Community at the north (Wild Horse Pass Blvd. TI) and south (SR 347/Queen Creek Rd. TI) limits of the study area. However, these TIs are not well-positioned to support future growth. The Community plans an extensive expansion of the local roadway network that includes the extension of Koli Road and the proposed I-10 Koli Road TI.



Estudio de la Intersección de Tráfico en la I-10/ Koli Road

Propósito y necesidad del proyecto



En esta zona en crecimiento de la Comunidad, el acceso a y desde la I-10 es limitado, lo que lleva a desvíos viajes y tiempos de viaje ineficientes. Mejorado el acceso apoyaría el crecimiento planificado.



El área de Wild Horse Pass actualmente cuenta con destinos populares, incluyendo Gila River Resorts and Casinos - Wild Horse Pass, el complejo Sheraton Grand at Wild Horse Pass, el centro comercial Premium Outlets y el lugar para eventos Rawhide Western Town.



La I-10 proporciona acceso a la Comunidad en los límites norte y sur del área de estudio. Sin embargo, estas intersecciones no están bien posicionadas para apoyar el crecimiento futuro. La Comunidad está planeando una amplia expansión de la red de carreteras locales que incluye la extensión de Koli Road y la intersección propuesta en Koli Road.



Purpose and Need

Need Based on Poor and Inefficient Access to Community Land

Current access to and from I-10 in this growing area of the Community is circuitous, resulting in inefficient travel times and out-of-direction travel. Improved access is needed to support planned growth.

Need based on Inadequate Emergency Vehicle Response Time

The Community Fire Department reported that it has experienced delayed response times during special events. A new Koli Road TI would provide an additional alternative route for first responders, allowing more flexibility when a special event in the Wild Horse Pass area causes backed-up traffic at the existing I-10 Tis at Wild Horse Pass Boulevard and SR 347/Queen Creek Road.

Need Based on Substantial Traffic Management Issues on I-10 during Incident

The closure durations for I-10 eastbound within the Koli Road TI study area placed it in the red category (poor) compared to other statewide corridors. When incidents on I-10 occur, traffic is diverted to the local roadway network. A new TI at Koli Road would provide an additional point along I-10 where drivers could be routed off the freeway, improving traffic management options.

Need Based on Substantial Population and Employment Growth

MAG projects that the visitor population will grow by over 500 percent by 2050. This is largely attributable to planned development west of I-10 and south of Wild Horse Pass Boulevard, in areas near the existing Gila River Resorts & Casinos – Wild Horse Pass, Sheraton Grand at Wild Horse Pass, and Wild Horse Pass and Wild Horse Pass, and Wild Horse Pass (Sheraton Grand at Wild Horse Pass).



Estudio de la Intersección de Tráfico en la I-10/ Koli Road

Propósito y necesidad del proyecto

Necesidad basada en el acceso deficiente e ineficiente a la tierra comunitaria

El acceso actual hacia y desde la I-10 en esta área en crecimiento de la comunidad es tortuoso, lo que resulta en tiempos de viaje ineficientes y viajes fuera de dirección. Se necesita un mejor acceso para apoyar el crecimiento planificado.

Necesidad basada en el tiempo inadecuado de respuesta de los vehículos de emergencia

El Departamento de Bomberos de la Comunidad informó que ha experimentado retrasos en tiempos de respuesta durante eventos especiales. Un nuevo Koli Road TI proporcionaría una ruta alternativa adicional para los socorristas, lo que permite más flexibilidad cuando un evento especial en el área de Wild Horse Pass provoca atascos en el I-10 TI existentes en Wild Horse Pass Boulevard y SR 347/Queen Creek Road.

Necesidad basada en problemas sustanciales de gestión del tráfico en la l-10 durante incidentes.

La duración del cierre de la I-10 en dirección este dentro del área de estudio de Koli Road TI lo colocó en la categoría roja (pobre) en comparación con otros corredores a nivel estatal. Cuando ocurren incidentes en la I-10, el tráfico se desvía a la red de carreteras local. Un nuevo TI en Koli Road proporcionaría un punto adicional a lo largo de la I-10 donde los conductores podrían desviarse fuera de la autopista, mejorando las opciones de gestión del tráfico.

Necesidad basada en el crecimiento sustancial de la población y el empleo.

MAG proyecta que la población de visitantes crecerá en más del 500 por ciento 2050. Esto se debe en gran medida al desarrollo planificado al oeste de la I-10 y al sur de Wild Horse Pass Boulevard, en áreas cercanas a los existentes Gila River Resorts & Casinos: Wild Horse Pass, Sheraton Grand en Wild Horse Pass y el parque de deportes de motor Wild Horse Pass.



ADOT's Nondiscrimination Notice to the Public

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Marcy McMacken at 855.712.8530 or mmcmacken@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 odiscapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con MarcyMcMacken al 855.712.8530 o por correo electrónico al mmcmacken@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estadotenga la oportunidad de hacer los arreglos necesarios.



Estudio de la Intersección de Tráfico en la I-10/ Koli Road

Aviso de No Discriminación al Público de ADOT

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Marcy McMacken at 855.712.8530 or mmcmacken@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 Marcy McMacken al 855.712.8530 o por correo electrónico al mmcmacken@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.



Alternatives Evaluation Matrix Summary Engineering ENGINEERING IMPACTS 50 ALTERNATIVES compatibility with adjacent raffic During Construction ions in 2050 tability / Mainte Design Factors and Cyclist Impacts Considerations ance / Main siders aline 10 Ο N/A N/A N/A N/A lo Build = Most desirable or least impact Interchange Configuration 0000000 \mathbf{O} Diverging Diamond Interchange (DDI) Average desirability or average iamond Interchange = Least desirable or most impact



Resumen de la Matriz de Evaluación de Alternativas Ingeniería

						IMPACTO	DS DE IN	GENIERÍ.	A				
	ALTERNATIVAS	Factores de diseño de carreteras	Consideraciones de drenaje	Operaciones de Tráfico en 2050	Seguridad	Compatibilidad con el uso del suelo adyacente	Constructividad / Mantenimiento del Tráfico durante la construcción	Consideraciones de servicos públicos	Mantenimiento / Mantenibilidad	Manejo de incidentes	Acceso para peatones y ciclistas	Impactos en la línea principal de la I-10	
Alternat	ivas de la intersección de Koli Road												
n de la ón	Cero Construcción	N/A	\bigcirc	\bullet		\bullet	\bigcirc	\bigcirc	\bigcirc	N/A	N/A	N/A	= Más deseable o menos impactos
Configuración de la Intersección	Intersección de Diamantes Divergentes (DDI)	\bigcirc		\bigcirc	\bigcirc	\bigcirc	lacksquare	lacksquare					= Deseabilidad promedio o impactos prom
Config	Intersección de Diamante	\bigcirc	\bigcirc	\bigcirc	\mathbf{O}	\bigcirc	\bigcirc	lacksquare	lacksquare	\bigcirc	\bigcirc	\mathbf{O}	= Menos deseable o más impactos



Alternatives Evaluation Matrix Summary Cost and Right of Way

			CO (Excluding right of v	IST vay and easements)	RIGHT OF WAY (TRIBAL LAND)		RIGHT OF WAY (ALLOTMENT LAND)
		ALTERNATIVES	besign and Construction Cost (Smillons)	udihy Cost (3rd Party) (\$millens)	New Long. ⁻ arn Freeway Essament (Acres)	Billboard Relocations	New Long lam Freeway Lesement (Acres)	Billboard Relocations
Koli R	ld Inter	change Alternatives						
	К1	No Build	\$0.0	\$0.0	Ď	0	n	0
Interchange Alternatives	K2	Diverging Diamond Interchange (DDI)	\$69.5	\$1.4	0.9	o	34.9 14 parcels would be required to provide new ROW for additional ADOT easement.	3
Ē	кз	Diamond Interchange	\$66.5	\$1.4	0.9	o	33.0 14 parcels would be required to provide new ROW for additional ADOT easement.	3



Estudio de la Intersección de Tráfico en la I-10/ Koli Road

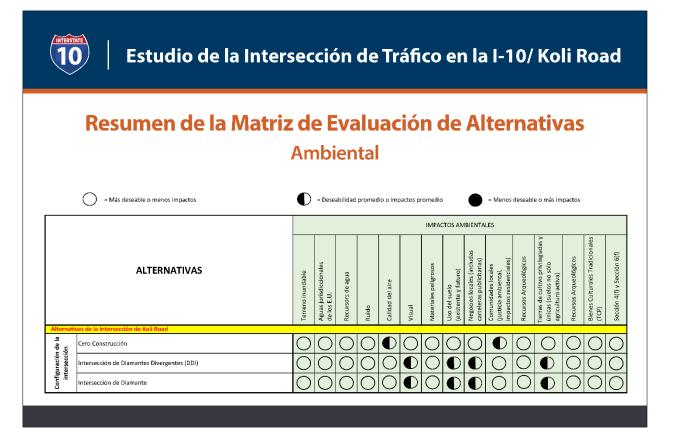
Resumen de la Matriz de Evaluación de Alternativas Costo y derecho de paso

				STO le paso y servidumbres)	DERECHO DE PASO (TIERRAS TRIBALES)		DERECHO DE PASO (TIERRAS DE ADJUDICAC	
		ALTERNATIVAS	Costo de diseño V construcción (millenes de S)	Costo de servetas públicos (millinees de S)	Nuera servidumbre de autopista a largo plazo (Acrea)	Reubicaciones de carteleras publicitarias	Nucios Servidumitre de autopisas a largo plazo (Acres)	Reubicaciones de carteleras publicitarias
Alte	rnativa	s de la intersección de Koli R	pad					
ción	К1	Cero Construcción	\$0.0	\$0.0	0	0	O	0
Alternativas de la Intersección	К2	Intersercián de Diamantes Divergentes (DDI)	\$69.5	\$1.4	0.9	0	34.9 Se requeririan 14 parcelas para proporcionar un nuevo Derecho de paso para la servidumbre ADOT adicional.	3
Alter	кз	Intersección de Diamantes	\$66.5	\$1.4	0.9	0	33.0 Se requerirían 14 parcelas para proporcionar un nuevo Derecho de paso para la servidumbre ADOT adicional.	3



Alternatives Evaluation Matrix Summary Environmental

	= Most desirable or least impacts		= Avera	age desir	ability o	average	e impact:	S			= Least d	esirable	or most	impacts		
								ENVIRO	NMENTA	L IMPAC	τs					
	ALTERNATIVES	Floodplain	Jurisdictional Waters of the U.S.	Water Resources	Noise	Air Quality	Visual	Hazardous Materials	Land Use (Existing and Future)	Local Businesses (including billboards)	Local Communities (environmental justice, residential impacts)	Biological Resources	Prime and Unique Farmlands (soils not just active farming)	Archaeological Resources	Traditional Cultural Properties (TCPs)	Section 4(f) and Section 6(f)
Koli Rd Inte	erchange Alternatives															
a io	No Build	O	$\left \mathbf{O} \right $	$\left \bigcirc \right $	O	\mathbf{U}	\bigcirc	O	\cup	\bigcirc		$\left O \right $	$\left O \right $	O	O	O
Interchange Configuration	Diverging Diamond Interchange (DDI)	O	Ó	Ó	Ó	Ó	\bullet	Ó	\bullet	\bullet	0	O	\mathbf{O}	O	O	O
Ēġ	Diamond Interchange	O	Ó	Ô	Ó	Ó	\bullet	Ó		\bullet	0	O		O	O	O
· · · ·		· · · ·	·												· · ·	-





Alternatives to connect with proposed I-10/Koli Road Traffic Interchange

lternative	Pros	Cons	
/est Alignment 01 Cost: \$21M)	Meet criteria to avoid the existing racetracks and is the lowest cost alternative.	Reduces compatibility to develop on the north side of alignment due to limited parcel sizes.	WE STOOP RD
Vest Alignment 02 Cost: \$27M)	Follows a parkway alignment through planned development.	Does not follow grid system and has possible unneeded curves, so if future development varies from the Master Plan, this alternative is not very adaptable.	
West Alignment 03 (Cost \$27M)	Follows and develops Koli Road alignment. Aides in future development allowing for building on the grid system.	Functions as a city arterial street and not as a parkway. Minor reduction in overall capacity.	
			TYPICAL SECTION 1 4-LANE + MULTI-USE PATH

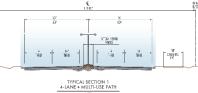


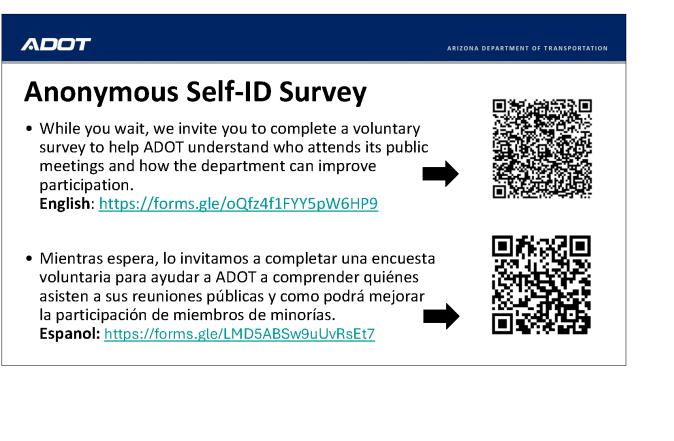
Estudio de la Intersección de Tráfico en la I-10/ Koli Road

Alternativas para conectar la intersección de tráfico propuesta de la I-10/Koli

Alternativas	Pros	Contras	
Alineación Oeste 01 (Costo: \$21M)	Cumplir con los criterios para evitar pistas de carreras existentes y es la alternativa de menor costo.	Reduce la compatibilidad para desarrollar en el lado norte de la alineación debido a tamaños de paquete límitados.	W S LOOP RD
Alineación Oeste 02 (Costo: \$27M)	Sigue una alineación de la avenida a través de desarrollo planificado.	No sigue el sistema de cuadrícula y tiene posibles curvas innecesarias, por lo que si el desarrollo futuro varía de el Plan Maestro, esta alternativa es No muy adaptable.	
Alineación Oeste 03 (Costo: \$27M)	Sigue y desarrolla la alineación de la carretera Koli. Ayuda con el futuro desarrollo que permite construir sobre el sistema de red.	Funciona como arteria arterial de la ciudad.y no como una avenida. Menor reducción de la capacidad total.	
			TYPICAL SECTION 1 4-LANE + MULTI-USE PAT NTS









Welcome to the I-10/Koli Road Traffic Interchange Study Scoping and Alternatives Public Meeting

- All participants have been muted to avoid background noise.
- This meeting is being recorded.
- Technical difficulties? Call Zoom at 888.799.9666
- Following the meeting presentation, we will take questions and comments.
- To turn on closed captioning select that option from the menu



ADOT

ARIZONA	DEPARTMENT	OF	TRANSPORTATION

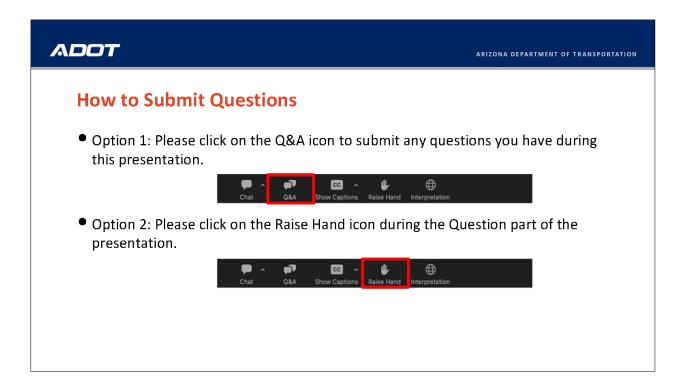
Spanish Language Access Instructions Open "Interpretation" Menu | Abre el menú "interpretación". On a desktop or laptop On an iPad On an iPhone En un iPad En un iPhone En una computadora o una computadora portátil Press the three dots on Press the three dots the upper right corner (More) on the lower right Hover at the bottom of the screen to see to access the menu and corner to access the the toolbar and click on the Interpretation select Language menu icon toolbar. Interpretation. Ponga el cursor en la parte de abajo de la Presione los tres pantalla para ver la barra de herramientas puntos del menú arriba Presione los tres puntos y haga clic en el ícono que dice a la derecha y del menú "More' "Interpretation". seleccione "Language abajo a la derecha. Interpretation". Select your preferred language. | Seleccione el idioma de su preferencia. If you don't want to hear the original language in the background, click on Mute Original Audio. Si no quiere escuchar el idioma original en el fondo, haga clic en "Mute Original Audio".

ADOT's Nondiscrimination Notice to the Public

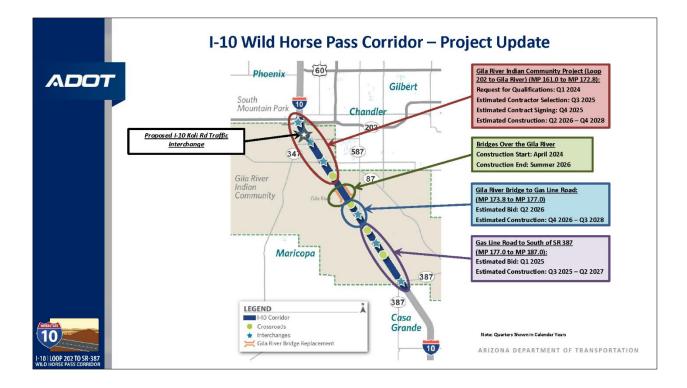
Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Marcy McMacken at 855.712.8530 or mmcmacken@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 Marcy McMacken al 855.712.8530 o por correo electrónico al mmcmacken@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

λοοτ	ARIZONA DEPARTMENT OF TRANSPORTATION
Agenda	
 I-10 Wild Horse Pass Corridor Update 	
Study Schedule	
 Environmental Study Area 	
 NEPA 	
 Purpose and Need for Study 	
Alternatives	
Funding	
Questions	







ΛΟΟΤ

ARIZONA DEPARTMENT OF TRANSPORTATION

Purpose of Today's Meeting

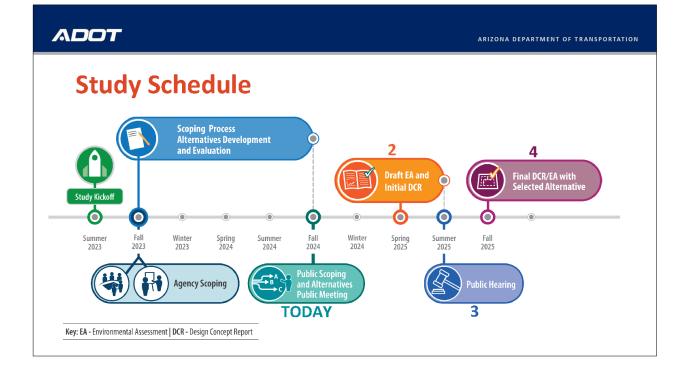
Today's meeting provides the opportunity for **you**, the public, to educate **us**, the study team.

This meeting will:

- Present the I-10/Koli Road Traffic Interchange study, its objectives, and schedule.
- Obtain your feedback on opportunities, issues, and concerns.
- Solicit your input on the alternatives.

We don't want to overlook anything.

This input will help ADOT, the Gila River Indian Community, and Maricopa Association of Governments select a Preferred Alternative for this section of I-10 and Koli Road.



Environmental Study Area

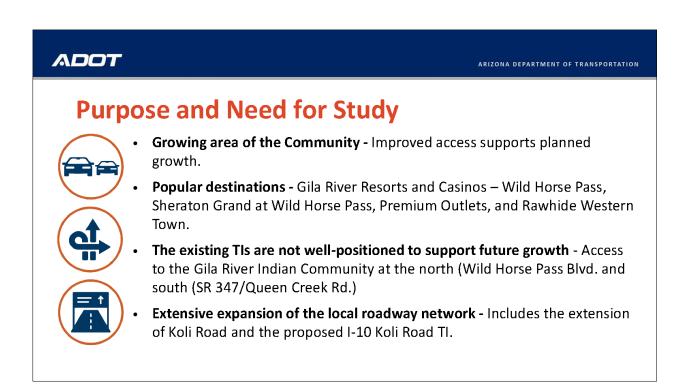
- Located on I-10 between Wild Horse Pass Boulevard and SR 347/Queen Creek Road.
 - One half mile to the east of I-10.
 - West to approximately Maricopa Road.
- In Maricopa County and within the Gila River Indian Community.



ARIZONA DEPARTMENT OF TRANSPORTATION

Federal Environmental Law Requirements = NEPA

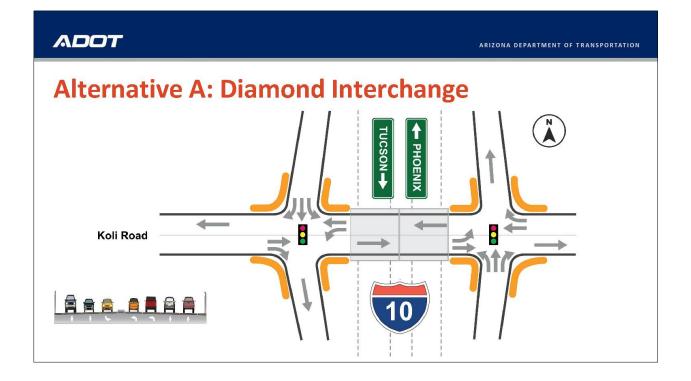
- The National Environmental Policy Act (NEPA) requires agencies to analyze, disclose, avoid, minimize, or mitigate adverse environmental impacts.
- An Environmental Assessment (EA) is being prepared to evaluate potential impacts of the I-10/Koli Road Traffic Interchange project.
- The Federal environmental laws for this project are pursuant to 23 USC 327, Memorandum of Understanding dated June 25, 2024 between FHWA and ADOT.
- Purpose and Need is a legal requirement that presents the justification for the project.

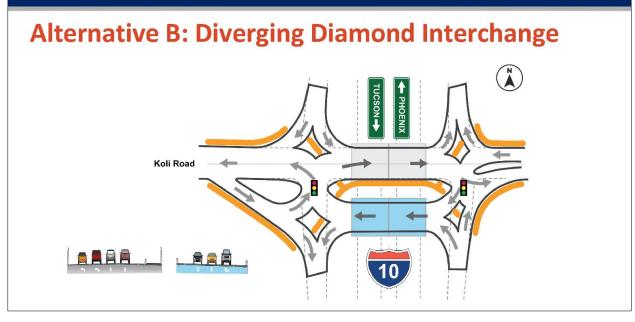


Alternative: No Build or If Nothing is Done



- 2050 baseline condition
- Only corridor maintenance
- No new access from I-10
- No connection between Koli Rd and I-10
- No-Build will be compared with the recommended build alternative that will be identified as part of this study





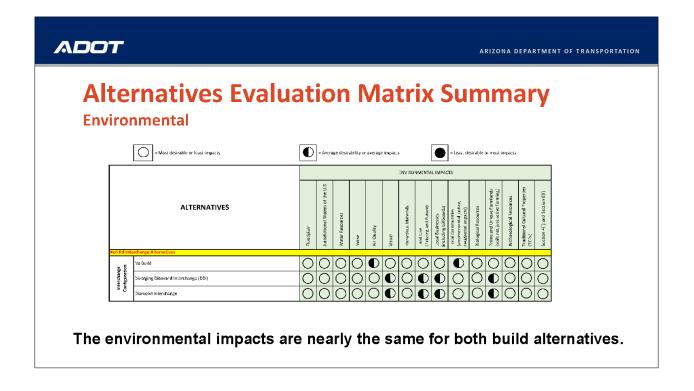
ADOT

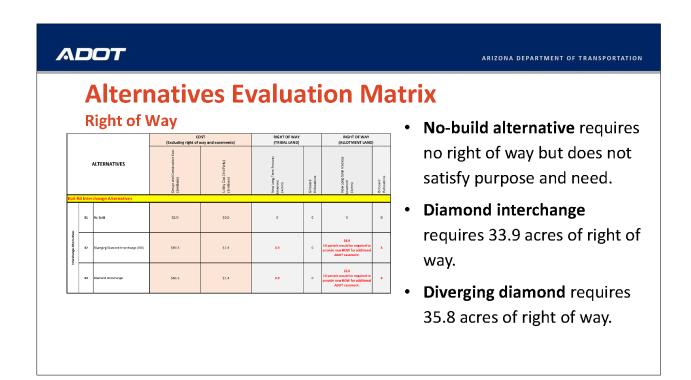
ARIZONA DEPARTMENT OF TRANSPORTATION

Logical Beginning & End to the Community's Local Road

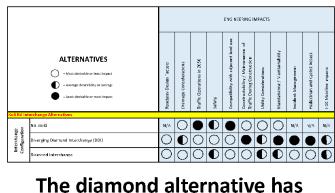


- Local roadway extensions will be funded and managed by the Gila River Indian Community.
- The area presents the potential construction area in the EA.
- All of the alternatives connect with the proposed I-10/Koli Road TI at the same location.
- They do not have any differentiating impacts to I-10.





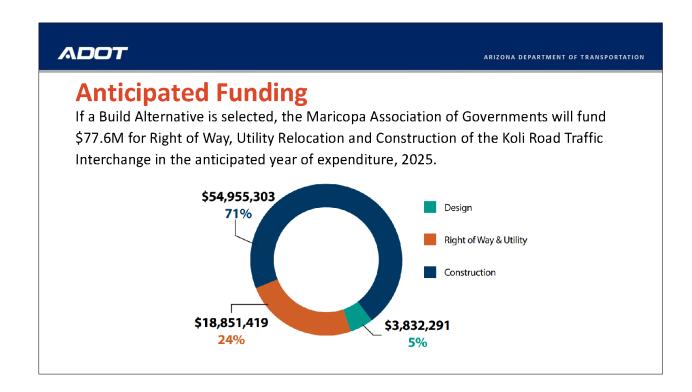
Alternatives Evaluation Matrix Summary Engineering



The diamond alternative has the least impacts.

Summary of Findings:

- No Build Least initial cost and right of way. Does not meet the purpose and need.
- Diamond Interchange Highest ratings and meets the project purpose and need.
- Diverging Diamond Interchange -Meets purpose but has more impacts and higher costs.



Summary

Purpose

The public scoping and alternatives process provides the opportunity for the public to educate the study team about the I-10/Koli Road Traffic Interchange study area, as well as share concerns about modifying I-10 to incorporate a traffic interchange at approximately Koli Road.



TI Alternatives

- No Build
- Diamond Interchange
- Diverging Diamond Interchange

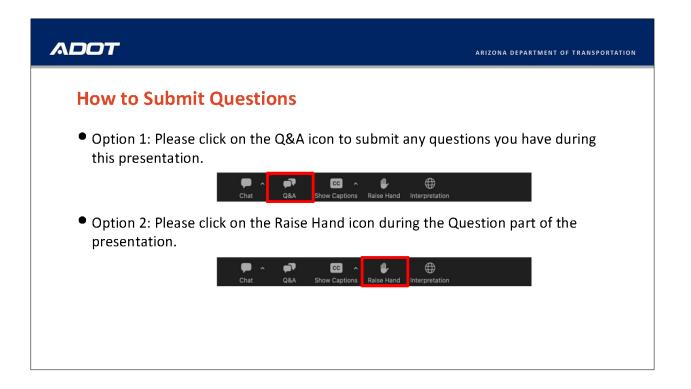
Koli Road Logical Termini Alternatives

- Alignment West 01
- Alignment West 02
- Alignment West 03



Next Steps

The public is invited to submit comments by November 8, 2024. This input will help ADOT, the Gila River Indian Community, and Maricopa Association of Governments select a Preferred Alternative for this section of I-10 and Koli Road.





Sign-In Sheets

10		raffic Interchange ves Community Meeting			vistrict 5 Multipurpo anca Road Bapchul y, Oct. 1, 2024 5:30	le, AZ 85121
	SIC	GN-IN SHEET (HO.	JA DE REGIST	RO)		
Name (Nombre)	Organization, if applicable (Organización, es aplicable)	Address, City, Zipcode (Domicilio, Ciudad, Código Postal)	Phone Number (Número de teléfono)	Email (Correo Electrónico)	Add me to yo (Agrégame a correo elec	a tu listade
1. Trad	Cey Davisfrust	Dupphonte nie	1 5 7 6	Jeling ball	U YES	NO
2. Dar	ius Enos				(SI)	NO
3. Anto	neu! Auta	(YES (SÍ)	NO
4. Ralt	Bool do i				YES (SÍ)	NO
5.					YES (SÍ)	NO
6.					YES (SÍ)	NO
7.					YES (SÍ)	NO
8.					YES (SÍ)	NO
9.					YES (Sĺ)	NO
10.					YES (Sĺ)	NO
	gn-in sheet is voluntary and helps the stud and, as such, must be released to any indiv		ting attendance. Under state lav	w, any identifying information prov	/ided above will be	come part
Llenar esta forma es	s un acto completamente voluntario y ayuc á en parte del registro público, y como tal,	da al equipo del proyecto a mantener un		arios. Bajo la ley estatal, cualquier i	información identif	ficadora
ΛΟΟΤ	MARICOPA ABSOLUTIONed GOVERNMENTS			L	ADOT Tracs # Federal Aid No. 88	

10	I-10/Koli Road Tr Scoping and Alternativ			Gila River Indian Community I 3456 West Casa B Tuesda		nule, AZ 8512
	SIC	GN-IN SHEET (H	IOJA DE REGIST	RO)		
Name (Nombre)	Organization, if applicable (Organización, es aplicable)	Address, City, Zipcode (Domicilio, Ciudad, Código Postal)	Phone Number (Número de teléfono)	Email (Correo Electrónico)	(Agrégam	your email lis le a tu listade electrónico)
1. 2 ruger }	o Jacksor c	070			YES (Sĺ)	Goo
2. Wesley					(FES)	NO
3. Reylynne	Williams GRIC-THPO	,			YES (Sĺ)	Ø
4. Duncon	11				YES (SÍ)	NO
5.					YES (SÍ)	NO
6.					YES (SÍ)	NO
7.					YES (SÍ)	NO
8.					YES (SÍ)	NO
9.					YES (SÍ)	NO
10.					YES (Sĺ)	NO

(Llenar esta forma es un acto completamente voluntario y ayuda al equipo del proyecto a mantener un registro preciso de los comentarios. Bajo la ley estatal, cualquier información identificadora provista se convertirá en parte del registro público, y como tal, deberá ser liberada a cualquier individuo que la solicite.)

ADOT Tracs # F0701 01L Federal Aid No. 888-A(219)S October 2024 Г

10 I-10/Koli Road Traffic Interchange Study Scoping and Alternatives Community Meeting October 2024
Public comments are an important part of this study and will be reviewed by the study team. Comments returned by November 8, 2024 will be included in the study record. Please comment in the space provided below. Print clearly. It is a very nice. Prescentation enjoyed the study team. Comments are an important prescentation of the study record. Show one with the bigger rouges for the the over a study of the study team.
Contact Information (optional) Name: blester partis-plat
Address: Phone: Email Address:
Thank you for your participation. Send in comments or completed form by mail by November 8, 2024 to: Change to I-10/Koli Road Traffic Interchange Study Office 6515 South Rural Road, Suite 107 Tempe, AZ 85283
Submit comments by: \$855.712.8530 ➤ koliroad@azdot.gov A azdot.gov/koliroad
Completion of this form is completely voluntary and helps the project team keep an accurate record of comments. Under state law, any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.
ADOT Tracs # F0701 01L Federal Aid No. 888-A(219)5 October 2024

I

Sco	0/Koli Road Traffic Interchange Study pping and Alternatives Community Meeting October 2024
	-F9
	re an important part of this study and will be reviewed by the study team. Comments
provided below. Pr	mber 8, 2024 will be included in the study record. Please comment in the space rint clearly.
Altenativ	u needs to consider event traffic which
leads to	o long traffic queues. This is in reference
To ch al	Itenative not shown, which provides a
There les r	t turn for vehichles leaving event. This elist for overflow + vaflic
provides 1	
Contact Informati	on (optional)
	Short hair
Name: Paul	
Name: Paul Address:	
Name: Paul	
Name: Address: Phone: Email Address:	ur participation. Send in comments or completed form by mail by November 8, 2024 to:
Name: Address: Phone: Email Address:	ur participation. Send in comments or completed form by mail by November 8, 2024 to: Change to I-10/Koli Road Traffic Interchange Study Office
Name: Address: Phone: Email Address:	
Name: Address: Phone: Email Address:	Change to I-10/Koli Road Traffic Interchange Study Office 6515 South Rural Road, Suite 107 Tempe, AZ 85283 Submit comments by:
Name: Address: Phone: Email Address:	Change to I-10/Koli Road Traffic Interchange Study Office 6515 South Rural Road, Suite 107 Tempe, AZ 85283
Name: <u>Paul</u> Address: <u>Phone:</u> Email Address: <u>Thank you for you</u> Completion of th	Change to I-10/Koli Road Traffic Interchange Study Office 6515 South Rural Road, Suite 107 Tempe, AZ 85283 Submit comments by:

	-10/Koli Road Traffic Interchange Study Scoping and Alternatives Community Meeting October 2024
	ts are an important part of this study and will be reviewed by the study team. Comments vember 8, 2024 will be included in the study record. Please comment in the space . Print clearly. Mhappen to fire bird race way draind t. also will this p be two new of the intertstate
Contact Inform Name: Staff	ation (optional) ey Davis-Paut
Name: Israd	ey Davs-Pourt
Name: <u>Speed</u> Address: <u>Phone:</u> Phone: <u>Phone</u> Email Address:	ey Davs-Pourt
Name: <u>Speed</u> Address: <u>Phone: </u> Email Address:	your participation. Send in comments or completed form by mail by November 8, 2024 to: Change to I-10/Koli Road Traffic Interchange Study Office
Name: Staddress: Phone: Phone: Thank you for	your participation. Send in comments or completed form by mail by November 8, 2024 to: Change to I-10/Koli Road Traffic Interchange Study Office 6515 South Rural Road, Suite 107 Tempe, AZ 85283 Submit comments by:

Appendix C Public Comments

Topic: Funding

Comment	Comment Response
This interchange will only benefit the Gila River Indian Nation. My little brother if the nation wants this interchange they should pay for it entirely. The nation has not been cooperative in the widening of SR 347. Only for your schedule unless they revise their policies no support should be given and no federal state or local funds should be used to benefit the nation whatsoever.	Thank you for your comment. If a Build Alternative is selected, the Maricopa Association of Governments is expected to fund \$77.6M for Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated year of expenditure, 2025. This funding is part of the MAG Freeway Life Cycle Program.
What is the funding source for this project? This appears to solely benefit the Gila River tribe from an economic perspective and they should be footing the bill. This should not be paid for with MAG Prop 479 funds or even state funds.	Thank you for your comment. If a Build Alternative is selected, the Maricopa Association of Governments would fund \$77.6M for Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated year of expenditure, 2025. This funding is part of the MAG Freeway Life Cycle Program.
This project will not be possible without Federal money. Has that funding been secured? How will this project pass an Environmental study?	Thank you for your comment. If a Build Alternative is selected, no federal money will be used. The Maricopa Association of Governments will fund \$77.6M for Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated year of expenditure, 2025. This funding is part of the MAG Freeway Life Cycle Program. An environmental assessment (EA) in compliance with 42 U.S.C. 4321 et seq., for the project is currently underway. The results of the EA will be shared with the Community and the public at a public hearing that is expected to be held in summer 2025.

Topic: Proximity to Wild Horse Pass Blvd and State Road 347 Traffic Interchanges

Comment	Comment Response
The subject area desperately needs more lanes for traffic. I drive this route to and from Tucson for my work and this area commonly adds an extra 20-40 minutes with stand still traffic. As soon as the road opens up to 4 lanes the traffic flows like normal. We don't need rocket science here, just two more lanes per direction.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347. In addition, the I-10 Wild Horse Pass Corridor projects will add an additional travel lane in each direction for the length of the corridor and an HOV lane in each direction between Loop 202 and Riggs Road to address capacity and safety.
Having an entrance/exit ramp at this location in a already congested area is not ideal unless some variations of a CD (collector distributor) lanes allow continues flow from SR347/Queen creek to i10 and Koli exit ramp is before queen creek similar to Chandler Blvd/202 ramps on i10 west bound.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Rd/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration and evaluate traffic volume. CD roads were evaluated but due additional right of way impact, constructability, and proximity to L202 made the concept unfeasible and was eliminated. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo, including non-detrimental traffic analyses along I- 10.

Traffic is already so congested in that area and it is a very short	Thank you for your comment. The I-10 Wild Horse Pass Corridor
distance between the AZ-347 and Wild Horse Blvd (2 miles). Also, the Firebird lake limits the position of the proposed interchange. I'm afraid it will just make the traffic backups worse rather than improving them. I know the plan over the next 3 years is to widen I-10, but that section will still be congested, even with 3 lanes. It is backed up all day long pretty much every day. At less than 3/4 mile I suspect something creative will have to	Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347, which will relieve local congestion. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. In addition, the I-10 Wild Horse Pass Corridor projects will add an additional travel lane in each direction for the length of the corridor and an HOV lane in each direction between Loop 202 and Riggs Road. A federally mandated traffic analysis will be performed and must be approved by FHWA. Thank you for your comment. The I-10 Wild Horse Pass Corridor
happen between Queen Creek and this new interchange to reduce on/off ramp conflicts.	Projects includes redesigning and reconstructing the traffic interchange at Queen Creek Road/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. The proposed Koli Road TI would be spaced approximately one mile from adjacent TIs. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo, including non- detrimental traffic analyses along I-10.
What are you, nuts? It's already a cluster. It would be a road to nowhere! The existing exits/entrances at Wild Horse Pass and Queen Creek are close enough. Is it even a mile? Why create another exit? Why create even more traffic backlog on the I-10? Again, it's an already a cluster. It would create even more congestion. Is the tribe going to pay for it themselves? It would be at the cost of our tax dollars and headaches to put in another exit for the convenience to the Tribe. They already have access to their casino and land form three (3) different points. Why, oh why, do they need another? Isn't the reason the 202 couldn't be located a quarter of a mile south because of sacred ground? I guess it's not that sacred after all! All this does is support their vision of tearing out Their sacred land ☐ for redevelopment at the cost of our own tax payer dollars. So, NO, I do NOT support this.	Thank you for your comment. ADOT and the Gila River Indian Community have been working together to connect the proposed Koli TI to the local roadway network so that the TI meets federally mandated criteria. While the Wild Horse Pass Road and SR 347/Queen Creek TIs are each approximately a mile from the proposed Koli Road TI; neither serves as adequate access for current and future land uses and Valley-wide destinations in the Koli Road area (e.g., Gila River Resorts and Casinos, Wild Horse Pass Resort, Sheraton Grand at Wild Horse Pass, Premium Outlets Shopping Center, Rawhide Western Town). The design of the proposed I-10/Koli Rd Traffic Interchange will take the adjacent interchange locations and configurations into consideration, as well as traffic volume. If a Build Alternative is selected, the Maricopa Association of Governments would fund \$77.6M for Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated year of expenditure, 2025. This funding is part of the MAG Freeway Life Cycle Program. Regarding cultural resources, ADOT is working closely with the Gila River Indian Community Tribal Historic Preservation Office and the GRIC Cultural Resources Management Program to avoid or minimize any impacts to cultural resources that may result from the project.
There is NO NEED to add another interchange to an already heavily crowded area. Koli road doesn't even exist at I-10. This project is foolish and a complete waste of time and money.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. The Koli Road TI is needed to provide direct access to the public facilities and entertainment venues in the area as well as for future land use, improve emergency vehicle response times from the Community fire station which is poor during events, improve emergency response times on I-10 during incidents in this area of I-10, and accommodate future population and employment growth.

Spacing of this future interchange is too close to the present existing ones at Wild Horse Pass Blvd and Queen Creek Rd/SR 347. Adding this new interchange will cause traffic congestion and weaving on the present two or three lanes of I-10. If the tribe must have this interchange, have them pay for it thru fees from the Wild Horse Pass developments.	Thank you for your comment. Complying with AASHTO guidance, the proposed Koli Road TI would be spaced approximately one mile from adjacent TIs. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347, reducing congestion at those TIs. There would be no detrimental impacts along I-10 based on analysis of operational conditions. If a Build Alternative is selected, the Maricopa Association of Governments would fund \$77.6M for Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated year of expenditure, 2025. This funding is part of the MAG Freeway Life Cycle Program. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. The purpose of the proposed I-10/Koli Road TI is to provide direct access to the public facilities and entertainment venues in the area as well as for future land uses; to improve emergency vehicle response times from the Community fire station, improve traffic management during incidents on I-10 in the area, and accommedate growth in population and ompleyment.
	accommodate growth in population and employment.
\$77 MILLION for another exit 1 mile from Wildhorse Pass and 1 mile from Queen Creek Rd seems like a very wasteful project and does NOTHING to impact the root cause of the issue which is traffic on SR347.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. If a Build Alternative is selected, the Maricopa Association of Governments would fund \$77.6M for Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated year of expenditure, 2025. This funding is part of the MAG Freeway Life Cycle Program. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo. The purpose of the proposed I-10/Koli Road TI is to provide direct access to the public facilities and entertainment venues in the area as well as for future land uses; to improve emergency vehicle response times from the Community fire station, improve traffic management during incidents on I-10 in the area, and accommodate growth in population and employment. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.

This is a complete waste of time and money because what is urgently needed is the widening of the 347 to save lives. We do not need another study of a potential interchange that does nothing to reduce accidents and improve traffic flow on the 347 between 110 and Maricopa.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. Furthermore, the Design Memo/Design Concept Report document will include a safety assessment which documents safety effectiveness. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, <u>https://azdot.gov/sr347</u> . If a Build Alternative is selected, the Maricopa Association of Governments would fund \$77.6M for Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated year of expenditure, 2025. This funding is part of the MAG Freeway Life Cycle Program. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo.
That will not improve traffic flow since everyone still has to stop at the same traffic light that is there now. Plus why does the freeway access have to destroy the firebird sports complex? Get rid of the race track then complain about street racing. Doesn't make any sense. 347 needs to be widened and have a smooth transition to i10. There is plenty of open land to do that without destroying the race track also.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347, reducing congestion at those TIs. There would be no detrimental impacts along I-10 based on analysis of operational conditions. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347. The Firebird Racetrack Complex is owned by Gila River Development, and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo.
No, this would greatly impact traffic. The interchanges are too close in proximity and there is always a back up now, I cannot even imagine how this would impact that area that is already stressed. This would not be beneficial to the ebb and flow of traffic and would further impact interstate commerce and the delivery of goods and supplies to the people in Arizona. Make a frontage road instead like in the Tucson area.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347, reducing congestion at those TIs. There would be no detrimental impacts along I-10 based on analysis of operational conditions. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. The proposed Koli Road TI would be spaced approximately one mile from adjacent TIs. Frontage roads are beyond the scope of the Koli Road Study. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo.

This interchange is not necessary. There are already several interchanges nearby onto i-10 that serve the area well. We need to focus on improving highway 347 before adding yet another intersection that will cause further traffic delays in this area.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. The purpose of the proposed I-10/Koli Road TI is to provide direct access to the public facilities and entertainment venues in the area as well as for future land uses; to improve emergency vehicle response times from the Community fire station, improve traffic management during incidents on I-10 in the area, and accommodate growth in population and employment. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, <u>https://azdot.gov/sr347</u> . The findings will be documented in a federally mandated Change of Access Report and Final Design Memo.
The interchange should not be built. There is not enough room between the two current interchanges for another one.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. The purpose of the proposed I-10/Koli Road TI is to provide direct access to the public facilities and entertainment venues in the area as well as for future land uses; to improve emergency vehicle response times from the Community fire station, improve traffic management during incidents on I-10 in the area, and accommodate growth in population and employment. The proposed Koli Road TI would be spaced approximately one mile from adjacent TIs. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo.
I'm completely against adding another exit there. Queen Creek Road and Wildhorse Pass are already crazy busy. Improvements to Queen Creek Road would be better suitable. Adding another exit that close to Queen Creek, which is already over populated with a lot of traffic. It's just going to make traffic in that area on the I 10 even worse!	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. The purpose of the proposed I-10/Koli Road TI is to provide direct access to the public facilities and entertainment venues in the area as well as for future land uses; to improve emergency vehicle response times from the Community fire station, improve traffic management during incidents on I-10 in the area, and accommodate growth in population and employment. The proposed Koli Road TI would be spaced approximately one mile from adjacent TIs. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo.

This project even being considered or studied is an both an insult and a waste of tax money, this Casino complex already has plenty of access from TWO FREEWAYS! This will do nothing to help the 347

this is a terrible proposal considering there is nothing south of where 347 goes East/West and that Koli Rd could just extend down to 347 and a new 347 to 10 interchange could be made south, again, where there is NOTHING. It just seems entirely targeted at getting rid of a race track so developers and whomever they are supporting can do what they want with it without a fight. How much traffic do they really expect on Koli Rd that can't just keep going north or south that a better interchange at 347/10 interchange wouldn't rectify and new, further south road and interchange would also support WAY more traffic?? There must be other development plans for surrounding areas in play that isn't being shared which is causing this.

A traffic interchange at this location is not needed. The Wild Horse Pass and Queen Creek Road traffic interchanges are adequate to handle local traffic accessing and exiting I-10. This is an undeveloped area and adding a traffic interchange less than a mile from a neighboring one would add to congestion and weaving on the Interstate. I don't see a valid need for adding an interchange in between the two existing ones in this location.

Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume along I-10 and near SR 202. One of the purposes of the proposed Koli Road TI is to provide additional access to public facilities, entertainment venues in the area, and future land uses. The proposed TI would provide more direct access and less out of direction travel. Other purposes of the project are to improve emergency vehicle response times from the Community fire station, improve traffic management during incidents on I-10 in the area, and accommodate growth in population and employment. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347. If a Build Alternative is selected, the Maricopa Association of Governments would fund \$77.6M for Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated year of expenditure, 2025. This funding is part of the MAG Freeway Life Cycle Program. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo. Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume. The purpose of the proposed I-10/Koli Road TI is to provide direct access to the public facilities and entertainment venues in the area as well as for future land uses; to improve emergency vehicle response times from the Community fire station, improve traffic management during incidents on I-10 in the area, and accommodate growth in population and employment. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo. Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Road/SR 347. The design of the proposed I-10/Koli Road Traffic Interchange will take these interchange locations and configurations into consideration, as well as evaluate traffic volume projection from future land use and anticipated growth in the area. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo. The purpose of the proposed I-10/Koli Road TI is to provide direct access to the public facilities and entertainment venues in the area as well as for future land uses; to improve emergency vehicle response times from the Community fire station, improve traffic management during incidents on I-10 in the area, and accommodate growth in population and employment.

Topic: Improvements to State Route 347

Comment	Comment Response
I would like to see an alternative that drops Koli Rd down to connect with 347. Then the funds would be directed toward increasing the capacity of the existing interchange at 347/I-10. This all needs to be coordinated with a widening of I-10 between 347 and Wild Horse Pass.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347, improving its traffic operation. This project is focused on the proposed Koli Road TI. Connecting Koli Road to SR 347 is beyond the scope of this study. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347. If completed, the Koli Road TI would be connected to SR 347 via Maricopa Road. If a Build Alternative is selected, the Maricopa Association of Governments would fund \$77.6M for Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated year of expenditure, 2025. This funding is part of the MAG Freeway Life Cycle Program. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo.
FIX 347!!!	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.
As a resident of Maricopa, Arizona, I understand the intent to alleviate the current traffic for ingress/egress with I-10 by adding this option, however, it also provides 347 commuters with another source for the bottleneck they currently experience transiting south. With Maricopa as one of the fastest growing cities in the nation for 50,000+, one would hope that the vision for taxpayers includes a clear vision for the 347. This is a waste of funds that will not impact the real problem. The real issue with traffic in this area is the SR-347. it needs to be widened and the stop light type intersections need to keep traffic flowing to and from the City of Maricopa. This only seems to be a	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347. Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347. In addition, ADOT is conducting a study to increase capacity and improve safety on
benefit for the Casino Traffic.	SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.
This is not necessary. Everybody in Maricopa wants the 347 widen. They're over 70,000 residents and you are not addressing the issue . Leave the race, track alone and focus on where roads really need help.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Please don't spend money on this useless project. FIX SR347	Thank you for your comment. The Koli Road improvements are proposed to provide better access to the area based on planned on future growth, assist with emergency response times from the Community fire station during events, and traffic management on I-10 during incidents. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I- 10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.

Will not help with traffic congestion on 347 into Maricopa. An overpass at Riggs Road would help alleviate the area of high	Thank you for your comment. The Koli Road improvements are proposed to provide better access to the area based on planned
accidents , that close down traffic going into or out of the city of Maricopa. I have been stuck in that traffic after a bad accident and it was not acceptable. Also widening the 347 might help with traffic flow. Thank you for listening to my input.	on future growth including connectivity to Maricopa Road which has access to SR 347.The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing a new bridge and overpass at Riggs Road. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I- 10 to the City of Maricopa that includes improvements to the Riggs Road Traffic Interchange. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.
Koli Rd. serves the casino, shopping and racetrack. It does nothing for the severe need for a more efficient traffic flow along	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic
Hwy 347 for thousands of Arizona citizens. Future widening of the 347 will require a more complex interchange at I-10 with increased traffic along 347. Funds would be better spent in improving the I-10/347 interchange which will benefit over 65,000 people who work and live in the City of Maricopa and surrounding rural communities. Improvements on an interchange	Interchange at Queen Creek Road/SR 347. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.
now will reduce the backups at I-10 that occur daily for thousands of citizens. Funding would be better reserved/spent on an I-10 and 347 interchange.	
I believe that something needs to be done, but I do not understand how this proposal will help alleviate the horrible traffic issues on the 347. It would make more sense to have another road paralleling 347 going all the way to Maricopa. Traffic is a nightmare and adding that drivers do not follow even the simplest rules of the road make the 347 extremely dangerous. The over passes at Rigg's and Casa Blanca were a great idea, why was the money pulled back from those projects?? I think You need to rethink this Kiki Rd project	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347, as well as providing overpasses at Riggs Road and Casa Blanca. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa that is also studying improvements to the Riggs Road Traffic Interchange. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.
Spend money of an overpass at Riggs Road and to all a third lane in each direction. Don't spend it elsewhere till you've fixed the real problem with 347 safety and congestion.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347, as well as an overpass at Riggs Road. The i-10 Wild Horse Pass Corridor Project will also provide two additional lanes in each direction along I-10 in this area. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.
An overpass at Riggs Road/347 would be a lot more helpful.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347 as well as adding a new bridge overpass at Riggs Road. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa that includes improvements to the Riggs Road Traffic Interchange. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.

Hello, I'm writing to give my opinion on the proposed interchange. The 347 is the primary reason I choose to work from home, and my family is looking to move out of Maricopa. The current design isn't able to properly serve the citizens who use it as a lifeline to the Phoenix Metro area on a daily basis. The lights, number of lanes, and intersections create a very dangerous situation with crashes occurring almost daily. One constant is the buildup of traffic that occurs during rush hour. A major point of congestion is the intersection which connects Queen Creek Road, John Wayne Pkwy, and the I-10. The best design, in my opinion, is neither the current design or the proposed diverging diamond. The primary issue on the 347 are the lights that limit the flow of traffic. In order to truly solve the problem there needs to be a solution that allows for traffic to merge onto the I-10 seamlessly without the need to stop. The need to stop at lights encourages people to engage in dangerous driving, especially during rush hour. As someone who commuted on this stretch of road for almost a year I am aware of the danger. I ultimately decided to take a \$50k/year pay cut rather than continue to risk my life on the 347. I only hope that I, or a loved one, never have a major medical situation that requires transport by ambulance. Maricopa doesn't have a true hospital, so citizens take their lives in their hands hoping the 347 is clear at the time of an accident that would require transport. All said until the 347 is converted into a freeway lives will continue to be lost, economic potential will be limited, and citizens of Maricopa and the surrounding area will be left wondering if they will make it home unharmed.	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.
If they want I-10 access, make them allow 3-lanes on 347. No 3- lane, No Koli road. Better yet, Koli road access cannot open until 347 is full 3-lanes in both directions. Anything shy of that and you have no back bone and cannot control projects.(Town of Maricopa resident of nearly 20 years.)	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347, this will reduce congestion locally. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.
You need to concentrate on highway 347. Maricopa had grown 10 times in 15 years and yet there is still a two lane highway to Phoenix. Either double 347 or give another way to the 10. Please don't waste our money on anything else	Thank you for your comment. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchange at Queen Creek Road/SR 347. In addition, ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, https://azdot.gov/sr347.

Topic: Oversize load permits

Comment	Comment Response
Statewide Permits issues permits for Oversize/Overweight loads	Thank you for your comment. The design will follow the ADOT
and we would like to request that oversize loads would still be	Roadway Design Guide which incorporates design criteria for
able to access the on/off ramps or crossover at the interchange	trucks and accounts for oversize loads. Please see
in order to deliver loads to their destination.	https://azdot.gov/sites/default/files/media/2022/02/2021-
	roadway-design-guidelines-feb-2022-revised.pdf.

Topic: Interchange Type

Comment	Comment Response
 PLEASE consider and evaluate a roundabout interchange option. PLEASE include a roundabout expert to develop the appropriate geometry, lineage and capacity for the design year traffic volumes PLEASE require/request the roundabout expert to develop and quantify the capacity, delay, and expected PDO crash, serious injury and fatal accident expectations. PLEASE explicitly compare and evaluate the expected fatal & serious injury, non life threatening injury, and PDO crashes for each alternative interchange type, along with the expected delays/vet for the peak hour analyses. 	Thank you for your comment. The I-10/Koli Road Traffic Interchange Study evaluated interchange options based on engineering and environmental criteria which include all of the criteria asked to be considered in the comment. The following three options: No build, diamond interchange, diverging diamond interchange were identified for further consideration. A roundabout was excluded from evaluation because it did not meet the purpose and need criteria as reviewed by the project stakeholders consisting of ADOT, Gila River Indian Community and Maricopa Association of Governments.
This is much needed. I prefer the Alternative B: Diverging Diamond Interchange for safety and traffic flow reasons.	Thank you for your comment.
My concerns with this project are less about the interchange and more of how it connects with I-10. Currently there is a lot of traffic that comes in from SR 347 onto I-10. Even with the added lane capacity with the Wildhorse Pass to Casa Grande project there is still a lot of cars coming onto the interstate. I am worried that adding new ramps on and off I-10 will create a new bottleneck and erase all the progress being made with the current upgrades. Let's face it, very few people actually get on the freeway at proper speeds and very few people in the right lane provide enough space for people to enter the freeway and gracefully merge into traffic. I would love to see braded ramps for this project. I like the Diverging Diamond alternative to keep traffic off the bridge and avoid backups with future growth in the area.	Thank you for your comment. The I-10/Koli Road Traffic Interchange Study evaluated interchange options based on engineering and environmental criteria. The following three options: No build, diamond interchange, diverging diamond interchange were identified for further consideration. Additionally ramps onto and off I-10 will only use auxiliary lanes, not travel lanes. Although braided ramps were evaluated, the complex design including elevated bridges, larger footprints, increased right of way impacts, costly construction and maintenance cost made the concept unfeasible.
There should be dedicated extended merge lanes on to I-10 for the new Koli interchange. The merge lanes should be an exit only type lanes similar to the ones on Loop 101 between 67th avenue and 59th avenues. From Koli northbound to I-10 the merge lane should be exit only all the way to the wild horse pass Blvd. exit From wild horse pass to southbound I-10 the merge lane should be exit only all the way to Koli. From Koli southbound to I-10 the merge lane should be exit only all the way to SR347's exit. From SR347 to northbound I-10 the merge lane should be exit only all the way to the Koli exit.	Thank you for your comment. The I-10/Koli Road Traffic Interchange Study evaluated TI ramps onto and off I-10 and will only use auxiliary lanes. Configuration of interchange options that were identified for further consideration would not have detrimental impacts along I-10 based on analysis of operational conditions. The scope of improvements along I-10 are documented in the approved I-10 Wild Horse Pass Corridor Design Concept report. For more information regarding the changes to the I-10 Wild Horse Pass Corridor Construction Project, refer to the project website i10wildhorsepasscorridor.com. Additional improvements along I- 10 are beyond the scope of the Koli Road project.
I would be for either diamond interchange improvement. I have never used the B type diamond interchange so it hard to make a decision as to which would be the best option. Whatever one is the safest- I didn't hear a comment on that but I did hear both seem to move traffic at the same rate of speed. Doing nothing is not an option in my opinion due to current and expected traffic volumes.	Thank you for your comment. Both alternatives are considered safety improvements for traffic operations. For more information regarding the changes to the I-10 Wild Horse Pass Corridor Construction Project, refer to the project website i10wildhorsepasscorridor.com. Additional improvements along I- 10 are beyond the scope of the Koli Road project.
Given that one of the major arguments for this development is emergency vehicle access and to handle future traffic volumes, I believe that the Diverging Diamond interchange is the best choice. Although your presentation shows it slightly less desirable, ADOT also has been using it more in newer projects and the DDI is safer overall. T-bone collisions are nearly impossible and it allows more vehicles to be out of the flow of traffic according to presentations made as to why it was good for the City of Buckeye.	Thank you for your comment. For more information regarding the changes to the I-10 Wild Horse Pass Corridor Construction Project, refer to the project website i10wildhorsepasscorridor.com. Additional improvements along I- 10 are beyond the scope of the Koli Road project.

Alternative A and leave Firebird Raceway alone.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Alternative needs to consider evert traffic which leads to long traffic queues. This is in reference to an alternative not shown, which provides a free left turn for vehicles leaving event. This provides relief for overflow traffic	Thank you for your comment. The I-10/Koli Road Traffic Interchange Study evaluated interchange options based on engineering and environmental criteria. A displaced left-turn configuration was initially considered as a preliminary alternative but was eliminated due to less favorable traffic operations compared to the diamond and DDI configurations. The findings will be documented in a federally mandated Change of Access Report and Final Design Memo.

Topic: General comments

Comment	Comment Response
I travel this section of the highway everyday and I believe this project cant start fast enough. This is at least two years behind	Thank you for your comment.
already. Almost everyday I sit in stop and go traffic for miles.	
Please open up the third lane already.	Thenk you for your comment
This area has historically created a bottleneck both arriving and	Thank you for your comment.
departing the SE valley and Phoenix. The 'parking lot' that is	
created for hours a day would be alleviated by another exit	
connecting feeder roads. I strongly urge adopting the addition of	
this Koli interchange to the overall plan for I-10. I frequently	
drive this section of I-10 and welcome a better design that will	
move traffic along in a safer manner.	The sub-sector for some sector set
I believe the expansion of I-10 in this area will help improve	Thank you for your comment.
driver safety in this area, and provide traffic a better transition to	
Loop 202 East and West when traveling East or West on I-10.	
Improving the onramps and offramps to SR-347 through	
improved capacity will also improve driver safety to and from the	
Maricopa area.	Thenk you for your commont
I fully support the expansion of this stretch of freeway! The traffic	Thank you for your comment.
congestion is heavy here traffic slows to a standstill at times.	
Accidents happen from people trying to pass and merge. Extra	
lanes would help continuous traffic move.	The sub-second features and the sub-second second
Please yes! I have used that ramp so often and this would be	Thank you for your comment.
greatly helpful and safer.	
I like the idea.	Thank you for your comment.

Comment	Comment Response
No build	Thank you for your comment. The no-build alternative is included
	in the analysis primarily as a benchmark against which to
	compare the impacts of other alternatives selected for the study
	that satisfy the purpose and need of the project.
No build.	Thank you for your comment. The no-build alternative is
	included in the analysis primarily as a benchmark against which
	to compare the impacts of other alternatives selected for the
	study that satisfy the purpose and need of the project.
I am in favor of no build.	Thank you for your comment. The no-build alternative is
	included in the analysis primarily as a benchmark against which
	to compare the impacts of other alternatives selected for the
	study that satisfy the purpose and need of the project.
No Build	Thank you for your comment. The no-build alternative is included
	in the analysis primarily as a benchmark against which to
	compare the impacts of other alternatives selected for the study
	that satisfy the purpose and need of the project.
No	Thank you for your comment.

No build	Thank you for your comment. The no-build alternative is included
	in the analysis primarily as a benchmark against which to
	compare the impacts of other alternatives selected for the study
	that satisfy the purpose and need of the project.
Not in favor of building. Leave as is.	Thank you for your comment. The no-build alternative is
J J	included in the analysis primarily as a benchmark against which
	to compare the impacts of other alternatives selected for the
	study that satisfy the purpose and need of the project.
NO! Do NOT build this here! It will only add to an already	Thank you for your comment. The no-build alternative is
problematic area, and have multiple other negative effects. NO!	included in the analysis primarily as a benchmark against which
	to compare the impacts of other alternatives selected for the
	study that satisfy the purpose and need of the project.
	Environmental Assessment reviews multiple alternatives which
	fully meet the purpose and need at an acceptable cost and level
	of impact compared to no-build option.
No build	Thank you for your comment. The no-build alternative is included
	in the analysis primarily as a benchmark against which to
	compare the impacts of other alternatives selected for the study
	that satisfy the purpose and need of the project.
No	Thank you for your comment.
I vote no on this project	Thank you for your comment.
No bueno	Thank you for your comment.
No build.	Thank you for your comment. The no-build alternative is
	included in the analysis primarily as a benchmark against which
	to compare the impacts of other alternatives selected for the
	study that satisfy the purpose and need of the project.
No build	Thank you for your comment. The no-build alternative is
	included in the analysis primarily as a benchmark against which
	to compare the impacts of other alternatives selected for the
	study that satisfy the purpose and need of the project.
Absolutely not. NO!	Thank you for your comment.
No, interchange needed in Maricopa.	Thank you for your comment.
No build!	Thank you for your comment. The no-build alternative is
	included in the analysis primarily as a benchmark against which
	to compare the impacts of other alternatives selected for the
	study that satisfy the purpose and need of the project.

Topic: Firebird Racetrack Concerns

Comment	Comment Response
Please allow Firebird East Racetrack to continue existing!	Thank you for your comment. The Firebird Racetrack Complex is
	owned by Gila River Development and they support the project.
	Comments regarding development of the racetrack and
	surrounding area should be directed to Gila River Development.

The proposed impact would include a profound negative impact to the automotive racing and performance industries by removing the Firebird (formerly Wild Hose Pass) race track facility. One of the draws to Phoenix for enthusiasts, clubs and businesses was the excellent access to racing, educational, testing and performance facilities. Nearly every facility in Phoenix is under threat of removal (Arizona Motorsports Park is currently for sale and likely to become a truck depot), Wild Horse Pass/Firebird has been under constant threat of replacement for highway access or master plans that put additional shopping centers. Phoenix International Raceway went under a major rebuild in the last decade, removing access to it outside NASCAR events.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Understanding this area of I17 is a difficult stretch of road for traffic management and often is clogged, I am hopeful an alternative solution is defined that doesn't take away from Phoenix's last remaining motorsports facility.	
I am in favor of the no build option in order to preserve the full functionality and operation of all race tracks, driving surfaces and the lake that is utilized by the Wild Horse Pass Motorsports Park. This is the only way to preserve the full functionality and customer enjoyment of this business	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
I don't see how adding another interchange in this area will relieve any congestion except superficially. It would seem a more permanent and scalable plan would be to provide interstate level by-passes both to the 101/Pima freeway so those coming from the south to the northeast valley could avoid the central congested area as well as provide a south and west bypass for those headed West who could completely avoid the central congestion. Additionally, the loss of the motor & water sports facilities are something that can not be replaced or rebuilt in other parts of the valley. With Arizona Motorsports Park currently up for sale and w/o a viable motorsports permit it will no doubt be converted to commercial space and Firebird/WHP will be the last remaining motorsports park close to the metroplex. Loss of a viable facility will result in many youth who are interested in motorsports	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development. An interstate level bypass is outside the scope of this study. Refer to the ADOT website for additional information on state and regional corridor studies.
turning to unsanctioned and highly dangerous street racing.	They have fear your comment The Firebird Decetoral Comments in
Please keep Firebird Raceway. The valley has Speed world, Manzanita, and is loosing AZ motorsports park. The car culture has had a huge impact to the state, bringing many events and businesses. Just look at what Barrett Jackson and NASCAR does with twice a year events. More and more, we are seeing people inappropriately use the freeway as a track. With so many individuals that are passionate about building and racing cars, they are finding that their only options are to find alternative locations to test/tune their vehicles. Let's keep the racing off the street and give them a track to do it at. If there is a petition that we can have car enthusiasts sign to keep firebird, please let me know and we will get it done.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Save Firebird Raceway!!! We barely have any motorsports parks in the state at all and have already lost great parks like speed world and manzanita. I do not condone street racing or illegal activities but the more you guys tear down tracks where people can do it safely the more its going to increase and just telling the public not to drive their cars like they want when you tear down track after track is not going to help or work. Even North Pole Alaska has a drag strip and wild horse pass is the only one we have except for the one in Tucson. this is not right!	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.

Please do not destroy the existing facility to create this on ramp. Firebird motorsports park has been there for decades and has hosted many events for people to legally drag rag race or road race. There is lots of open land between Riggs an Queen creek that could be used for this project. Please consider this area instead	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Of the options presented in this proposal I most support the no build option. I recognize the need for improved transportation but as a grassroots Motorsports enthusiast I would hate to see the racetracks currently there demolished to make way for this project. These tracks are a valuable feature to the community, providing a venue for enthusiasts to view and enjoy many forms of Motorsport and for amateur racers like myself to hone their craft. Could the proposed interchange be moved further south to preserve the racetracks? Could the existing interchanges be improved to support higher traffic flow? It seems like there should be a middle ground between doing nothing and demolishing the racetracks that would satisfy the need for improved traffic flow while preserving the racetracks. I strongly urge ADOT to explore more options before removing these unique community assets.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development. The I-10 Wild Horse Pass Corridor Projects includes redesigning and reconstructing the Traffic Interchanges at Wild Horse Pass Blvd and Queen Creek Rd/SR 347, reducing congestion at those TIs. A complete federally mandated Change of Access Report and Final Design Memo will be submitted to FHWA detailing the location of TI in relation to adjacent TIs. The current location is centered between Wild Horse Pass and SR 347 as to not impact mainline traffic.
Build a road from 40th sat south to 347. Stop trying to destroy the one local racing facility we have left for drag racers, time attack and auto. Every couple years you people try to destroy our community then complain when people take their hobbies to the streets and kill someone. This is a safe place to express ourselves. Stop trying to destroy that.	Thank you for your comment. Improvements along 40th street to SR 347 are outside the scope of this study, the intent of this study is to align with Gila River Development future master plan land uses The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
I understand an interchange is needed due to the growth in Maricopa and Casa Grande, I am concerned that the proposed plan will eliminate one of the only public venues left for amateur motorsports, drag racing, drivers education, etc. Sportscars, car shows, motorsports are such a huge part of the Arizona culture is would be a shame to eliminate one of the only public facilities that we have left.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
I moved to this area to enjoy the race tracks in the area This would eliminate a great aspect of the area. I just raced my car at firebird last month	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Adding this interchange will have very little impact on traffic in the area while removing one of only two motorsport lakes in the entire country along with a very popular race track used by many. Definitely do not build this.	Thank you for your comment. The intent of this study is to align with Gila River Development future master plan and provide access to future developments in the area. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Just leave the race track alone!	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
I support the No Build Alternative in order to protect Firebird Raceway.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.

Find a way to complete the interchange without building even the	Thenk you for your comment A complete Change of Access
Find a way to complete the interchange without building over the wild horse pass/Firebird racetrack.	Thank you for your comment. A complete Change of Access report will be submitted to FHWA detailing the location of TI in relation to adjacent TIs. The current location is centered between Wild Horse Pass and SR 347 as to not impact mainline traffic. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
I think it's horrible to eliminate the last dragstrip/road course/boat multi-use facility in the state of Arizona. This will cause irreparable harm to the racing community and inadvertently make the streets more dangerous as people who currently have a legal safe outlet will be left with no other places to race safely. There is more than enough area to keep the track facilities in place and complete this project.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
I support expanding the freeway and taking additional steps to (what I assume this is doing) to alleviate traffic issues going to and from Maricopa City. However, I am a frequent attendant of the Firebird Raceway and Radford Racing School. My concern is that this local (and historic) race track not be impacted negatively as a result of this project. I could imagine a world where not Koli road has its own connection to the I-10 AND the race track exists! Please make this a reality! Thank you	Thank you for your comment. The intent of this study is to align with Gila River Development future master plan and provide access to future developments in the area. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Leave it as it is. No need to build more road, destroy a local recreation spot and tie up even more traffic during the years of construction.	Thank you for your comment. For ADOT projects, traffic control is typically managed through a comprehensive Traffic Control Plan (TCP) that ensures the safety of motorists, pedestrians, and construction crews while maintaining efficient traffic flow. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Find an alternative solution and don't destroy firebird motorsports park	Thank you for your comment. The selected alternatives represent the most feasible and effective solutions that align with project goals and stakeholder needs. While additional alternatives were considered, they were deemed not viable or effective based on the criteria established during the evaluation process. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Please consider the thriving Arizona Motorsports community that frequents the tracks at Firebird raceway, any changes that remove the tracks will have a severely adverse affect on the local communities. These tracks have been a part of local tourism for decades, driving spending to the Gila River community and surrounding areas.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
No build, keep the race track. This option doesn't benefit the people of Maricopa city at all.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Anything that will interfere with the drag strip whatsoever will be negative impact. Please take a larger issue of the amount of people and money that will be effected by this considered change.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.

I don't understand why you must plan to use the same land an existing facility is on. Seems like an extra burden and cost to remove the lake and asphalt rather than moving the interchange further south. Removing firebird raceway would also be a mistake for the community. This is a place that has had legal and safe venues for people to enjoy their vehicles. Especially younger people. Removing this would eliminate the last motorsports venue in the greater phx area. Do not touch Firebird. You try taking the track away you'll see more street racing and takeovers all for chasing corrupt casino money from Gila River. Find a better locations, don't fall for the sacred land BS. Cause they'll build something on eventually to get more money. Wild Horse Pass / Firebird Motorsports park plays an important role in the life of many people living in the valley. This facility	Thank you for your comment. A complete Change of Access report will be submitted to FHWA detailing the location of TI in relation to adjacent TIs. The current location is centered between Wild Horse Pass and SR 347 as to not impact determinately impact mainline traffic. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development. Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development. Thank you for your comment of the racetrack and surrounding area should be directed to Gila River Development.
provides a legal venue to race cars in both drag racing and circuit racing formats. It also provides a playground for drifting. Taking away this venue would likely result in more people drag racing and doing criminal activity on the streets. Keep this legal venue operation for the safety of many other drivers.	Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Don't eliminate one of the last places for motorsports in Phoenix. All it will do is increase accidents by young folks that do not have an outlet otherwise. Go look at what has happened on the west side of phoenix. Speedway was closed, and vehicle accidents involving young folks racing illegally skyrocketed.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
This is an absolutely terrible idea. Firebird Raceway, formerly known as Wild Horse Pass Motorsports Park, has been part of the community for many decades. Its role in providing individuals with a safe, secure place to experience motorsports is necessary. Any closure of the park would displace hundreds of thousands of enthusiasts, giving them no place to go. My fear is many would take their exhibition of speed to public streets, creating unsafe roadways. Additionally, the revenue generating from the park is in the tens of millions annually. People come from all over the state and even nation to compete at events.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development, and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Do not let this happen. You will be destroying a safe area for people to enjoy motorsports. Keep this space open so people have somewhere to go besides the streets	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
The decision to close a integral part of the Firebird raceway track to build a I-10 to a rural street exchange is not a good idea if it means to close a historical track. With John Wayne Parkway and Riggs Road both having established interchanges in close proximity, I feel yet another would not do much for infrastructure upgrades. The track is one of now 3 tracks in the entirety of Arizona, with Arizona Motorsports Park in Litchfield closing in 2025. With a rich history of motorsports, its partial removal to build an interchange (that can be relocated further south and not interfere with operations) seems to be an unnecessary project plan. The removal of yet another Arizona track will increase dangerous street driving in the area, and loss of revenue for the community surrounding that track. With only Podium Club in casa grande, and INDE motorsports in Tucson, there will be no feasible motorsports venues in the greater Phoenix area.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Adding that ramp looks like it affects the race track. In a negative way. As a regular, I don't accept this	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.

I am writing to express my deep concern regarding the proposed Koli Road Traffic Interchange and its potential to permanently remove Firebird Motorsports Park, a beloved and essential facility for our community. This project, as currently proposed, threatens not only the continued existence of the motorsports park but also the economic, cultural, and recreational benefits it provides to our region.

Firebird Motorsports Park has been a cornerstone of the local community for decades, offering a wide range of motorsports events that attract participants and spectators from across the state and beyond. From drag racing to off-road events, the park has hosted countless competitions, training sessions, and community gatherings. The park is an economic driver, drawing tourists, vendors, and motorsports enthusiasts who contribute to the local economy and support surrounding businesses. The removal of this facility would not only take away a key recreational resource for families, athletes, and car enthusiasts, but it would also remove a critical piece of Arizona's motorsports heritage. Such a loss would be felt throughout the state and beyond, as Firebird Motorsports Park is recognized nationally within the motorsports community - most notably for hosting revered racing driver Ayrton Senna, as well as hosting several grassroots Motorsports events with the National Auto Sport Association and Radford Racing School

The impact on the local economy would also be significant. Firebird Motorsports Park supports a variety of businesses, including local restaurants, hotels, retailers, and service providers. The loss of this venue would result in reduced revenue for these businesses, leading to job losses and decreased economic activity in the area. Additionally, events at Firebird draw thousands of visitors annually, contributing to the tourism industry, with many attendees spending money at nearby hotels, gas stations, and shops. Without the motorsports park, the region would lose a major economic asset that contributes to the vitality of the community.

Beyond the economic implications, the closure of Firebird Motorsports Park would also impact the livelihoods of many local workers who rely on the facility for employment. From event organizers to security personnel and concession vendors, a wide variety of people depend on the motorsports park for income. In addition, the motorsports park has become an integral part of the identity of our community, hosting youth development programs, car clubs, and educational events that teach everything from safe driving practices to mechanical skills. Its removal would leave a significant void in our community's social fabric. Firebird Motorsports Park also holds cultural value as a venue that fosters passion and community spirit. Motorsports bring together people of all ages, backgrounds, and skill levels, promoting teamwork, discipline, and a sense of pride. Losing this venue would result in an irreplaceable cultural loss, one that could not be easily replicated elsewhere in the state. Additionally, as a venue that emphasizes safety and responsibility, Firebird Motorsports Park provides a controlled environment for motorsports enthusiasts, helping to mitigate illegal street racing and unsafe driving practices in the region. Its removal could exacerbate these problems and result in more dangerous driving behaviors on public roads. While I understand that improvements to transportation infrastructure are important, I strongly urge ADOT to explore alternatives to the current proposal that would not result in the displacement of Firebird Motorsports Park. It is possible to

Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.

 improve traffic flow and access in the region without eliminating such an important community asset. I believe that by working with local stakeholders, including motorsports enthusiasts and community leaders, a more balanced and effective solution can be found that preserves both the need for better infrastructure and the continued operation of Firebird Motorsports Park. Thank you for considering these concerns. I would appreciate the opportunity for further discussion or public input to ensure that the voices of those who will be most affected by this project are heard. I look forward to your response and hope that ADOT will consider the long-term impact on our community as you move forward with this plan. The current set up is perfectly fine. If the new freeway interferes with Firebird race track and you remove the last race track in Phoenix all those people will end up on the freeways. They have multiple events every month. This is a family oriented racetrack. 	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
You need to add lanes to the 347. You don't need to change the entry and exit points.	Improvements to SR 347 are outside of the scope of this project.
Radford racing school will bring in a lot more money than before to Firebird. It will be one of the only local tracks left once Arizona Motorsport park is sold. If they're wondering how to get people from doing stuff on the streets, stop taking our tracks away! Soon we will have to drive 3+ hours to get to a race track.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
I would not approve this, stop taking away our racetrack	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Please leave our race track and surroundings areas alone. This is the last place in this area for people to race that isn't on our streets. All this is asking for is more street racing related accidents.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Keep the racetrack please	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Seems unneeded and detrimental to the Motorsports complex	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
We need our race track	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
This expansion will severely impact a major component critical to phoenix's automotive culture - which is a major draw for the city for many reasons. In addition to the cultural loss, the changes that will result in the cities last and most popular legal race track being decommissioned will likely result in an increased level of danger presented by more prevalent street racing. Loss of tax revenue generated from large events should also be considered. There does not seem to be any positive gain for taxpayers, it does not make sense.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Nojust nostop taking away things we do for funI guess you just want everyone to go street racing heh?	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.

I have personally been racing at Firebird Lake since 2010, and have friends who have been racing there for many years prior. If properly advertised, this brings thousands of spectators to the area and helps the economy tremendously. Racers and spectators come from all over the country, and other countries such as Canada and Australia, that I know of, for the race in November. This lake means a lot to the Drag Boat Racing community and we hope that it remains so we can continue to race there for years to come. I have won there 4 times, including in 2010 on a jet ski, 2018 at the last Lucas Oil Drag Boat Racing Series race, as well as in 2021 and 2022 in my Pro Modified Drag Boat.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
I'm strongly against this freeway expansion. You're needlessly destroying the racetracks that so many people love and enjoy.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Please leave Wildhorse Pass alone. It is a cherished facility and the only one if it's kind. It's a place where a kid can come and learn how to apply science, mathematics and mechanics to real world situations. Gives a kid a place to hope and dream and participate in a wonderful motorsports. It also has a great family friendly atmosphere. A race track gives today's youth a place to race safely. Helps keep them off of the street. It's also my only reason to ever go to Arizona to spend my money.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Please respect the racetrack to any extent you can. I have friends that have raced in Firebird Lake for 30+ years. People dedicate their lives to motor sports, and events at the track reduce crimes such as street takeovers, street racing, and unsanctioned events on dirt or water. There is so much history there and it is no disturbance to surrounding communities. The only disturbance it creates is the one we are currently dealing with, and the consequences to the interchange taking over that piece of property would be completely unmeasurable. Consequences could entail lost economic activity, reckless driving incidents, or simply our youth not having the chance to watch and potentially carry forward racing as many generations before them have.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Please come up with another plan. Lake firebird means so much to us. I've been racing there since I was 8 years old with my family.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Please do not build this. Phoenix needs to maintain firebird raceway as an outlet for people. Having firebird significantly reduces people racing on the street among other things.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
This would be one of the worst transportation decisions in the history of Arizona! Firebird Motorsports Park has become a safe haven for motorsports enthusiasts to enjoy their passion for racing! Numerous events are held at this legendary race track year around with growing attendance. An additional corridor for the I-10 could be implemented further west along the 347 and southbound loop 202 to still allow access onto the I-10. Keeping the race track while exploring alternatives for this route should be the main priority.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development. Improvements along SR 347 and new corridors are outside the scope of this study.
Leave Wild Horse Pass Raceway/ Fire Bird Raceway alone. Do not remove a safe space for enthusiast to safely race. Keep them off the streets and on the track.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.

No need for another interchange right there instead improve the	Thank you for your comment. The I-10 Wild Horse Pass Corridor
other 2 wider more lanes. Leave the track stand where it is at for	Projects will add general purpose and HOV lanes to I-10 in this
us racers to have a safe place to race	area. Please refer to the project website for more information at i10wildhorsepasscorridor.com. The Firebird Racetrack Complex
	is owned by Gila River Development and they support the
	project. Comments regarding development of the racetrack and
	surrounding area should be directed to Gila River Development.
Good morning, we have been attending events at WHP for many	Thank you for your comment. The Firebird Racetrack Complex is
years. We have never witnessed any issue with traffic exiting the	owned by Gila River Development and they support the project.
freeway, leaving the park to go home or freeway being backed	Comments regarding development of the racetrack and
up due to racers and race fans alike traveling to Wild Horse	surrounding area should be directed to Gila River Development.
Pass. It would be a great loss to not have the park to use and	
participate in safe sanctioned events.	
Closing down the only active public race track in the Valley is an	Thank you for your comment. The Firebird Racetrack Complex is
extremely short sighted decision that may eventually lead to	owned by Gila River Development and they support the project.
more dangerous roads. I am concerned that without a dedicated	Comments regarding development of the racetrack and
track, more individuals will begin street racing and street	surrounding area should be directed to Gila River Development.
takeovers, putting the entire community at risk. More so, Firebird	If a build alternative is selected, this project is expected to
is a community staple that has been around for decades, and	receive funding from the Maricopa Association of Governments'
tearing it down for a road project is a spit-in-the-face to the local	(MAG) Freeway Life Cycle Program (FLCP). Information about
community.	the FLCP is available on the MAG website at azmag.gov.
More so, I strongly oppose the idea of using tax funding for a	
plan that will largely only benefit the economy of the local	
reservation. This seems like a needless project for an issue that	
does not exist.	Thenk you for your comment. Dublic input is on important part of
Hello, I am submitting this comment in reference to the I-10/Koli Road Traffic Interchange Study. I have been a resident in the	Thank you for your comment. Public input is an important part of the DCR and EA process. ADOT held the public scoping and
greater Phoenix area for over 50 years. During that time I have	alternatives public meetings to request public feedback on the
attended many events at The Firebird Motorsports Park. That	proposed interchange alternatives, including the no build
facility stands to be the most effected area of the proposed	alternative. Additionally, a public hearing is expected to be held
interchange. Since it is nationally and locally recognized, I feel	in summer 2025. These meetings are widely publicized and
that Firebird will continue to be a major contributor as a	members of the public are encouraged to provide their input
recreational and profitable facility for years to come if it is left	during these public comment periods. The Firebird Racetrack
intact. There have been may closures of this type of facility in	Complex is owned by Gila River Development and they support
recent years, and I really don't want to see that happen here.	the project. Comments regarding development of the racetrack
There are currently no other facilities of this type in the Phoenix	and surrounding area should be directed to Gila River
area. I do not think that the proposed interchange will have much	Development.
positive effect on the flow of traffic into or out of the Koli Road	
area. There must be other options available such as reworking	
the Wild Horse Pass interchange and utilizing and reworking	
Maricopa Road. Or perhaps looking at utilizing the SR202 for	
easier access to the area. These are just suggestions since I am	
not qualified to submit any thing else. But, without the input of the affected people, you may not know their concerns or their	
ideas. Thank you for allowing me to submit my input.	
I'm worried this interchange will have an unforeseen impact on	Thank you for your comment. The Firebird Racetrack Complex is
Firebird Raceway/ Wildhorse Motorsports Park. This is the only	owned by Gila River Development and they support the project.
drag strip in the Phoenix metropolitan area and the only track	Comments regarding development of the racetrack and
that endorses more than circuit and road racing. I don't want to	surrounding area should be directed to Gila River Development.
see the land around the tracks to become busy with businesses	
or worse, homes and cause the track to be shut down due to	
noise complaints. I hope that if this plan were to go through that	
there be some sort of safe guards put in place for the safety and	
well being of the track in order to preserve its continued use for	
the people of Phoenix, of Arizona, and of those that travel further	
to drive their vehicles on Firebird Raceway/ Wildhorse	
Motorsports Park.	

Completely against this interchange if it interferes with the racetrack. Firebird raceway is vital to the economy and to the community and needs to be preserved. What will happen to firebird race way will be drained + also will their be two new bridges for the interstate	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development. Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
Absolutely terrible idea, there has to be plenty of other options that do not involve demolishing the racetrack. Keep the racetrack!!!!	Thank you for your comment. The purpose of this study is to provide access to the area in alignment with the Gila River Development master land use plan. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
If we lose racetracks , racing will end up on the streets	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
I am in opposition to the current plan for this interchange plan. Personally it seems to benefit the Casino and outlet mall more than an entrance for Maricopa. The drag strip has been there for decades and is a wonderful outlet for street racers, providing a controlled environment. Surely there are other options for this interchange. Please reconsider this plan.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.
To whom it may concern: This is the definition of a wasteful project. Of course the Gila River community wants you to move the road closer to their casino so more people have to pass right next to it. Is already close enough. Please do not close the racetrack. Too many idiots racing on the streets as it is. Since Speed world closed, Wild Horse Pass is the only drag strip in the greater Phoenix area. I enjoy attending events, safely racing my car, etc. Put in a proper exit down at Koli/Maricopa and 347 and a proper interchange to replace the existing one with i10. It's super dumb to take on all the additional cost/infrastructure/time when a common sense solution is easily visible. Let the Gila River community improve the roads in and around the casino if they're so concerned with ingress/egress.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development. Improvements to SR 347 are outside of the scope of this study. ADOT is conducting a study to increase capacity and improve safety on SR 347 from I-10 to the City of Maricopa. Please refer to the SR 347 Corridor Project page on ADOT's website, <u>https://azdot.gov/sr347</u> .

Dear Arizona Department of Transportation, I am reaching out to formally voice my strong opposition to the proposed alterations at the I-10/Koli Road interchange. As a dedicated member of our community, I feel it is imperative to highlight the importance of the Firebird Race Track, a key recreational and cultural site that should remain unaffected by these changes. The Firebird Race Track serves as a cornerstone for motorsport activities and a gathering place for families and enthusiasts from our area. It plays a significant role in our local economy and hosts various cultural events that celebrate our community's rich heritage. Any modifications stemming from the proposed interchange could potentially hinder access to this landmark, diminish its prominence, and deter visitors who contribute to its ongoing success. Beyond the economic considerations, we must also reflect on the cultural consequences of altering this area. The Firebird Race Track represents more than just a physical location; it encapsulates our community spirit and fosters a unique identity that deserves protection. Disrupting this landmark could adversely impact local events and lessen the diverse experiences that the race track provides to both residents and tourists. I strongly encourage the Arizona Department of Transportation to reevaluate the proposed interchange's implications on the Firebird Race Track and to consider alternative solutions that would safeguard this vital cultural and recreational resource. The option of a no-build alternative should be given significant attention, as it would maintain the integrity of our community while allowing for continued recreational opportunities in the vicinity. Thank you for taking the time to consider my concerns regarding this crucial matter. I sincerely hope that the perspectives of community members will be acknowledged and that the Firebird Race Track remains an essential part of our cultural landscape. Just a short comment about potential offramp for Coley Road. This area of study is on d	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development. The purpose of this study is to provide access to the area in cooperation with the Gila River Development master land use plan, a no build alternative would not meet the purpose and need of the study.
Please leave the race track alone. I grew up going there as a kid. Now me and my kids who are grown, go together. This track has been around for ever and is very well used by everyone. We love to race and drift and show are rides. if you take the place we do this at then were would we go? The streets that were we would go to race and drift and show are rides And that is unsafe.	Thank you for your comment. The Firebird Racetrack Complex is owned by Gila River Development, and they support the project. Comments regarding development of the racetrack and surrounding area should be directed to Gila River Development.