

Final Environmental Assessment Errata Sheet

Interstate 10 and Koli Road Traffic Interchange
Maricopa County, Arizona

ADOT Project No. 010 MA 166 F0701 01L

October 2025

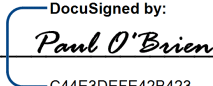
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated June 25, 2024, and executed by FHWA and ADOT.

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Arizona Department of Transportation
FINDING OF NO SIGNIFICANT IMPACT
FOR
Interstate 10 and Koli Road Traffic Interchange

ADOT Project No. 010 MA 166 F0701 01L

The Arizona Department of Transportation has determined that this project will not have any significant impact on the human or natural environment. This finding of no significant impact is based on the attached environmental assessment, which has been evaluated and determined to adequately discuss the environmental issues and impacts of the project. The environmental assessment provides sufficient evidence and analysis for the Arizona Department of Transportation to determine that an environmental impact statement is not required. The Arizona Department of Transportation takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

Approved by:  Paul O'Brien Date: 10/15/2025
Paul O'Brien, PE
Environmental Planning Administrator

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

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Acronyms and Abbreviations

ADOT	Arizona Department of Transportation
BIA	U.S. Bureau of Indian Affairs
Community	Gila River Indian Community
EA	environment assessment
FHWA	Federal Highway Administration
FONSI	finding of no significant impact
GRIC-THPO	Gila River Indian Community Tribal Historic Preservation Office
I-10	Interstate 10
NEPA	National Environmental Policy Act
Project	Interstate 10 and Koli Road Traffic Interchange project
SR	State Route
TI	traffic interchange
USC	U.S. Code

I. Introduction

A. Project Description

The Arizona Department of Transportation (ADOT) plans to build the new Interstate 10 (I-10) and Koli Road Traffic Interchange (TI) in south-central Maricopa County. The proposed TI would be located on I-10 at approximately milepost 163.5, between the existing Wild Horse Pass Boulevard TI and State Route (SR) 347/Queen Creek Road TI. The proposed action is located on Gila River Indian Community (Community) land and allotted lands just south of the cities of Phoenix and Chandler. Existing land uses in the Study Area are primarily vacant, industrial, and passive/restricted open space.

B. Summary of the Draft Environmental Assessment

The Draft Environmental Assessment (EA) for the I-10 and Koli Road TI project (Project) was prepared in accordance with the National Environmental Policy Act (NEPA), as amended (42 U.S. Code [USC] Section 4321 et seq.). ADOT is the lead agency in the planning, preparation, and review of all technical and environmental documents associated with the EA. The environmental review, consultation, and other actions required by applicable federal environmental laws for this Project have been carried out by ADOT pursuant to 23 USC Section 327 and a Memorandum of Understanding dated June 25, 2024, and executed by the Federal Highway Administration (FHWA) and ADOT. Under the Memorandum of Understanding, ADOT is now the lead agency to attain NEPA compliance for this Project. The planned Project will require new easement under the jurisdiction of the Community or the U.S. Bureau of Indian Affairs (BIA). Both entities were invited to be cooperating agencies, and the Community has accepted the invitation.

The basic function of an EA is to describe the need for a proposed action, alternatives for implementing or constructing the proposed action, and the environmental impacts of the proposed action and alternatives. The EA also provides a list of agencies and persons consulted and identifies potential impacts on social, economic, natural, and cultural resources and associated measures to avoid, minimize, and mitigate such impacts.

The Draft EA was completed and approved by ADOT on July 14, 2025. The Draft EA was available for public review from July 14 to August 13, 2025, on the ADOT I-10 and Koli Road TI website: azdot.gov/koliroad. The public comments and responses on the Draft EA are included in Appendix D of the *I-10 and Koli Road TI Public Hearings Summary Report*, in Appendix A of this Final EA.

Hard-copy versions of the Draft EA were also available for public review at the following locations:

- Community Governance Center, 525 W. Gu U Ki, Sacaton
- Community District 1: Blackwater, 15747 N. Shegoi Rd., Coolidge
- Community District 2: Hashan Kehk, 8070 Park St., Sacaton
- Community District 3: Sacaton, 31 N. Church St., Sacaton
- Community District 4: Santan, 2230 N. Home Run Dr., Sacaton

- Community District 5: Casa Blanca, 3456 W. Casa Blanca Rd., Bapchule
- Community District 6: Komatke, 5230 W. St. Johns Rd., Laveen
- Community District 7: Maricopa Colony, 8035 S. 83rd Ave., Laveen
- Maricopa Association of Governments, 302 N. 1st Ave. #200, Phoenix
- Chandler Public Library – Downtown, 22 S. Delaware St., Chandler
- Ironwood Library, 4333 E. Chandler Blvd., Phoenix

Members of the general public, government agency representatives, elected officials, tribal members, and other interested parties had an opportunity to provide comments on the Draft EA in writing by mail, email, or the study website.

ADOT held an in-person public hearing for the I-10 and Koli Road TI Project at Whirlwind Gold Club at the Wild Horse Pass Shalde Building in Chandler on July 29, 2025, and a virtual public hearing on July 30, 2025. Notices of the hearings and the availability of the Draft EA for public review were published between June 13 and July 12, 2025, in the *Gila River Indian News*, *Chandler Republic*, and *Ahwatukee Foothills News*. The advertisements provided an overview of the Project, information on how to provide comments on the Draft EA, and an invitation to the public to attend the public hearings.

During the public hearings, attendees had the opportunity to provide both verbal and written comments on the Project. All comments at the hearings were assembled into the *I-10 and Koli Road TI Public Hearings Summary Report*, available for review as part of this Final EA in Appendix A and also available online at: https://azdot.gov/sites/default/files/2025-09/I10_Koli_PublicHearing_Summary-20250916.pdf.

This Final EA provides ADOT's responses to public and agency comments made during the comment period and during the public hearings. It also provides any additional information, data, or revisions to the Draft EA, where necessary, and is intended to be used in conjunction with the Draft EA. This Final EA includes:

- a list of mitigation measures to be undertaken by ADOT and the designated construction contractor
- revisions to the Draft EA (errata)
- *I-10 and Koli Road TI Public Hearings Summary Report* (in Appendix A), containing:
 - public hearing summary
 - meeting notifications
 - hearing materials and presentations
 - comment forms received
 - public hearing transcripts
 - other public hearing information
 - public comments and ADOT's responses
- *Final Air Quality Report* (in Appendix B)

Many comments focused on Firebird Lake and the Firebird Motorsports Park, which are privately owned and operated by the Community. The redevelopment of the Firebird Motorsports Park will be overseen by the Community. Additional commenters expressed concern about the proximity of the Koli Road TI to the existing TIs at Wild Horse Pass Boulevard and SR 347/Queen Creek Road. The traffic analysis conducted for the study and the Change in Access to the Interstate determined that all traffic operations were acceptable and consistent with current design standards. Other comments concerned SR 347 and related access issues. SR 347 improvements are being advanced under a separate ADOT project and, therefore, are not specifically addressed in this EA.

The planned I-10 and Koli Road TI Project will have no impact on wetlands or federally mapped floodplains because such features have not been identified in the Study Area. The Project will affect one cultural resource, site AZ U:9:2(ARS); however, the site has been determined to be not eligible for the National Register of Historic Places and thus no treatment is required. The Community's Tribal Historic Preservation Officer (GRIC-THPO) concurred with the Project finding of effect on May 29, 2025.

With the completion of this Final EA and the issuance of a finding of no significant impact (FONSI) by ADOT, the NEPA requirements for this project have been met.

C. Selected Alternative

ADOT began developing the I-10 and Koli Road TI alternatives following the NEPA agency scoping meetings held in December 2023. ADOT evaluated a no-build alternative (K1) and two build alternatives (K2, a diverging diamond TI, and K3, a diamond TI). Both build alternatives were designed to accommodate connections to future extensions of Koli Road and Kyrene Road, to be completed by the Community. The K2 and K3 Alternatives were evaluated using engineering, environmental, easement, and cost criteria. This high-level multidisciplinary evaluation—based on preliminary concepts for the TIs—identified the key advantages and/or challenges associated with each alternative. The alternatives were presented at a public meeting in October 2024, and ADOT used the public feedback to refine the TI alternatives.

Both build alternatives (K2 and K3 Alternatives) performed better than the No-Build Alternative (K1 Alternative) in terms of future (2050) traffic operations and compatibility with future land uses, considering future development plans for the area and the additional traffic such development is expected to generate. Compared with each other, the build alternatives were similar in terms of roadway design, utility relocations, and traffic on the I-10 main line. Their environmental impacts would also be similar, and public comments did not strongly favor one build alternative over another. The main differences between the two build alternatives related to several engineering criteria, cost, and land acquisition. The K2 Alternative (diverging diamond TI) configuration was advanced for further study as the Recommended Build Alternative because it was considered to be safer and offered potential advantages—such as reduced traffic control measures during special events—because it would allow free-flowing left turns. Should traffic volumes increase as a result of future development, the diverging diamond TI design could provide enhanced traffic flow on Koli Road.

Both the No-Build Alternative and the Recommended Build Alternative were evaluated in detail in the Draft EA. The No-Build Alternative served as a baseline to allow evaluation and comparison of the impacts of undertaking the I-10 and Koli Road TI Project with the impacts of not doing so (that is, maintaining the

transportation status quo in the area). ADOT and the Community evaluated the alternatives in close coordination with key stakeholders. The Recommended Build Alternative was refined by modifying the ramps and crossroads on the western and eastern sides of the TI to pose fewer potential restrictions on the design of the Community's connecting road extensions.

Based on the results of the engineering and environmental studies for the I-10 and Koli Road TI Project and the comments received on the Draft EA and from the public hearings, ADOT has approved the Recommended Build Alternative evaluated in the Draft EA as the Selected Alternative.

II. Standards

ADOT and the contractor shall follow the federal laws, regulations, and guidelines and the ADOT standards and specifications listed below to avoid, minimize, and mitigate impacts for all relevant environmental resources:

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Uniform Relocation Act Amendments of 1987
- Title VI of the Civil Rights Act of 1964
- ADOT's *Public Involvement Plan*
- ADOT's *NEPA EA and EIS Guidance*
- ADOT's *Right of Way Procedures Manual*
- ADOT's *Clean Water Act Section 404/401 Guidance Manual*
- ADOT's *Temporary Traffic Control Design Guidelines*
- ADOT's *Erosion and Pollution Control Manual*
- ADOT's *2017 Noise Abatement Requirements*
- ADOT's *Standard Specifications for Road and Bridge Construction*
- SAF-6.01 *Asbestos Management Policy*
- ADOT's *Roadside Vegetation Management Guideline*

III. Environmental Commitments and Mitigation Measures

Environmental mitigation measures are intended to avoid, minimize, or mitigate impacts on environmental resources. All of the following mitigation measures apply and will be implemented during all phases of construction. The mitigation measures listed below are not subject to change without prior written approval from the Arizona Department of Transportation.

Arizona Department of Transportation Design Responsibilities

- The Arizona Department of Transportation design team will continue to review community access impacts, mobility, and impacts on community services, community cohesion, aesthetics, and community values in all areas affected by the Project to include the traditionally underserved communities that were identified in the Study Area, including short-term impacts (see Draft EA page 31).

Arizona Department of Transportation Environmental Planning Responsibilities

- Cultural awareness training will be required of contractors to minimize harm to sensitive cultural resources. All personnel involved in the design, construction, and operation of the project shall attend cultural orientation prior to any ground-disturbing activities. Cultural orientations will be in-person only and will be presented by the Gila River Indian Community Tribal Historic Preservation Office. The Arizona Department of Transportation maintains a record of orientation attendance (see Draft EA page 34).

Arizona Department of Transportation Roadside Development Section Responsibilities

- During final design, the Arizona Department of Transportation will coordinate with the Gila River Indian Community regarding the location and scope of aesthetic treatments (see Draft EA page 48).
- The Arizona Department of Transportation Roadside Development Section will provide special provisions for the control of noxious and invasive plant species during construction that may require treatment and control within the project limits (see Draft EA page 54).
- Plants protected by the Gila River Indian Community's Native Plant Ordinance will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will coordinate with the Gila River Indian Community Department of Environmental Quality to ensure compliance with the Native Plant Ordinance (see Draft EA page 54).

Arizona Department of Transportation Major Projects Responsibilities

- If previously unidentified cultural resources are encountered during activity related to the construction of the project, the contractor shall stop work immediately at that location, notify the Engineer, and take all reasonable steps to secure the preservation of those resources. The Engineer will contact the Arizona Department of Transportation Environmental Planning Historic Preservation Team (480-489-9256 or 480-486-0049), which will immediately make arrangements for proper treatment of those resources in coordination with the Gila River Indian Community Tribal Historic Preservation Office, the Gila River Indian Community Cultural Resources Management Program, and the Bureau of Indian Affairs Regional Archaeologist (see Draft EA page 34).
- During final design, a qualified biologist will complete surveys for nesting birds protected under the Migratory Bird Treaty Act, as necessary, and develop mitigation measures to avoid impacts on nesting birds during construction (see Draft EA page 54).

Contractor Responsibilities

- If previously unidentified cultural resources are encountered during activity related to the construction of the project, the contractor shall stop work immediately at that location, notify the Engineer, and take all reasonable steps to secure the preservation of those resources. The Engineer will contact the Arizona Department of Transportation Environmental Planning Historic Preservation Team (480-489-9256 or 480-486-0049), which will immediately make arrangements for proper treatment of those resources in coordination with the Gila River Indian Community Tribal Historic Preservation Office, the Gila River Indian Community Cultural Resources Management Program, and the Bureau of Indian Affairs Regional Archaeologist (see Draft EA page 34).
- During final design, a qualified biologist will complete surveys for nesting birds protected under the Migratory Bird Treaty Act, as necessary, and develop mitigation measures to avoid impacts on nesting birds during construction (see Draft EA page 54).
- Prior to construction, all personnel who will be on-site, including, but not limited to, contractors, Contractors' employees, supervisors, inspectors, and subcontractors, shall review the attached Arizona Department of Transportation Environmental Planning "Western Burrowing Owl Awareness" flyer (see Draft EA page 55).
- If any burrowing owls or active burrows are identified, the contractor shall notify the Engineer immediately. No construction activities will take place within 100 feet of any active burrow (see Draft EA page 55).
- If the Engineer in cooperation with the Arizona Department of Transportation Biologist determines that burrowing owls cannot be avoided, the contractor shall employ a qualified biologist holding a permit from the US Fish & Wildlife Service to relocate burrowing owls from the project area, as appropriate (see Draft EA page 55).

- The contractor shall develop a Noxious and Invasive Plant Species Treatment and Control Plan in accordance with the requirements in the contract documents. Plants to be controlled will include those listed in the state and federal noxious weed and the state invasive species lists in accordance with state and federal laws and executive orders. The plan and associated treatments will include all areas within the project right-of-way and easements as shown on the project plans. The treatment and control plan shall be submitted to the Engineer for the Arizona Department of Transportation Construction Professional Landscape Architect for review and approval prior to implementation by the contractor (see Draft EA page 55).
- Prior to the start of ground-disturbing activities and throughout the duration of construction and any landscape establishment period, the contractor shall arrange for and perform the control of noxious and invasive species in the project area (see Draft EA page 55).

IV. Errata from Draft Environmental Assessment

This part of the Final EA contains additions or changes to the Draft EA to revise, clarify, or make corrections to the text, and this document should be used in conjunction with the Draft EA.

These changes are the result of public comments and/or the need to address additional information, data, or revisions to the Draft EA, where necessary. The changes provided below with reference to the page numbers of the original text in the Draft EA. Deleted text is identified with strikethrough (~~strikethrough~~) and new or revised text appears in red italics (*italics*). Where applicable, the entire paragraph from the Draft EA has been included to provide context for the changes.

The following global changes apply to all text in the Draft EA:

- “Proposed Project” and “proposed action” have been changed to “Project.”
- “Recommended Build Alternative” has been changed to “Selected Alternative.”
- References to “would” with regard to the Project and/or Selected Alternative have been changed to “will.”

Revised mitigation measures are provided in Part III, *Environmental Commitments and Mitigation Measures*, of this Final EA.

No revisions, clarifications, or corrections were required for the following sections of the Draft EA, other than the global changes noted above:

- Part I, *Introduction*
- Part II, *Project Purpose and Need*
- Part VI, *Bibliography*

Alternatives

Screening

A footnote was deleted from page 16 of the Draft EA:

~~²During development of the Design Memo, the criteria for constructability/maintenance of traffic during construction, maintenance, and pedestrian and bicyclist access were further investigated. The investigation is summarized in Section 3.4.1 of the Design Memo.~~

The footnote was replaced with a new paragraph on page 16 of the Draft EA:

The comparison of the K2 and K3 Alternatives was refined during the development of the Design Memo, with the study team revisiting the criteria related to constructability/maintenance of traffic during construction, maintenance, and pedestrian and bicyclist access. The investigation, which is summarized in Section 3.4.1 of the Design Memo, led to neutral or more favorable ratings for the K2 Alternative, which was advanced as the Recommended Build Alternative.

Affected Environment and Environmental Consequences

D. Section 4(f) and 6(f) Resources

The following revisions were made to page 35 of the Draft EA:

The Selected Alternative will not affect Firebird Lake and the GRIC-THPO has concurred with a finding of no adverse effect for the undertaking.

F. Air Quality

The following revisions were made to page 40 of the Draft EA:

~~FHWA's provision of project-level conformity is pending.~~ *FHWA issued a project-level conformity determination on September 19, 2025 (see Appendix A of the Final Air Quality Report, in Appendix B of this Final EA).*

Public Involvement and Coordination

C. Public Hearing

The following revisions were made to pages 78 and 79 of the Draft EA:

Agency representatives and members of the public ~~are~~ *were* invited to review and comment on ~~this~~ *the* Draft EA and the Design Memo. The comment period ~~will begin~~ *began* on July 14, 2025, and ~~end~~ *ended* on August 13, 2025. During the comment period, an in-person public hearing and a virtual public hearing (where attendees can attend online or by telephone) ~~will provide~~ *provided* an opportunity for further review and comment:

- In-person Public Hearing for the Gila River Indian Community:

Tuesday, July 29, 2025, 5:30 to 7 p.m.
Whirlwind Gold Club at Wild Horse Pass Shelde Building
5692 W. North Loop Rd.
Chandler, AZ 85226

- Virtual Public Hearing:

Wednesday, July 30, 2025, 5:30 to 7 p.m.
Online: bit.ly/3GHOrf5
Phone: +1 646.876.9923
Webinar ID: 928 4590 2660
Passcode: KoliRoad or 70876696

The same information ~~will be~~ *was* shared at both the in-person and virtual public hearings. Attendees ~~will have~~ *had* the opportunity to provide verbal and written comments at both events.

The in-person public hearing ~~will begin~~ *began* with an open house, followed by a formal presentation, followed by a public comment session, and then a return to the open house. The virtual public hearing ~~will be~~ *was* held on Zoom, beginning with a formal presentation, a question-and-answer session, then formal public comments.

Interested parties may ~~were able to~~ review and make comments on the Draft EA and Design Memo by:

- attending one of the public hearings listed above and providing written or verbal comments
- accessing, reviewing, and providing online comments on the draft EA and Design Memo on the study website: azdot.gov/koliroad
- emailing comments to ADOT at: koliroad@azdot.gov
- calling: (602) 522-7777
- mailing comments to ADOT at:

I-10/Koli Road Traffic Interchange Study Office
7130 W. Fairview St.
Chandler, AZ 85226

Printed copies of the Draft EA and Design Memo ~~can be reviewed~~ **were available for review** at the repository locations listed below. In addition, the documents ~~are~~ **were** available for viewing or download from the study website at azdot.gov/koliroad. Select technical reports associated with the Draft EA ~~will be~~ **were** available upon request. ~~Please~~ **People could** email koliroad@azdot.gov or call (602) 522-7777 to make a request.

- Gila River Indian Community Governance Center (520.562.9500)
525 W. Gu U Ki
Sacaton, AZ 85147
- Gila River Indian Community District 1: Blackwater (520.215.2110)
15747 N. Shegoi Rd.
Coolidge, AZ 85128
- Gila River Indian Community District 2: Hashan Kehk (520.562.3450)
8070 Park St.
Sacaton, AZ 85147
- Gila River Indian Community District 3: Sacaton (520.562.3334)
31 N. Church St.
Sacaton, AZ 85147
- Gila River Indian Community District 4: Santan (520.418.3661)
2230 N. Home Run Dr.
Sacaton, AZ 85147
- Gila River Indian Community District 5: Casa Blanca (520.315.3441)
3456 W. Casa Blanca Rd.
Bapchule, AZ 85121
- Gila River Indian Community District 6: Komatke (520.550.3805)
5230 W. St. Johns Rd.
Laveen, AZ 85339

- Gila River Indian Community District 7: Maricopa Colony (520.430.4780)
8035 S. 83rd Ave.
Laveen, AZ 85339
- Maricopa Association of Governments (602.254.6300)
302 N. 1st Ave. #200
Phoenix, AZ 85003
- Chandler Public Library – Downtown (480.782.2800)
22 S. Delaware St.
Chandler, AZ 85225
- Ironwood Library (602.262.4636)
4333 E. Chandler Blvd.
Phoenix, AZ 85048

During the I-10 and Koli Road TI Draft EA comment period, an in-person public meeting was held on July 29, 2025, at the Whirlwind Golf Club at Wild Horse Pass Shelden Building, and 14 people attended. The following information was shared with attendees:

- *I-10 and Koli Road TI study fact sheet in English and Spanish*
- *I-10 Wild Horse Pass Corridor fact sheet in English and Spanish*
- *optional Title VI self-identification cards and website link*
- *Title VI signs and brochures*
- *display boards*
- *Draft EA and Design Memo*
- *interactive diverging diamond interchange display*

A virtual public hearing was held on the Zoom platform on July 30, 2025, and 22 people attended. The following information was available for review on the study website prior to the virtual public hearing:

- *I-10 and Koli Road TI study fact sheet in English and Spanish*
- *link to optional Title VI self-identification survey*
- *Project boards*
- *Draft EA and Design Memo*
- *virtual public hearing presentation slides*

Copies of the transcripts of both public hearings are available in Appendix C of the I-10 and Koli Road TI Public Hearings Summary Report, in Appendix A of this Final EA.

Ongoing Activities

As ADOT continues the process of design, engineering, and construction of the Selected Alternative, the public will have additional opportunities to provide input and comments on the Project, such as during final design. As the I-10 and Koli Road TI Project proceeds, ADOT will continue to update the Project website, azdot.gov/koliroad, to provide information about the Project and to obtain additional feedback from the public.

V. Public Comments

A total of 53 comments were received by August 13, 2025, the last day of the comment period, through the following methods:

- 17 email comments
- 34 online comment form comments
- 2 verbal comments (provided at the in-person public hearing)

Two main themes emerged from the comments provided during the public comment period, related to traffic flow and the adjacent motorsports park, as follows:

- proximity of the new TI to the Wild Horse Pass Boulevard TI and SR 347/Queen Creek Road TI
 - concerns about having three TIs close together
 - concerns about traffic flow through the area
- Firebird Motorsports Park
 - concerns that the I-10 and Koli Road TI will affect the facility and its future

The public comments and responses are included in Appendix D of the *I-10 and Koli Road TI Public Hearings Summary Report*, in Appendix A of this Final EA.

VI. Bibliography

Arizona Department of Transportation (ADOT). 2025. *Public Hearings Summary: I-10/Koli Road Traffic Interchange Study Public Hearings Summary – Draft*. Prepared by HDR Engineering, Inc.

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Appendix A. Public Hearings Summary Report

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I-10/Koli Road Traffic Interchange Study Public Hearings Summary

Public Comment Period:
July 14 to August 13, 2025

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

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

ARIZONA
— DEPARTMENT OF —
TRANSPORTATION

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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), and the Maricopa Association of Governments (MAG), is preparing an environmental assessment (EA) and design memo (DM) 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 Creek Road traffic interchanges.

The draft EA considers and assesses alternatives for the traffic interchange, including a no-build alternative. Some subject areas analyzed in-depth in the draft EA include the proposed project's impacts on cultural resources, biological resources, water quality, noise impacts and air quality, as well as other social, economic, and environmental impacts. The draft EA also takes into consideration public comment received during a public scoping and alternatives public meeting held in October 2024.

As part of the National Environmental Policy Act (NEPA) environmental study process, two public hearings were held to present the findings and recommendations of the draft EA and DM to the public and receive formal public comment. Copies of the draft EA and DM were made available to the public for review at local community gathering places near the study area and members of the public were given multiple avenues through which to provide feedback during the formal comment period.

TITLE VI ACCOMMODATIONS

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

Public Review and Comment

Printed and bound copies of the draft EA and DM documents were delivered to the following locations and made available for public review from July 14 to Aug. 13, 2025. The documents were also uploaded to the I-10/Koli Road TI Study Website: azdot.gov/koliroad.

- **Gila River Indian Community Governance Center**
525 W. Gu U Ki, Sacaton, AZ 85147
- **Gila River Indian Community District 1: Blackwater**
15747 N. Shegoi Rd., Coolidge AZ 85128
- **Gila River Indian Community District 2: Hashan Kehk**
8070 Park St., Sacaton, AZ 85147
- **Gila River Indian Community District 3: Sacaton**
31 N. Church St., Sacaton, AZ 85147
- **Gila River Indian Community District 4: Santan**
2230 N. Home Run Dr., Sacaton, AZ 85147
- **Gila River Indian Community District 5: Casa Blanca**
3456 W. Casa Blanca Rd., Bapchule, AZ 85121
- **Gila River Indian Community District 6: Komatke**
5230 W. St. Johns Rd., Laveen, AZ 85339
- **Gila River Indian Community District 7: Maricopa Colony**
8035 S. 83rd Ave., Laveen, AZ 85339
- **Maricopa Association of Governments**
302 N 1st Ave #200, Phoenix, AZ 85003
- **Chandler Public Library – Downtown**
22 S. Delaware St., Chandler, AZ 85225
- **Ironwood Library**
4333 E. Chandler Blvd., Phoenix, AZ 85048

Beginning July 14, 2025, the public was able to provide comments on the proposed I-10/Koli Road TI mentioned above. Throughout the public review and comment period, comments were accepted in the following ways:

- **Public Hearings:** Attendees had the opportunity to provide written/verbal comments at the in-person public hearing on July 29, 2025, on the Gila River Indian Community, and the virtual public hearing on July 30, 2025.
- **Study website:** Online through a comment form located at www.azdot.gov/koliroad
- **Email:** koliroad@azdot.gov
- **Phone:** (855) 712-8530
- **Mail:** I-10/Koli Road Traffic Interchange Study Office
7130 W. Fairview St., Chandler, AZ 85226

Public Hearings

The public hearings were a significant component of the public involvement process to gather comments on the I-10/Koli Road TI Study. The public hearings dates, times, locations and attendance are listed in Table 1.

Table 1. Public Hearings Dates, Times, Locations and Attendance

Date	Time	Location	Attendance
Tuesday, July 29, 2025	5:30 – 7 p.m.	In-person Community Public Hearing Shelde Building at the Whirlwind Golf Club at Wild Horse Pass 5692 W. North Loop Rd., Chandler, AZ 85226 (Note: this hearing was only advertised to residents on the Gila River Indian Community)	14
Wednesday, July 30, 2025	5:30 – 7 p.m.	Virtual Public Hearing held via the Zoom Platform	22

PUBLIC HEARINGS NOTIFICATIONS

Several channels were used to notify Community members and the public about the public review process and public hearings. Working closely with the Community, ADOT and the project team collectively decided that the in person public hearing would be for Community members only, and the virtual public hearing would be for Community members and the public, therefore the in person public hearing was advertised only in the Community, and the virtual public hearing was advertised in the Community and to the public. Both hearings presented the same information and followed the same process and guidelines for public participation.

Newspaper Advertisements

The Public Involvement (PI) team prepared and arranged the publication of print advertisements that described the proposed I-10/Koli Road TI Study, explained how to view the draft EA and DM, showed how to submit comments, and invited the public to attend the hearing.

ADOT placed advertisements in the Gila River Indian News promoting both the July 29 in-person Community public hearing and the July 30 virtual public hearing. All other advertisements only advertised the July 30 virtual public hearing.

The advertisements were placed in the following publications:

- *Gila River Indian News* English print (published and distributed June 13, 2025)
- *Gila River Indian News* English print (published and distributed July 11, 2025)
- *Chandler Republic* – English print (published July 12, 2025)
- *Ahwatukee Foothills News* – English print (published July 9, 2025)



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

Flyer and Poster Distribution

The PI team designed and printed 200 flyers and 10 posters promoting both the July 29, 2025, in-person Community public hearing and the July 30, 2025, virtual public hearing. The flyers and posters were delivered to the Gila River Indian Community Government Office and District Offices on July 2 and 3, 2025, for distribution to Community members and for display on Community bulletin boards.

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

CCTV Graphics

The Gila River Indian Community provides Closed Circuit Television (CCTV) programming that is available on screens at various public locations on the Community. The PI team designed graphics for Community CCTVs promoting both the July 29, 2025, Community public hearing and the July 30, 2025, virtual public hearing. The CCTV graphics were provided to the Community on July 1, 2025.

Copies of the CCTV graphics can be found in Appendix A, *Public Hearings Notifications*.

GovDelivery Emails and News Release

Information on the proposed I-10/Koli Road TI Study, how to provide comments and an invitation to attend the July 30, 2025, virtual public hearing was distributed by ADOT via a GovDelivery email notice and by a news release shared by representatives from MAG via email. More information about these emails is provided below.

ADOT sent a notification of the virtual public hearing through GovDelivery on July 14, 2025.

- The July 14, 2025, notification was sent to 41,948 emails

The news release was distributed to local media outlets on July 14, 2025, and posted on the MAG website.

ADOT sent a notification that the study is accepting public comment through GovDelivery on Aug. 6, 2025.

- The Aug. 6, 2025, notification was sent to 41,895 emails

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

Social Media

Information about the July 29, 2025, in-person Community public hearing and the July 30 virtual public hearing was shared on Gila River Indian Community's Facebook and Instagram accounts. Information about only the July 30, 2025, virtual public hearing was shared on ADOT's Facebook and X accounts.

Posts were shared on the following dates:

- Gila River Indian Community Facebook: July 17, 2025, July 28, 2025
- Gila River Indian Community Instagram: July 17, 2025, July 28, 2025, (story), July 29, 2025 (story)
- ADOT Facebook (Virtual Public Hearing only): July 15, 2025, July 29, 2025
- ADOT X (Virtual Public Hearing only): July 18, 2025, July 29, 2025



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

- Facebook: Aug. 5, 2025, Aug. 12, 2025
- X: Aug. 8, 2025, Aug. 12, 2025

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

Digital Media

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 hearing materials; information about the date, time and location of the July 30, 2025, virtual public hearing; and information about how to provide feedback during the comment period.

All materials displayed at the public hearings were posted on the website and are listed below:

- Draft EA and Appendices
- Draft DM and Appendices
- Virtual Hearing Presentation Video (English and Spanish)
- Virtual Hearing Presentation Slides
- Fact Sheets (English and Spanish)
- Display Boards (English and Spanish)

Copies of the public hearing materials are included in Appendix B, *Public Hearing Materials*

PUBLIC HEARINGS FORMAT

In-Person Public Hearing

The in-person Community public hearing was held on Tuesday, July 29, 2025, at the Shelde Building at the Whirlwind Golf Club at Wild Horse Pass. The purpose of the Community public hearing was to provide an overview of I-10/Koli Road TI need, purpose, environmental findings, and recommended build alternative, and to accept public comments. The in-person hearing was advertised to the Community through various methods described in the previous section. The public hearing was held from 5:30 – 7 p.m. and followed the format in Table 2.

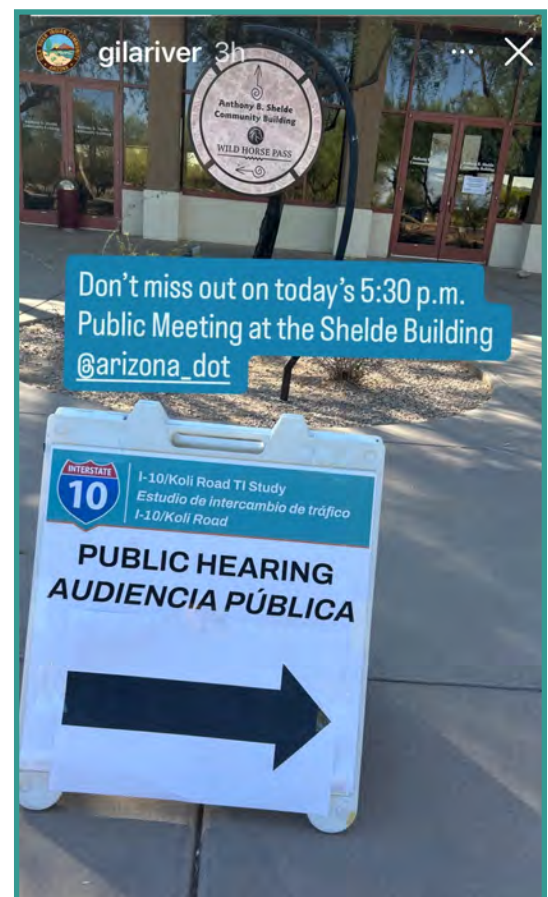


Table 2. In-Person Community Public Hearing Agenda

5:30 – 6:00 p.m.	Open House
6 – 6:30 p.m.	Formal Presentation
6:30 – 7 p.m.	Formal Comment Period

Directional signs to the public hearing were placed at the facility entrance on North Loop Rd., and to the east and west on Wild Horse Pass Blvd.

A welcome table was available for public hearing attendees, which provided the following:

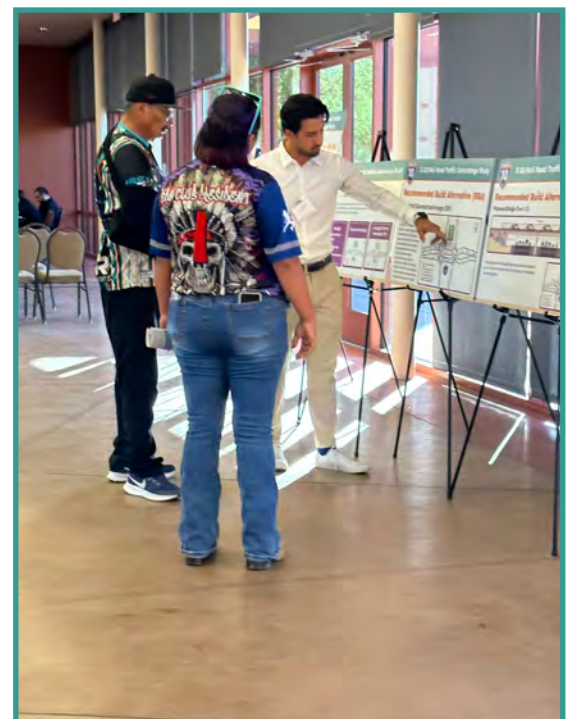
- Sign-in (optional and not required for attendance)
- I-10/Koli Road TI Study Fact Sheet in English and Spanish
- I-10 Wild Horse Pass Corridor Fact Sheet in English and Spanish¹
- Optional Title VI self-identification cards and website link for people to fill out
- Title VI signs and brochures

The public hearing was a combination of a formal presentation and an open house. All materials and boards were located in one large room.

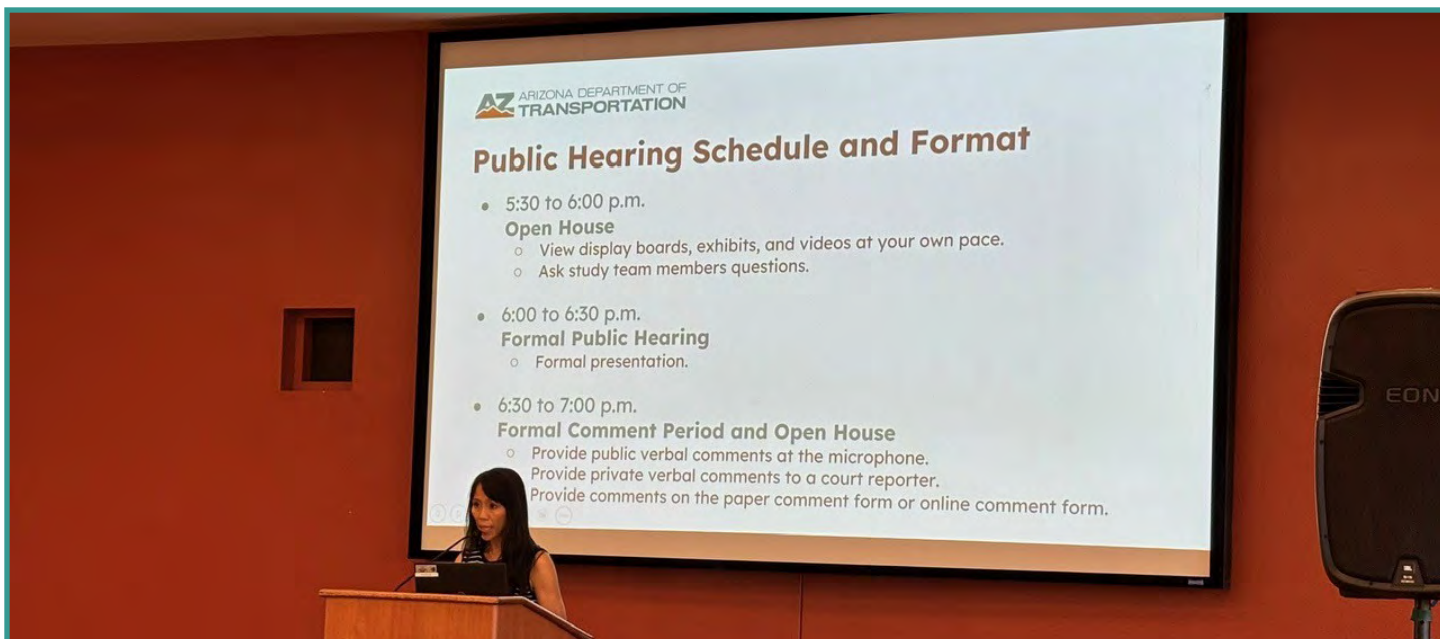
As attendees entered the building they were greeted near the entrance at the welcome table. They were given the option to sign in and complete the voluntary Title VI self-identification survey. The I-10/Koli Road TI Study fact sheet handout and the I-10 Wild Horse Pass Corridor fact sheet were available. The I-10/Koli Road TI Study fact sheet included information about the study, how to review the EA and DM at the repository locations and online, answers to frequently asked questions, and details on how to submit comments for the study.

Attendees were encouraged to view display boards placed along the north wall of the hearing space, review the draft EA and DM documents, and participate in an interactive diverging diamond interchange (DDI) display. Study team members were available to answer questions one-on-one.

The public hearing 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 an overview of the I-10 Wild Horse Pass Corridor Projects and provided information about the I-10/Koli Road TI Study, including the purpose and need, and the recommended build alternative.



¹The I-10 Koli Road TI Study is within the I-10 Wild Horse Pass Corridor and information about the Corridor was made available to participants.



DeWayne Badonie, Gila River Indian Community Department of Transportation Director, provided welcome remarks. The presentation was transcribed by a court reporter.

During the formal presentation, attendees viewed a PowerPoint presentation that complemented the information available on the fact sheets and display boards. Following the formal presentation, participants were invited to make formal public statements at the microphone or to the court reporter directly, or to complete a comment form. In addition, information was provided on a display board and on the fact sheet about how to make comments via phone, email, United States Postal Service mail, and the online comment form by Aug. 13. Spanish and O’odham interpreters were provided at the public hearing.

Fourteen individuals signed in as attendees for the in-person public hearing. Copies of the sign-in sheets can be found in Appendix B, *Public Hearings Materials*.

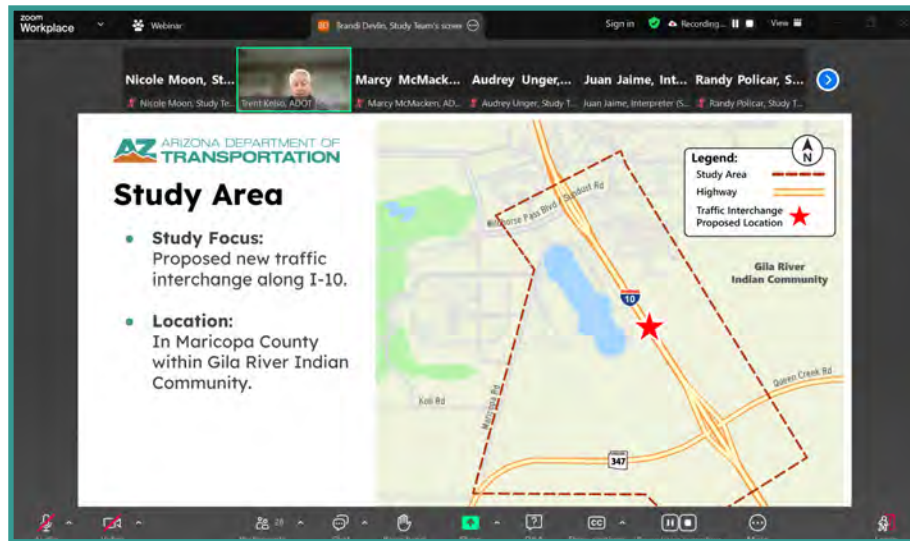
The in-person Community public hearing transcript can be found in Appendix C, *Public Hearings Transcripts*.

Virtual Public Hearing Format

The virtual public hearing was held on Wednesday, July 30, 2025, via the Zoom platform. The purpose was to provide an overview of I-10/Koli Road TI need, purpose, environmental findings, and recommended build alternative, and to accept public comments. The virtual hearing was advertised to the general public through various methods described in the previous section. The hearing was held from 5:30 – 7 p.m. and followed the format in Table 3.

Table 3. Virtual Public Hearing Agenda

5:30 – 6 p.m.	Formal Presentation
6 – 6:15 p.m.	Question and Answer Session
6:15 – 7 p.m.	Formal Comment Period



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

- Draft Environmental Assessment and Appendices
- Draft Design Memorandum and Appendices
- I-10/Koli Road TI Study Virtual Public Hearing Presentation Slides
- I-10/Koli Road TI Study Project Boards (English and Spanish)
- I-10/Koli Road TI Study Fact Sheet Handout (English and Spanish)

The following materials were available on the I-10/Koli Road TI Study Website after the virtual public hearing:

- I-10/Koli Road TI Study Virtual Public Hearing Recording (English and Spanish)

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

The virtual hearing was moderated by Marcy McMacken, ADOT Community Outreach Project Manager/Public Information Officer, who provided information on how to ask questions and make comments during the hearing.

Trent Kelso, ADOT I-10 Corridor Manager provided an overview of the I-10 Wild Horse Pass Corridor Projects and provided information about the I-10/Koli Road TI Study, the purpose and need, and the recommended build alternative. The presentation was transcribed by a court reporter.

The presentation began with information in English and Spanish about how to ask questions and provide comments during the hearing, 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 complemented 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 hearing by raising their virtual hands or submitting the question using the platform's Q&A chat feature. After the Question-and-Answer portion, participants were invited to make public comments during the virtual hearing. In addition, participants were directed to the I-10/Koli Rd TI Study website for more information and to submit public comments before Aug. 13.

Twenty-two individuals participated in the virtual public hearing. The virtual public hearing transcript can be found in Appendix C, *Public Hearings Transcripts*.

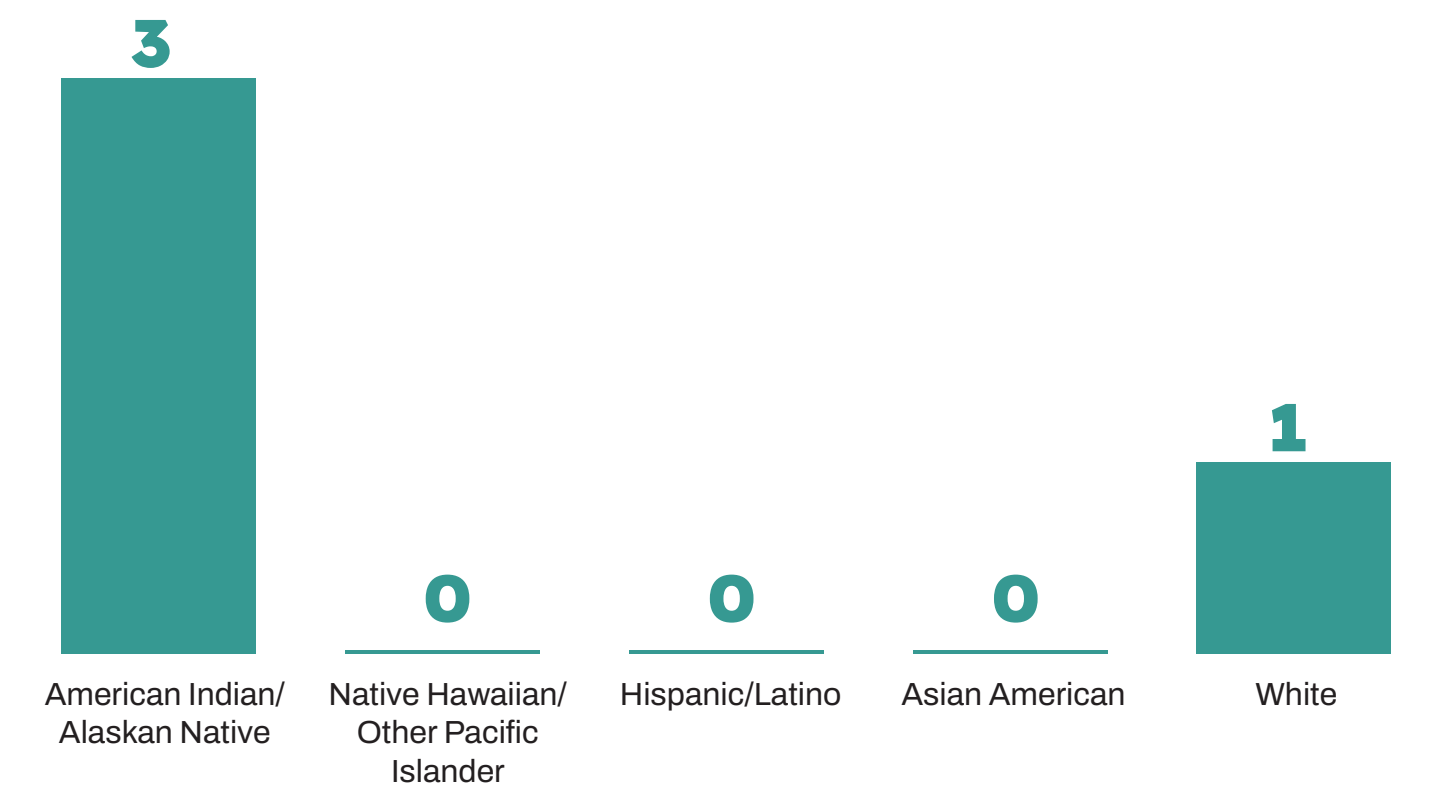
PUBLIC HEARINGS LIMITED ENGLISH PROFICIENCY AND AMERICAN WITH DISABILITIES ACT COMPLIANCE

There were no requests for accommodations received for the in-person Community public hearing and the virtual public hearing.

Based on the LEP evaluation, simultaneous Spanish interpretation was provided at the meetings. Simultaneous Spanish interpretation was available for the in-person public hearing attendees with headsets and printed translated presentations provided. Spanish interpretation was available for the virtual public hearing for both Zoom or call-in function. Materials were provided in Spanish, including bilingual display boards, facts sheets, presentation slides and recorded presentation. The costs associated with Spanish translation and interpretation were \$1,362.34.

PUBLIC HEARINGS TITLE VI SELF-IDENTIFICATION

Four participants completed the Title VI Self-Identification questionnaire presented at the two public hearings.



PUBLIC HEARINGS MATERIALS

A variety of materials were made available at the in-person public hearing and on the I-10/Koli Road TI Study website.

These materials include:

- Draft EA and Appendices
- Draft DM and Appendices
- I-10/Koli Road TI Study Project Boards (English and Spanish)
- I-10/Koli Road TI Study Fact Sheet Handout (English and Spanish)

Display Boards

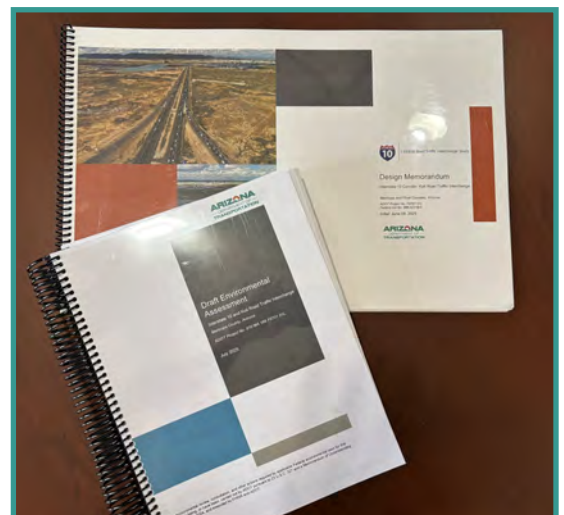
Display boards at the in-person and virtual public hearings were titled as follows:

- Welcome
- Public Hearing Format
- Public Hearing Ground Rules
- How to Provide Verbal Formal Comments
- I-10 Wild Horse Pass Corridor
- Study Area
- Purpose and Need
- NEPA Requirements
- Alternatives Evaluated
- What is the No-Build Alternative?
- Recommended Build Alternative (RBA)
- How a DDI Works
- Recommended Build Alternative (RBA): Proposed Bridge Over I-10
- Recommended Build Alternative (RBA): Local Road Typical Section
- Recommended Build Alternative (RBA): Typical Section Along Proposed Bridge
- Aesthetics of the Bridge
- Wild Horse Pass: Koli Road Traffic Interchange Location Study
- Environmental Findings: Cultural Resources and Biological Resources
- Environmental Findings: Water Resources and Air Quality
- Anticipated Funding
- Next Steps
- How to Submit Comments

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

Draft Environmental Assessment and Design Memo Documents

Two copies of each of the draft EA and Appendices and the draft DM and Appendices documents were available for review at the in-person public hearing. In addition, copies were placed on the project website and delivered to 11 repository locations for virtual hearing participants to review.





Interactive Diverging Diamond Interchange Display

The DDI graphic was printed in large format and placed on a table at the in-person public hearing with toy cars so that drivers could learn to navigate the traffic interchange configuration.

Fact Sheet

An I-10/Koli Road TI Study Fact Sheet was created and included information about the study, how to review the EA and DM at the repository locations and online, answers to frequently asked questions, and details on how to submit comments for the study. The fact sheet was in English and Spanish and was given to in-person public hearing attendees and posted on the study website.

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

Formal Presentation

A formal presentation was given to attendees at the in-person and virtual public hearings. The virtual public hearing hosted a Question-and-Answer session after the presentation. Following the presentation, participants were given an opportunity to provide public comments.

The presentation can be found in Appendix B, *Public Hearing Materials*.

Public Comments and Responses

All comments received during the formal comment period (July 14 to Aug. 13, 2025) were reviewed for the specific issues or recommendations raised by commenters.

A total of 53 comments were received by Aug. 13, 2025, the last day of the comment period, through the following methods:

- 17 comments were received through email
- 34 comments were submitted through the online comment form
- 2 comments were received at the in-person public hearing

Some of the common themes in the comments received were as follows:

- Proximity to Wild Horse Pass Blvd TI and Queen Creek Road/SR 347 TI
 - Concerns about need for three TIs close together
 - Concerns about traffic flow through the area
- Firebird Motorsports Park
 - Concerns that the I-10/Koli Road TI will impact the facility and its future

The public comments and responses are included in Appendix D, *Public Comments and Responses*.

Appendix A:

Public Hearings Notifications

Appendix A

Public Hearing Notifications

Gila River Indian News June 13, 2025 and July 11, 2025



PUBLIC HEARING/OPEN HOUSE

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), and the Maricopa Association of Governments (MAG), is preparing an Environmental Assessment (EA) and Design Memo (DM) 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 Creek Road traffic interchanges.

DRAFT EA AND DM AVAILABLE FOR PUBLIC REVIEW AND COMMENT

The draft EA and DM will be published and available for public review and comment from **July 14, 2025, through Aug. 13, 2025**. The draft EA and DM evaluate the Recommended Build Alternative as compared to the No-Build Alternative. Select technical reports associated with the draft EA will be available upon request. Please email koliroad@azdot.gov or call **602.522.7777** to make a request. The draft EA and DM can be reviewed at the following repository locations and on the study website at azdot.gov/koliroad:

- **Chandler Public Library – Downtown**
22 S. Delaware St., Chandler, AZ 85225 | 480.782.2800
- **Ironwood Library**
4333 E. Chandler Blvd., Phoenix, AZ 85048 | 602.262.4636
- **Gila River Indian Community Governance Center**
525 W. Gu U Ki, Sacaton, AZ 85147 | 520.562.9500
- **Gila River Indian Community District 1: Blackwater**
15747 N. Shegoli Rd., Coolidge AZ 85128 | 520.215.2110
- **Gila River Indian Community District 2: Hashan Kehk**
8070 Park St., Sacaton, AZ 85147 | 520.562.3450
- **Gila River Indian Community District 3: Sacaton**
31 N. Church St., Sacaton, AZ 85147 | 520.562.3334
- **Gila River Indian Community District 4: Santan**
2230 N. Home Run Dr., Sacaton, AZ 85147 | 520.418.3661
- **Gila River Indian Community District 5: Casa Blanca**
3466 W. Casa Blanca Rd., Bapchule, AZ 85121 | 520.315.3441
- **Gila River Indian Community District 6: Konaatke**
5230 W. St. Johns Rd., Laveen, AZ 85339 | 520.550.3805
- **Gila River Indian Community District 7: Maricopa Colony**
8035 S. 83rd Ave., Laveen, AZ 85339 | 520.430.4780

COMMENT ON THE DRAFT EA AND DM

Submit your comments on the I-10/Koli Road Traffic Interchange Study draft EA and DM from **July 14, 2025, through Aug. 13, 2025**. All comments received during the public comment period will be documented and responded to in the I-10 Koli Road Traffic Interchange Study Final EA and DM. All comment methods are considered equal.

- Provide written/verbal comments at the in-person virtual public hearing.
- Online through our comment form: azdot.gov/koliroad
- Email: koliroad@azdot.gov
- Call: 602.522.7777
- Mail: I-10/Koli Road Traffic Interchange Study Office
7130 W. Fairview St., Chandler, AZ 85226



PUBLIC HEARINGS

An in-person public hearing and a virtual public hearing will be held to provide an overview of the draft EA and DM, share ADOT's preliminary recommendation and accept public comment. The public hearing presentation and materials can also be viewed on the study website.

In-Person Agenda:

5:30 – 6 p.m.	Open House
6 – 6:30 p.m.	Presentation
6:30 – 7 p.m.	Formal Public Comments/Open House

Virtual Agenda:

5:30 p.m.	Formal Presentation
6 p.m.	Q&A
6:15 – 7 p.m.	Formal Public Comments

YOU ARE INVITED TO PARTICIPATE:

1. In-Person Public Hearing for the Gila River Indian Community
Tuesday, July 29, 2025 | 5:30 – 7 p.m.
Whirlwind Golf Club at Wild Horse Pass Sheldie Building
5692 W. North Loop Rd.
Chandler, AZ 85226

2. Virtual Public Hearing
Wednesday, July 30, 2025 | 5:30 – 7 p.m.
Call-in/Online through Zoom

English
Online: bit.ly/3GHOrf5 | Phone: +1 646.876.9923
Webinar ID: 928 4590 2660
Passcode: KoliRoad or 70876596

Español
Enlace (Inglés): bit.ly/3GHOrf5 | Teléfono: +1 646.876.9923
Número de Reunión (Código de acceso): 928 4590 2660
Clave: KoliRoad o 70876596



JOIN MEETING
HERE
bit.ly/3GHOrf5

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

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorandum de Acuerdo con fecha del 25 de junio de 2024 y se han realizado por FHWA y 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 requieren 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.

Chandler Republic July 12, 2025

AZCENTRAL.COM | WEEKEND, 07.12.25 | 26 5



Your input is needed! I-10/Koli Road Traffic Interchange

PUBLIC HEARING

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), and the Maricopa Association of Governments (MAG), has initiated an environmental study (Environmental Assessment or EA) and Design Memo (DM) 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 Creek Road traffic interchanges.

DRAFT EA AVAILABLE FOR PUBLIC REVIEW AND COMMENT

The draft EA and DM will be published and available for public review and comment from **July 14, 2025, through Aug. 13, 2025**. The draft EA and DM evaluate the Recommended Build Alternative as compared to the No-Build Alternative. Select technical reports associated with the draft EA will be available upon request. Please email koliroad@azdot.gov or call **602.522.7777** to make a request. The draft EA and DM can be reviewed at the following repository locations and on the study website at azdot.gov/koliroad:

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- **Ironwood Library**
4333 E Chandler Blvd., Phoenix, AZ 85048 | 602.262.4636
- **Maricopa Association of Governments**
302 N 1st Ave #200, Phoenix, AZ 85003 | 602.254.8300

COMMENT ON THE DRAFT DM AND EA

Submit your comments on the I-10/Koli Road TI Study draft EA and draft DM from **July 14, 2025, through Aug. 13, 2025**. All comments received during the public comment period will be documented and responded to in the I-10/Koli Road TI Study Final EA and Final DM. All comment methods are considered equal.

• Provide written/verbal comments at the virtual public hearing.

• Online through our comment form: azdot.gov/koliroad

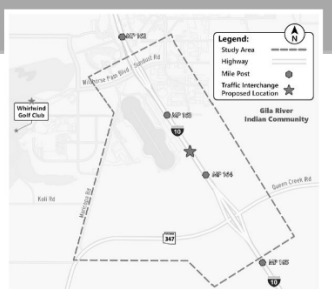
• Email: koliroad@azdot.gov

• Call: 602.522.7777

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PUBLIC HEARING

A virtual public hearing will be held to provide an overview of the draft EA and DM, share ADOT's preliminary recommendation and accept public comment. The public hearing presentation and materials can also be viewed on the study website.

Virtual Public Hearing:
Wednesday, July 30, 2025 | 5:30 – 7 p.m.

Public Hearing Agenda	
5:30 p.m.	Formal Presentation
6 p.m.	Q&A
6:15 – 7 p.m.	Formal Public Comments



bit.ly/3GH0Hr5

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

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C. 327 y un Memorandum de Acuerdo con fecha del 25 de junio de 2024 y se han realizado por FHWA y ADOT.



ADOT Trac # F0701 011 | Federal Aid No. 808-A121915

Visit: azdot.gov/koliroad for more information

Chandler Republic | July 12, 2025

Ahwatukee Foothills News July 9, 2025

AHWATUKEE FOOTHILLS NEWS | JULY 9, 2025



Your input is needed! I-10/Koli Road Traffic Interchange

PUBLIC HEARING

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DRAFT EA AVAILABLE FOR PUBLIC REVIEW AND COMMENT

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22 S Delaware Street, Chandler, AZ 85225 | 480.782.2800
- **Ironwood Library**
4333 E Chandler Blvd., Phoenix, AZ 85048 | 602.262.4636
- **Maricopa Association of Governments**
302 N 1st Ave #200, Phoenix, AZ 85003 | 602.254.8300

COMMENT ON THE DRAFT DM AND EA

Submit your comments on the I-10/Koli Road TI Study draft EA and draft DM from **July 14, 2025, through Aug. 13, 2025**. All comments received during the public comment period will be documented and responded to in the I-10/Koli Road TI Study Final EA and Final DM. All comment methods are considered equal.

• Provide written/verbal comments at the virtual public hearing.

• Online through our comment form: azdot.gov/koliroad

• Email: koliroad@azdot.gov

• Call: 602.522.7777

• Mail: I-10/Koli Road Traffic Interchange Study Office
7130 W Fairview St., Chandler, AZ 85226

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 McKracken at 602.712.8530 or mmckracken@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 (centro de la discapacidad) ya sea por el idioma o discapacidad deben ponerse en contacto con Marcy McKracken al 602.712.8530 o por correo electrónico al mmckracken@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.



PUBLIC HEARING

A virtual public hearing will be held to provide an overview of the draft EA and DM, share ADOT's preliminary recommendation and accept public comment. The public hearing presentation and materials can also be viewed on the study website.

Virtual Public Hearing:
Wednesday, July 30, 2025 | 5:30 – 7 p.m.

Public Hearing Agenda	
5:30 p.m.	Formal Presentation
6 p.m.	Q&A
6:15 – 7 p.m.	Formal Public Comments



bit.ly/3GH0Hr5

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

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C. 327 y un Memorandum de Acuerdo con fecha del 25 de junio de 2024 y se han realizado por FHWA y ADOT.



ADOT Trac # F0701 011 | Federal Aid No. 808-A121915

Visit: azdot.gov/koliroad for more information

Ahwatukee Foothills News | July 9, 2025

Flyer (two pages)

Your input is important

I-10/Koli Road Traffic Interchange Study

PUBLIC HEARING/OPEN HOUSE

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), and the Maricopa Association of Governments (MAG), is preparing an Environmental Assessment (EA) and Design Memo (DM) 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 Creek Road traffic interchanges.

PUBLIC HEARINGS
 An in-person public hearing and a virtual public hearing will be held to provide an overview of the draft EA and DM, share ADOT's preliminary recommendation and accept public comment. The public hearing presentation and materials can also be viewed on the study website.

In-Person Agenda:	
5:30 – 8 p.m.	Open House
6 – 6:30 p.m.	Presentation
6:30 – 7 p.m.	Formal Public Comments/ Open House

Virtual Agenda:	
5:30 p.m.	Formal Presentation
6 p.m.	Q&A
6:15 – 7 p.m.	Formal Public Comments

YOU ARE INVITED TO PARTICIPATE:

1. In-person Public Hearing for the Gila River Indian Community
 Tuesday, July 29, 2025 | 5:30 – 7 p.m.
 Whirlwind Golf Club at Wild Horse Pass
 Sheila Building, 5892 W North Loop Road
 Chandler, AZ 85226

2. Virtual Public Hearing
 Wednesday, July 30, 2025 | 5:30 – 7 p.m.
 Call-in/Online through Zoom

English
 Online: bit.ly/3GHORf5 | Phone: +1 846.876.9923
 Webinar ID: 928 4590 2860
 Passcode: KoliRoad or 70876696

Español
 Enlace (Inglés): bit.ly/3GHORf5 | Teléfono: +1 846.876.9923
 Número de Reunión (Código de acceso): 928 4590 2860
 Clave: KoliRoad o 70876696

BITLY/3GHORF5

DRAFT EA EA AND DM AVAILABLE FOR PUBLIC REVIEW AND COMMENT

The draft EA and DM will be published and available for public review and comment from **July 14, 2025, through Aug. 13, 2025**. The draft EA and DM evaluate the Recommended Build Alternative as compared to the No-Build Alternative. Select technical reports associated with the draft EA will be available upon request. Please email koliroad@azdot.gov or call 602.522.7777 to make a request. The draft EA and DM can be reviewed at the following repository locations and on the study website at azdot.gov/koliroad.

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22 S. Delaware St., Chandler, AZ 85225 | 480.782.2800
- **Ironwood Library**
4333 E. Chandler Blvd., Phoenix, AZ 85048 | 602.262.4636
- **Gila River Indian Community Governance Center**
625 W. Gu U Ki, Sacaton, AZ 85147 | 520.562.9600
- **Gila River Indian Community District 1: Blackwater**
15747 N. Shegri Rd., Coolidge AZ 85128 | 520.215.2110
- **Gila River Indian Community District 2: Hashan Kehk**
8070 Park St., Sacaton, AZ 85147 | 520.562.3460
- **Gila River Indian Community District 3: Sacaton**
31 N. Church St., Sacaton, AZ 85147 | 520.562.3334
- **Gila River Indian Community District 4: Santan**
2230 N. Home Run Dr. Sacaton, AZ 85147 | 520.418.3661
- **Gila River Indian Community District 5: Casa Blanca**
3466 W. Casa Blanca Rd. Bapchule, AZ 85121 | 520.315.3441
- **Gila River Indian Community District 6: Komatke**
5230 W. St. Johns Rd. Laveen, AZ 85339 | 520.550.3805
- **Gila River Indian Community District 7: Maricopa Colony**
8036 S. 83rd Ave. Laveen, AZ 85339 | 520.430.4780
- **Maricopa Association of Governments**
302 N 1st Ave #200, Phoenix, AZ 85003 | 602.254.6300

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- 📝 Provide written/verbal comments at the in-person virtual public hearing.
- 🌐 Online through our comment form: azdot.gov/koliroad
- ✉ Email: koliroad@azdot.gov
- ☎ Call: 602.522.7777
- ✉ Mail: I-10/Koli Road Traffic Interchange Study Office
7130 W. Fairview St., Chandler, AZ 85226

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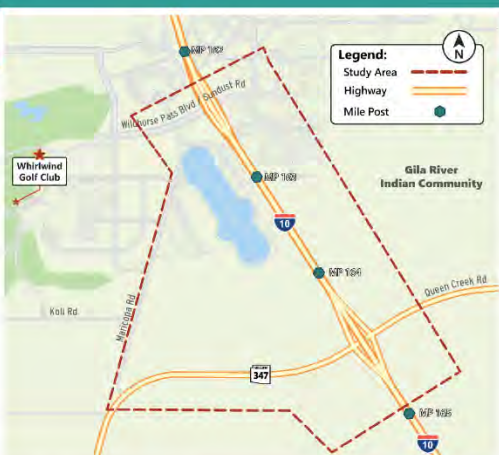
ADOT Trac # F0701.011 | Federal Aid No. 888-A(2195)
Visit: azdot.gov/koliroad for more information

Poster



Your input is important!

I-10/Koli Road Traffic Interchange Study



PUBLIC HEARING/OPEN HOUSE

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), and the Maricopa Association of Governments (MAG), is preparing an Environmental Assessment (EA) and Design Memo (DM) 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 Creek Road traffic interchanges.

DRAFT EA AND DM AVAILABLE FOR PUBLIC REVIEW AND COMMENT

The draft EA and DM will be published and available for public review and comment from **July 14, 2025, through Aug. 13, 2025**. The draft EA and DM evaluate the Recommended Build Alternative as compared to the No-Build Alternative. Select technical reports associated with the draft EA will be available upon request. Please email koliroad@azdot.gov or call **602.522.7777** to make a request. The draft EA and DM can be reviewed at the following repository locations and on the study website at azdot.gov/koliroad:

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31 N. Church St., Sacaton, AZ 85147 | 520.562.3334
- **Gila River Indian Community District 4: Santan**
2230 N. Home Run Dr., Sacaton, AZ 85147 | 520.418.3661
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3456 W. Casa Blanca Rd., Bapchule, AZ 85121 | 520.315.3441
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8035 S. 83rd Ave., Laveen, AZ 85339 | 520.430.4780
- **Maricopa Association of Governments**
302 N 1st Ave #200, Phoenix, AZ 85003 | 602.254.8300

COMMENT ON THE DRAFT EA AND DM

Submit your comments on the I-10/Koli Road Traffic Interchange Study draft EA and DM from **July 14, 2025, through Aug. 13, 2025**. All comments received during the public comment period will be documented and responded to in the I-10 Koli Road Traffic Interchange Study Final EA and DM. All comment methods are considered equal.

- Provide written/verbal comments at the in-person virtual public hearing.
- Online through our comment form: azdot.gov/koliroad
- Email: koliroad@azdot.gov
- Call: 602.522.7777
- Mail: I-10/Koli Road Traffic Interchange Study Office
7130 W. Fairview St., Chandler, AZ 85226

PUBLIC HEARINGS
 An in-person public hearing and a virtual public hearing will be held to provide an overview of the draft EA and DM, share ADOT's preliminary recommendation and accept public comment. The public hearing presentation and materials can also be viewed on the study website.

In-Person Agenda:		Virtual Agenda:	
5:30 – 6 p.m.	Open House	5:30 p.m.	Formal Presentation
6 – 6:30 p.m.	Presentation	6 p.m.	Q&A
6:30 – 7 p.m.	Formal Public Comments/Open House	6:15 – 7 p.m.	Formal Public Comments

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Whirlwind Golf Club at Wild Horse Pass Sheldie Building
5892 W. North Loop Rd.
Chandler, AZ 85226
- Virtual Public Hearing**
Wednesday, July 30, 2025 | 5:30 – 7 p.m.
Call-in/Online through Zoom

English
Online: bit.ly/3GHOrf5 | Phone: +1 646.876.9923
Webinar ID: 928 4590 2660
Passcode: KoliRoad or 70876696

Español
Enlace (Inglés): bit.ly/3GHOrf5 | Teléfono: +1 646.876.9923
Número de Reunión (Código de acceso): 928 4590 2660
Clave: KoliRoad o 70876696



**JOIN MEETING
HERE**
bit.ly/3GHOrf5

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

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ADOT Tracs # F0701 01L | Federal Aid No. 888-A(219)S
Visit: azdot.gov/koliroad for more information

CCTV Graphics



Your input is important!

I-10/Koli Road Traffic Interchange Study

In-person public hearing

Tuesday, July 29, 2025 | 5:30 – 7 p.m.
 Whirlwind Golf Club at Wild Horse Pass Shelde Building
 5692 W. North Loop Rd.
 Chandler, AZ 85226

Virtual public hearing

Wednesday, July 30, 2025 | 5:30 – 7 p.m.



More information about the study and how share your input at azdot.gov/koliroad →



 ARIZONA DEPARTMENT OF TRANSPORTATION



Your input is important!

I-10/Koli Road Traffic Interchange Study

In-person public hearing

Tuesday, July 29, 2025 | 5:30 – 7 p.m.
 Whirlwind Golf Club at Wild Horse Pass Shelde Building
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 Chandler, AZ 85226

Virtual public hearing

Wednesday, July 30, 2025 | 5:30 – 7 p.m.



More information about the study and how share your input at azdot.gov/koliroad →



 ARIZONA DEPARTMENT OF TRANSPORTATION

ADOT GovDelivery Email July 14, 2025

SIGN UP FOR PROJECT ALERTS

Stay informed about upcoming projects and road closures. Sign up today!

Virtual Public Meeting for the I-10/Kell Road Interchange Study Scheduled for Wednesday, July 30, 2025

The Arizona Department of Transportation (ADOT) is currently studying the I-10/Kell Road Interchange Study. This study is part of the I-10/Kell Road Interchange Study. The study is part of the I-10/Kell Road Interchange Study.

Need to Register? To attend the Virtual Public Meeting, you must register.

What's Happening?

ADOT is conducting a Virtual Public Meeting (VPM) on Wednesday, July 30, 2025, at 2:00 PM (Arizona Time). The meeting will be held on the ADOT Virtual Public Meeting platform. The meeting will be held on the ADOT Virtual Public Meeting platform.

Meeting Details:

The meeting will be held on the ADOT Virtual Public Meeting platform. The meeting will be held on the ADOT Virtual Public Meeting platform.

- Date: Wednesday, July 30, 2025
- Time: 2:00 PM (Arizona Time)
- Join: Click on the [Join Meeting](#) button
- Meeting ID: 888 888 8888
- Password: 123456

Meeting Location:

The meeting will be held on the ADOT Virtual Public Meeting platform. The meeting will be held on the ADOT Virtual Public Meeting platform.

The meeting will be held on the ADOT Virtual Public Meeting platform. The meeting will be held on the ADOT Virtual Public Meeting platform.

- **Central Public Meeting:** 1111 Central Ave., Phoenix, AZ 85002 | 602.799.9999
- **Southwest Public Meeting:** 1111 Southwest Ave., Phoenix, AZ 85002 | 602.799.9999
- **Northwest Public Meeting:** 1111 Northwest Ave., Phoenix, AZ 85002 | 602.799.9999

Meeting Contact:

- ADOT Project Manager: [Name]
- ADOT Project Manager: [Name]
- By phone: 602.799.9999
- By email: [info@adot.gov](#)
- By mail: 1111 Central Ave., Phoenix, AZ 85002

ADOT is not responsible for any damages or losses incurred by participants. ADOT is not responsible for any damages or losses incurred by participants.

Legend:

- Study Area
- Interchange
- Highway
- Local Road
- Project Boundary

What's the City/County of I-10/Kell Road Interchange Study?

Phoenix is the City of I-10/Kell Road Interchange Study. Phoenix is the City of I-10/Kell Road Interchange Study. Phoenix is the City of I-10/Kell Road Interchange Study.

ADOT is not responsible for any damages or losses incurred by participants. ADOT is not responsible for any damages or losses incurred by participants.

Meeting Location:

The meeting will be held on the ADOT Virtual Public Meeting platform. The meeting will be held on the ADOT Virtual Public Meeting platform.

MAG News Release July 14, 2025

July 14, 2025

Learn more and give your input at a virtual public meeting

FOR IMMEDIATE RELEASE

Contact: Jeff Sabato, MAG, 602-452-5073

Phoenix (July 14, 2025) – The next phase of a project that will help ease congestion on Interstate 10 (I-10) between Wild Horse Pass and State Route (SR) 347 is underway, and your input is needed. The Arizona Department of Transportation (ADOT) is studying the feasibility of a new traffic interchange at Koli Road and I-10.

Virtual Public Meeting:

A virtual public meeting is scheduled for Wednesday, July 30, 2025, from 5:30 to 7 p.m. to provide an overview of the Environmental Assessment (EA) and Design Memo (DM), present ADOT's preliminary recommendation, and gather public comments.

- Details:
 - Online: <https://bit.ly/3GHOrf5>
 - Phone: +1 646-876-9923
 - Webinar ID: 928 4590 2660
 - Passcode: KoliRoad or 70876696

Contact the I-10/Koli Road Traffic Interchange Study Team:

- **Bilingual project information line:** 855-712-8530
- **Email:** koliroad@azdot.gov
- **Mail:** I-10/Koli Road Traffic Interchange Study Office 7130 W. Fairview St., Chandler, AZ 85226

To learn more about the Interstate 10/Koli Road Traffic Interchange Study, visit: <https://azdot.gov/koliroad>

Key Facts:

- ADOT, the Gila River Indian Community, and the Maricopa Association of Governments have selected a Recommended Build Alternative for the section of I-10 and Koli Road; public input is now needed on the design.
- The proposed I-10/Koli Road traffic interchange would be located on I-10 between the existing Wild Horse Pass Boulevard and the SR 347/Queen Creek Road traffic interchanges.
- The project is located in Maricopa County and entirely within the Gila River Indian Community.

Why It Is Important:

In partnership with the Gila River Indian Community (Community), the Bureau of Indian Affairs (BIA), the Federal Highway Administration (FHWA), and the Maricopa Association of Governments, ADOT has started an Environmental Assessment and Design Memo for the proposed I-10/Koli Road traffic interchange. The draft EA will assess and compare alternatives for the proposed traffic interchange, including a no-build option. Several key aspects were thoroughly examined in the draft EA, such as the project's impacts on cultural resources, biological resources, water quality, recreational resources, noise impacts, and air quality, along with other social, economic, and environmental factors.

ADOT GovDelivery Email Aug. 6, 2025



Reminder: Public Comment Sought for I-10 Koll Road Traffic Interchange Study(Deadline: Aug. 18)

The Arizona Department of Transportation (ADOT) is currently soliciting public comment on the I-10 Koll Road Traffic Interchange Study, and the proposed design alternatives, making you aware of your opportunity to be heard on the I-10 Koll Road Traffic Interchange Study. The interchange study is currently in the design phase, and the study is ongoing. The study is ongoing, and the study is ongoing.

Visit azdot.gov to learn more about the I-10 Koll Road Traffic Interchange Study.

What's Happening?

ADOT is conducting a Traffic Interchange Study (TIS) and Design Phase (DP) for a new interchange on I-10 between Koll Road and the proposed I-10 Koll Road Traffic Interchange. The study is ongoing, and the study is ongoing. The study is ongoing, and the study is ongoing.

The I-10 Koll Road Traffic Interchange Study is a project to improve traffic flow and safety at the intersection of I-10 and Koll Road. The study is ongoing, and the study is ongoing. The study is ongoing, and the study is ongoing.

The I-10 Koll Road Traffic Interchange Study is a project to improve traffic flow and safety at the intersection of I-10 and Koll Road. The study is ongoing, and the study is ongoing. The study is ongoing, and the study is ongoing.

- **Design Phase (DP)** - azdot.gov (Design Phase (DP) - azdot.gov)
- **Design Phase (DP)** - azdot.gov (Design Phase (DP) - azdot.gov)
- **Design Phase (DP)** - azdot.gov (Design Phase (DP) - azdot.gov)

How to Comment

- azdot.gov (How to Comment - azdot.gov)
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The I-10 Koll Road Traffic Interchange Study is a project to improve traffic flow and safety at the intersection of I-10 and Koll Road. The study is ongoing, and the study is ongoing. The study is ongoing, and the study is ongoing.



What if the I-10 Koll Road Traffic Interchange Study is not completed?

The I-10 Koll Road Traffic Interchange Study is a project to improve traffic flow and safety at the intersection of I-10 and Koll Road. The study is ongoing, and the study is ongoing. The study is ongoing, and the study is ongoing.

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What to expect from the I-10 Koll Road Traffic Interchange Study

The I-10 Koll Road Traffic Interchange Study is a project to improve traffic flow and safety at the intersection of I-10 and Koll Road. The study is ongoing, and the study is ongoing. The study is ongoing, and the study is ongoing.

Gila River Indian Community Facebook: July 28, 2025

Gila River Indian Community
July 28 at 4:10 PM 📍

ir input is needed!

Interstate 10/Koli Road Traffic Interchange Study

Draft Environmental Assessment (EA) and Design Memo (DM)

PUBLIC HEARING

erson: Tuesday, July 29, 2025
Shelde Building at Whirlwind Golf Club 5:30 - 7 p.m.

ual: Wednesday, July 30, 2025 | 5:30 - 7 p.m









ut the Study

The Department of Public Works, in collaboration with the Gila River Indian Community, the Maricopa Association of Governments, and the Arizona Department of Transportation, are conducting a public hearing on the draft EA and DM for the I-10/Koli Road Interchange Study. The study area is located near the intersection of I-10 and Koli Road, south of Phoenix. The project will improve traffic flow and safety at this busy interchange. Your input is crucial to ensure the final design meets the needs of all users.

Public Hearing Location: Shelden Building at Whirlwind Golf Club
Date: Tuesday, July 29, 2025
Time: 5:30 PM - 7:00 PM

Virtual Public Hearing: Join the meeting online via Zoom. Link provided below.

Submit your comments: Visit www.azdot.gov/koliroad to provide feedback on the draft EA and DM.

back at the public hearings

HEARING SCHEDULE

Location	Date & Time
Shelden Building at Whirlwind Golf Club	Tuesday, July 29, 2025 5:30 PM - 7:00 PM
Virtual Public Hearing (Zoom)	Same as above

REGISTER FOR THE MEETING

Click here to register for the virtual public hearing: [Register Here](#)

CONTACT INFORMATION

For more information or to request accommodations, please contact:
Mr. [Name] at [Phone Number] or [Email Address]

Review draft EA

are your comments!

Your comments on the Draft EA and DM are essential for the project's success. We encourage you to share your thoughts, concerns, and suggestions by August 15, 2025. All comments received during this period will be reviewed and incorporated into the final EA and DM. Your input makes a difference!

Online through the comment form: [Click Here](#)

Call: 602.552.7777

Email: koliroad@azdot.gov

Twitter: @AZDOT_IRC

Facebook: AZDOT_IRC

Instagram: azdot_irc

[azdot.gov/koliroad](https://www.azdot.gov/koliroad)

[azdot.gov/koliroad](https://www.azdot.gov/koliroad)

Gila River Indian Community
July 17 at 5:47 PM 📍

Your input is needed!

Join us for a Public Hearing on the I-10/Koli Road Traffic Interchange Study - Draft Environmental Assessment (EA) and Design Memo (DM).

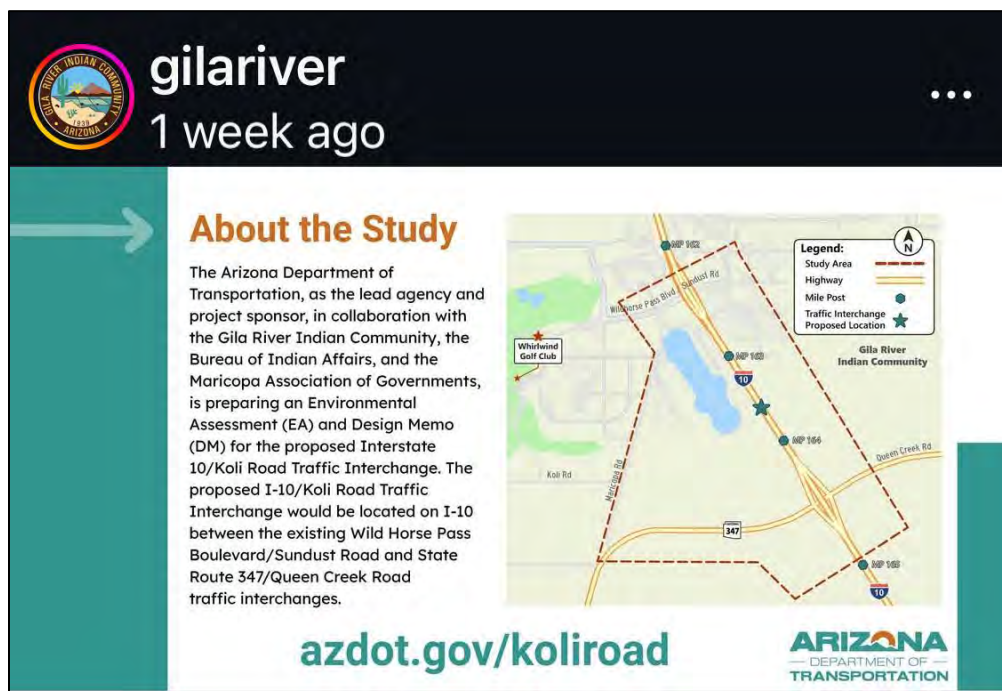
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July 29, 2025 | Shelden Building at Whirlwind Golf Club | 5:30 PM - 7:00 PM

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July 30, 2025 | Zoom: Call or Join Online | 5:30 PM - 7:00 PM

Share your comments!
Submit your comments on the I-10/Koli Road Traffic Interchange Study draft EA and DM from July 14, 2025, through Aug. 13, 2025.

Visit www.azdot.gov/koliroad to share your comments online!

Gila River Indian Community Instagram: July 17, 2025



Gila River Indian Community Instagram Story: July 28, 2025



Gila River Indian Community Instagram Story: July 29, 2025



ADOT Facebook: July 15, 2025

Arizona Department of Transportation
July 15 at 9:00 AM · 🌐

Your input is needed!

ADOT, in partnership with the [Gila River Indian Community](#) and the [Maricopa Association of Governments](#), is inviting you to participate in a virtual public hearing for the proposed I-10/Koli Road Traffic Interchange Study Wednesday, July 30, from 5:30–7 p.m. via Zoom. Please share your comments on the draft Environmental Assessment (EA) and Design Memo (DM) through August 13, 2025.

- Attend the Virtual Public Hearing.
- Review the draft EA and DM at:
 - Ironwood Library
 - Chandler Public Library – Downtown
 - Maricopa Association of Governments
 - The study website.
- Submit your comments at the virtual meeting, on the study website, via phone or via email.

Please visit the study website azdot.gov/koliroad for more details about the study history, virtual public hearing, documents, repository locations, and how to provide comments.



ADOT Facebook: July 29, 2025

Arizona Department of Transportation
July 29 at 9:00 AM · 🌐

Share your comments at the Wednesday, July 30, virtual public meeting for ADOT's I-10/Koli Road Traffic Interchange study. The study, in partnership with the [Gila River Indian Community](#) and the [Maricopa Association of Governments](#), is studying a proposed interchange on I-10 between the existing Wild Horse Pass Boulevard/Sundust Road and State Route 347/Queen Creek Road traffic interchanges.

- Review the draft Environmental Assessment (EA) and Design Memo (DM) at:
 - Ironwood Library
 - Chandler Public Library – Downtown
 - Maricopa Association of Governments
 - The study website.
- Submit your comments at the virtual meeting, on the study website, via phone or via email by August 13, 2025, to be included in the final documents.

Please visit the study website azdot.gov/koliroad for more details about the study, virtual public hearing, documents, repository locations, and how to provide comments.

Your input is needed!

Interstate 10/Koli Road Traffic Interchange Study
Draft Environmental Assessment (EA) and Design Memo (DM)
Virtual PUBLIC HEARING
Wednesday, July 30, 2025 | 5:30 - 7 p.m.



Join the Study
ADOT, in partnership with the Gila River Indian Community and the Maricopa Association of Governments, is studying a proposed interchange on I-10 between the existing Wild Horse Pass Boulevard/Sundust Road and State Route 347/Queen Creek Road traffic interchanges.

Share your feedback at the public hearing
Wednesday, July 30, 2025
5:30 – 7 p.m.
Join online through Zoom!

Review the draft EA and DM
Review the draft EA and DM at the following locations:
Ironwood Library
Chandler Public Library – Downtown
Maricopa Association of Governments
The study website.

Submit your comments
Submit your comments at the virtual meeting, on the study website, via phone or via email by August 13, 2025, to be included in the final documents.

Visit the study website
azdot.gov/koliroad

Logistics
Date: Wednesday, July 30, 2025
Time: 5:30 p.m. to 7 p.m.
Location: Zoom (link provided in comments)

Zoom Link
Join the meeting: [https://azdot.zoom.us/j/9257777777](#)

ADOT
Arizona Department of Transportation
600 North Central Expressway
Phoenix, AZ 85004
Phone: 602.717.1000
Fax: 602.717.1001
Email: info@azdot.gov

Maricopa Association of Governments
1000 North Central Expressway
Phoenix, AZ 85004
Phone: 602.717.1000
Fax: 602.717.1001
Email: info@maricopaazg.org

Gila River Indian Community
1000 North Central Expressway
Phoenix, AZ 85004
Phone: 602.717.1000
Fax: 602.717.1001
Email: info@gilariver.com

Ironwood Library
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Phone: 602.717.1000
Fax: 602.717.1001
Email: info@ironwoodlibrary.org

Chandler Public Library – Downtown
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Phone: 602.717.1000
Fax: 602.717.1001
Email: info@chandlerlibrary.org

Maricopa Association of Governments
1000 North Central Expressway
Phoenix, AZ 85004
Phone: 602.717.1000
Fax: 602.717.1001
Email: info@maricopaazg.org

The study website
azdot.gov/koliroad

ADOT X: July 18, 2025



Arizona DOT
@ArizonaDOT

Your input is needed!

ADOT, in partnership with
[@GRIC_Official](#) and [@MAGregion](#),
invites you to participate in a public
hearing for the I-10/Koli Road Traffic
Interchange Study on Wednesday,
July 30, from 5:30–7 p.m.

More at azdot.gov/koliroad.



ADOT X: July 29, 2025



Arizona DOT
@ArizonaDOT

Reminder! Join us for the virtual
public meeting for the I-10/Koli Road
Traffic Interchange Study on
Wednesday, July 30, from 5:30–7
p.m. Get all of the details on how to
participate at azdot.gov/koliroad.

Your input is needed!

Interstate 10/Koli Road
Traffic Interchange Study
Draft Environmental Assessment (EA)
and Design Report (DR)

**Virtual
PUBLIC HEARING**

Wednesday, July 30, 2025 | 5:30 – 7 p.m.

Call in or join online through Zoom

Register

Register for the hearing
at azdot.gov/koliroad
or by calling 602-709-1234.
Reserve a hearing room for you.

Agenda

5:30 p.m. Registration
6:00 p.m. Presentation
6:30 p.m. Public Comments
7:00 p.m. Meeting Ends

**Share your feedback at the
virtual public hearing**

Wednesday, July 30, 2025
5:30 – 7 p.m.

Call in or join online through Zoom

Register

Register for the hearing
at azdot.gov/koliroad
or by calling 602-709-1234.
Reserve a hearing room for you.

Agenda

5:30 p.m. Registration
6:00 p.m. Presentation
6:30 p.m. Public Comments
7:00 p.m. Meeting Ends

About the Study

The Arizona Department of Transportation, in partnership with the Maricopa County and Pinal County Governments, is conducting a study to improve the safety and efficiency of the I-10/Koli Road Traffic Interchange. The study will evaluate the current interchange and propose improvements to the interchange and surrounding area. The study will also evaluate the impact of the proposed improvements on the environment and the community.

azdot.gov/koliroad

Share your comments!

Submit your comments on the I-10/Koli Road Traffic Interchange Study EA and DR at azdot.gov/koliroad or by calling 602-709-1234. All comments will be reviewed and responded to by the Arizona Department of Transportation.

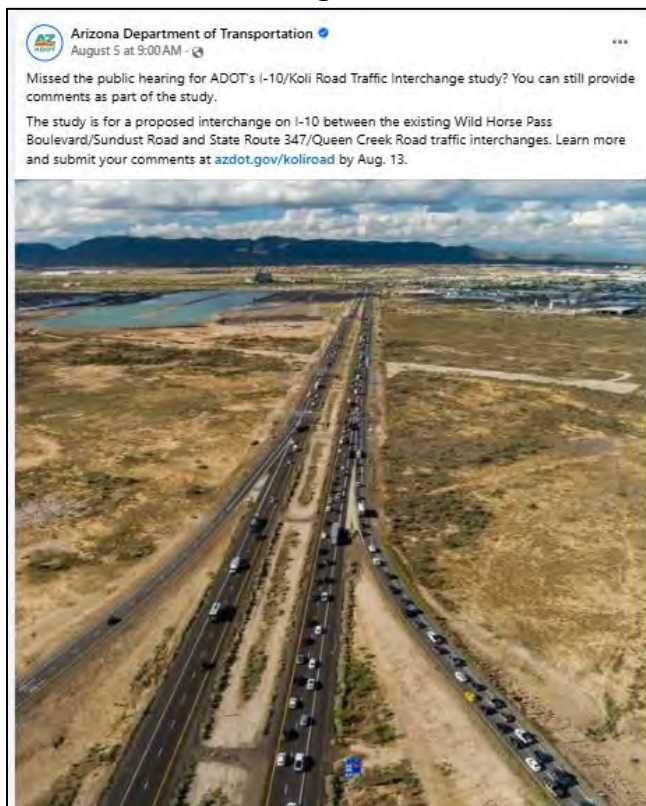
Provide written feedback comments at the hearing through public hearing.

Online through the comment form.

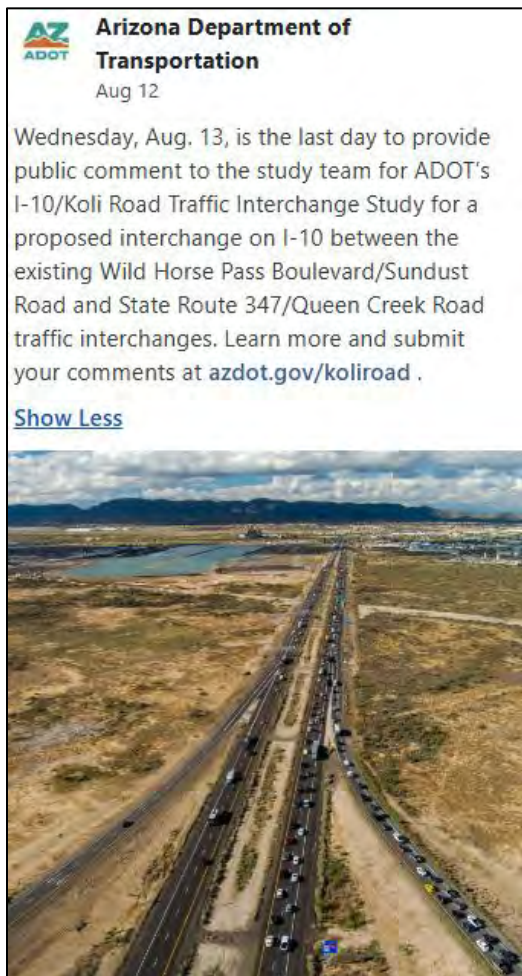
Call 602-709-1234

azdot.gov/koliroad

ADOT Facebook: Aug. 5, 2025



ADOT Facebook: Aug. 12, 2025



ADOT X: Aug. 8, 2025



Arizona DOT @Arizon... · 4h

Missed the virtual public meeting for I-10/Koli Road Traffic Interchange study? You can still view the study documents and provide input through August 13. Details on how to participate at azdot.gov/koliroad.



ADOT X: Aug. 12, 2025



Arizona DOT @ArizonaDOT · Aug 12
Wednesday, Aug. 13, is the last day to provide public comment for the proposed I-10/Koli Rd Traffic Interchange between the existing Wild Horse Pass Blvd/Sundust Rd and SR 347/Queen Creek Rd traffic interchanges. Learn more and submit your comments at azdot.gov/koliroad.



ADOT I-10/Koli Road TI Study Website



[About](#) | [News](#) | [Blog](#) | [Podcast](#) | [FAQ](#) | [Real Facts](#)

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[Traffic Conditions](#)

[Monitor Vehicle Detection](#)

July 2025
WE ARE HERE

Late 2025
Final Selected Alternative



In-person Public Hearing Sign-in Sheets

 I-10/Koli Road Traffic Interchange Study Public Hearing July 2025						Whirlwind Golf Club Shelds Building 5692 W North Loop Rd, Chandler, AZ 85226 Tuesday, July 29, 2025 5:30 - 7 p.m.	
SIGN-IN SHEET (HOJA DE REGISTRO)							
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 your email list (Agrégame a tu listade correo electrónico)	YES (SI)	NO
1. Lucinda Hendricks	DS					☒	NO
2. Antonell Ayta						☒	NO
3. Javier Ramos	DEC					☒	NO
4. Robert Stone						☒	NO
5. Jeff Huto	GRPD					☒	NO
6. Dana Sanders	DA					☒	NO
7. Michelle Bernal-Sanders	DA					☒	NO
8. Cecil Antone						☒	NO
9. Steve Johnson	GRICDOT					☒	NO
10. Kyle Mercad	GRD					☒	NO

Completion of this sign-in sheet is voluntary and helps the study team keep an accurate record of meeting attendance. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

(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
 July 2025

 I-10/Koli Road Traffic Interchange Study Public Hearing July 2025						Whirlwind Golf Club Shelds Building 5692 W North Loop Rd, Chandler, AZ 85226 Tuesday, July 29, 2025 5:30 - 7 p.m.	
SIGN-IN SHEET (HOJA DE REGISTRO)							
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 your email list (Agrégame a tu listade correo electrónico)	YES (SI)	NO
1. Amber Pabio	Koli Equestrian Center					☒	NO
2. Chuck Pabio	Koli Equestrian Center					☒	NO
3. Dwayne Badriz	Dept of Trans					☒	NO
4.						☒	NO
5.						☒	NO
6.						☒	NO
7.						☒	NO
8.						☒	NO
9.						☒	NO
10.						☒	NO

Completion of this sign-in sheet is voluntary and helps the study team keep an accurate record of meeting attendance. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

(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
 July 2025



I-10/Koli Road Traffic Interchange Study Public Hearing | July 2025

Whirlwind Golf Club | Shelds Building
 5692 W North Loop Rd, Chandler, AZ 85226
 Tuesday, July 29, 2025 | 5:30 - 7 p.m.

SIGN-IN SHEET (HOJA DE REGISTRO)

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 your email list (Agrégame a tu listade correo electrónico)
1. <i>Pincon Wsten</i>	<i>GRD</i>				YES (SI) NO
2. <i>MEL SANDERSON</i>					YES (SI) NO
3.					YES (SI) NO
4.					YES (SI) NO
5.					YES (SI) NO
6.					YES (SI) NO
7.					YES (SI) NO
8.					YES (SI) NO
9.					YES (SI) NO
10.					YES (SI) NO

Completion of this sign-in sheet is voluntary and helps the study team keep an accurate record of meeting attendance. Under state law, any identifying information provided above will become part of the public record and, as such, must be released to any individual upon request.

(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
 July 2025

Appendix B:

Public Hearings Materials

Appendix B

Public Hearing Materials

Display Boards (English and Spanish)

I-10/Koli Road Traffic Interchange Study Welcome Interstate 10/Koli Road Traffic Interchange Study Draft Environmental Assessment (EA) and Design Memo (DM) Public Hearing Please sign in at the welcome table. Please see a staff member if you need Spanish or O'odham interpretation assistance. Consulte a un personal miembro si necesita asistencia de interpretación en español o en O'odham.	Estudio de intercambio de tráfico I-10/Koli Road Bienvenido Estudio de intercambio de tráfico I-10/Koli Road Audencia pública sobre el Borrador de Evaluación Ambiental (EA) y Memo de Diseño (DM) Please sign in at the welcome table. Please see a staff member if you need Spanish or O'odham interpretation assistance. Por favor, regístrese en la mesa de bienvenida. Consulte con un miembro del personal si necesita asistencia de interpretación en español o en O'odham.
---	--



I-10/Koli Road Traffic Interchange Study

Public Hearing Format



5:30 to 6:00 p.m.

Open House

- View display boards, exhibits, and videos at your own pace.
- Ask study team members questions.



6:00 to 6:30 p.m.

Formal Public Hearing

- Formal presentation.



6:30 to 7:00 p.m.

Formal Comment Period and Open House

- Provide public verbal comments at the microphone.
- Provide private verbal comments to a court reporter.
- Provide written comments on the written or online comment forms.



Estudio de intercambio de tráfico I-10/Koli Road

Formato de la audiencia pública



5:30 to 6:00 p.m.

Audiencia pública

- Vea los paneles informativos, exhibiciones y videos a su propio ritmo.
- Haz preguntas a los miembros del equipo de estudio.



6:00 to 6:30 p.m.

Audiencia pública formal

- Presentación formal.



6:30 to 7:00 p.m.

Periodo de comentarios formales y audiencia pública

- Proporcionar comentarios verbales públicos en el micrófono.
- Proporcionar comentarios verbales privados a un reportero judicial.
- Proporcionar comentarios escritos en los formularios de comentarios escritos o en línea.



I-10/Koli Road Traffic Interchange Study

Public Hearing Ground Rules

Formal Public Hearing/Comment Area

- Please remain quiet and leave the area for side conversations.
- Please do not interrupt speakers.

Open House Area

- Please refrain from interrupting conversations between study team members and meeting attendees.

Tonight's Agenda

1. Project overview and study area
2. Environmental process, NEPA requirements, purpose and need
3. Alternative selection process
4. Funding
5. Next steps and implementation
6. Formal public comment period



Estudio de intercambio de tráfico I-10/Koli Road

Reglas de la audiencia pública

Área de audiencia pública formal/ comentarios

- Por favor, mantengan el silencio y salgan del área para conversaciones laterales.
- Por favor, no interrumpa a los oradores.

Área de audiencia pública

- Por favor, absténgase de interrumpir las conversaciones entre los miembros del equipo de estudio y los asistentes a la reunión.

La agenda de esta noche

1. Descripción del proyecto y área de estudio
2. Proceso Ambiental, Requisitos de NEPA y propósito y necesidad
3. Proceso de selección alternativa
4. Financiación
5. Próximos pasos e implementación
6. Período formal de comentarios públicos



I-10/Koli Road Traffic Interchange Study

How to Provide Verbal Formal Comments



Speak at the microphone in the public forum following the presentation.



Speak privately to a court reporter at the comment station.

- Speak clearly so the court reporter can record your comment.
- State your first name and last name.
- State your comment.

All formal verbal comments will become part of the study record.



Estudio de intercambio de tráfico I-10/Koli Road

Cómo proporcionar comentarios formales verbales



Hable en el micrófono en el foro público después de la presentación.



Hable en privado con un reportero judicial en la estación de comentarios.

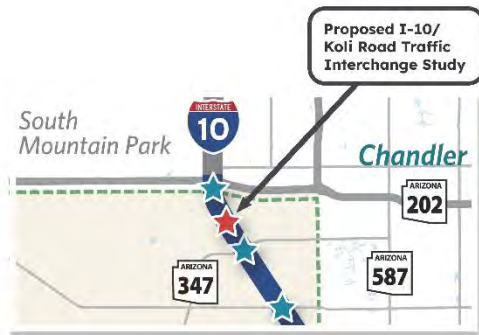
- Hable con claridad para que el reportero judicial pueda registrar su comentario.
- Indique su nombre y apellido.
- Indique su comentario.

Todos los comentarios verbales formales se convertirán en parte del registro del estudio.



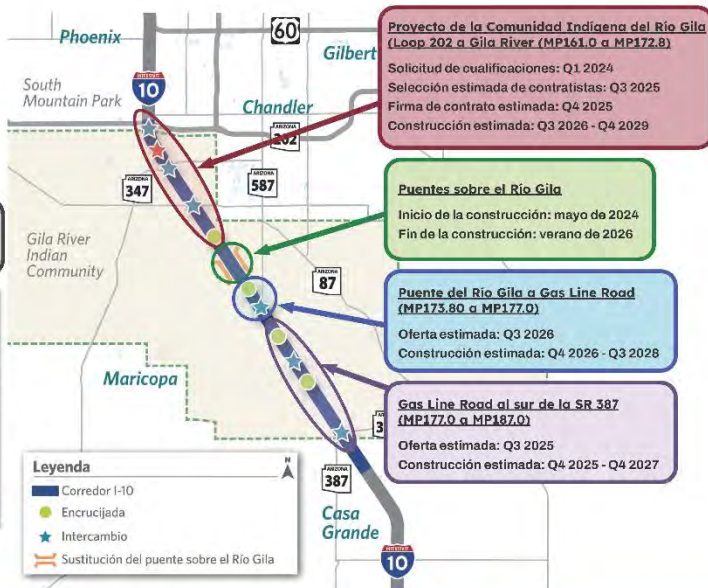
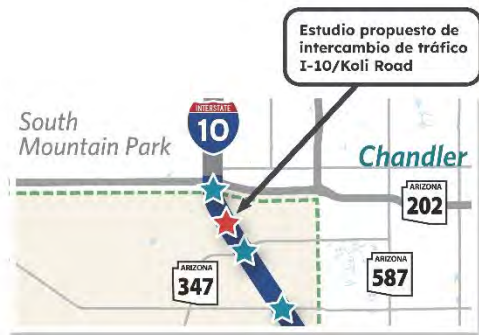
I-10/Koli Road Traffic Interchange Study

I-10 Wild Horse Pass Corridor



Estudio de intercambio de tráfico I-10/Koli Road

Corredor I-10 Wild Horse Pass





I-10/Koli Road Traffic Interchange Study

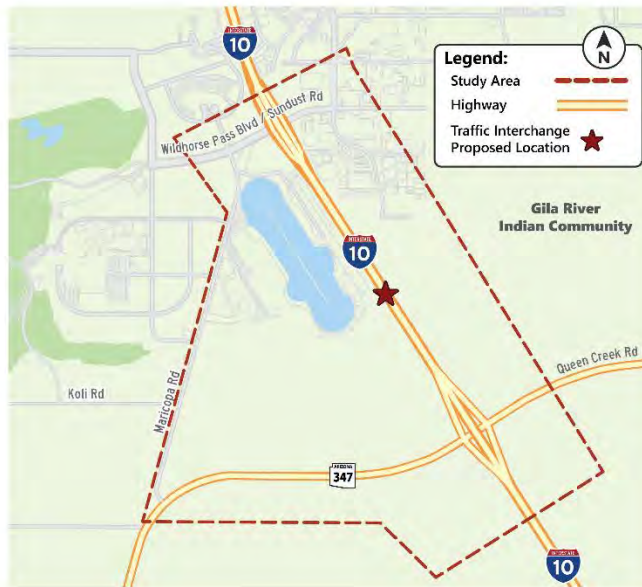
Study Area

Study Focus

Proposed new traffic interchange along I-10 between the existing Wild Horse Pass Boulevard and State Route 347/Queen Creek Road TIs.

Study Limits

Just north of the Wild Horse Pass Blvd Traffic Interchange, extends south of Queen Creek Road/SR 347, about half a mile east of I-10, and continues west to Maricopa Road.



Estudio de intercambio de tráfico I-10/Koli Road

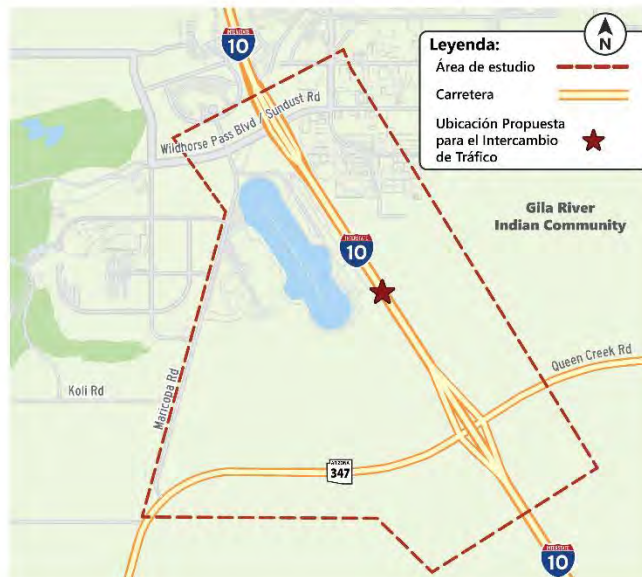
Área de estudio

Enfoque del estudio

Propuesta de nuevo intercambio de tráfico a lo largo de la I-10 entre el bulevar Wild Horse Pass y los tramos de intersección de la ruta estatal 347/Queen Creek Road.

Límites del estudio

Justo al norte del cruce de tráfico de Wild Horse Pass Blvd, se extiende al sur de Queen Creek Road/SR 347, aproximadamente media milla al este de la I-10, y continúa al oeste hasta Maricopa Road.





I-10/Koli Road Traffic Interchange Study

Purpose and Need

The purpose of the proposed I-10/Koli Road TI is to:



Provide efficient access to the Community to and from I-10.



Improve emergency vehicle response times from the Community Fire Station on Maricopa Road.



Improve traffic management on I-10 during incidents.



Accommodate growth in visitor population and employment.

The proposed I-10/Koli Road TI is needed to address:



Less than efficient access to Community land.



Inadequate emergency vehicle response times during special events.



Substantial traffic management issues on I-10 during incidents.



Substantial visitor population and employment growth as the Wild Horse Pass area is developed.



Estudio de intercambio de tráfico I-10/Koli Road

Propósito y necesidad

El propósito del intercambio I-10/Koli Rd propuesto es:



Proporcionar acceso eficiente a la Comunidad desde y hacia la I-10.



Mejorar los tiempos de respuesta de los vehículos de emergencia desde la Estación de Bomberos Comunitaria en Maricopa Road.



Mejorar la gestión del tráfico en la I-10 durante incidentes.



Acomodar el crecimiento de la población de visitantes y el empleo.

El intercambio I-10/Koli Road propuesto es necesario para abordar:



Acceso menos eficiente a la tierra comunitaria.



Tiempos de respuesta inadecuados de vehículos de emergencia durante eventos especiales.



Problemas sustanciales de gestión del tráfico en la I-10 durante incidentes.



Crecimiento sustancial de la población de visitantes y del empleo a medida que se desarrolle el área de Wild Horse Pass.



I-10/Koli Road Traffic Interchange Study

NEPA Requirements

- The National Environmental Policy Act (NEPA) requires agencies to analyze and disclose adverse environmental impacts and potential mitigation.
- NEPA requires that applicable federal agencies review a project's impacts and potential mitigation measures documented during the NEPA process.
- An Environmental Assessment (EA) is the NEPA-level document being prepared to evaluate the potential impacts of the I-10/Koli Road Traffic Interchange project.
- The EA describes the need for the proposed action, alternatives developed for the proposed action, and the environmental impacts of the Recommended Build Alternative and the No-Build Alternative.

NEPA Disclosure

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



Estudio de intercambio de tráfico I-10/Koli Road

Requisitos de NEPA

- La Ley Nacional de Política Ambiental (NEPA) exige que las agencias analicen y divulguen los impactos ambientales adversos y sus posibles medidas de mitigación.
- La NEPA exige que las agencias federales pertinentes revisen los impactos de un proyecto y las posibles medidas de mitigación documentadas durante el proceso de la NEPA.
- Una Evaluación Ambiental (EA) es el documento a nivel de NEPA que se está preparando para evaluar los posibles impactos del proyecto de Intercambio de Tráfico I-10/Koli Road.
- El EA describe la necesidad de la acción propuesta, las alternativas desarrolladas para la acción propuesta y los impactos ambientales de la Alternativa de Construcción Recomendada y la Alternativa de No Construir.

Divulgación de NEPA

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo realizadas o han sido realizadas por ADOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento con fecha del 25 de junio de 2024 y ejecutado por la Administración Federal de Carreteras y ADOT.



I-10/Koli Road Traffic Interchange Study

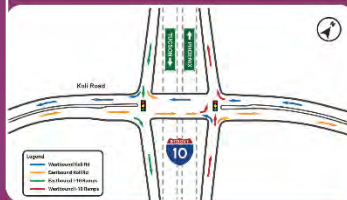
Alternatives Evaluated

The study team evaluated alternatives that met the project's purpose while minimizing impacts. After screening, two build options, a Diamond Interchange and a Diverging Diamond Interchange, and a No-Build option were chosen for further study.

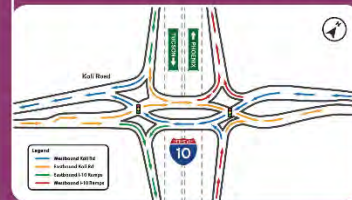
No-Build

- No improvements are made.
- Maintenance only.
- Baseline for comparison.

Diamond Interchange



Diverging Diamond Interchange (DDI)



Estudio de intercambio de tráfico I-10/Koli Road

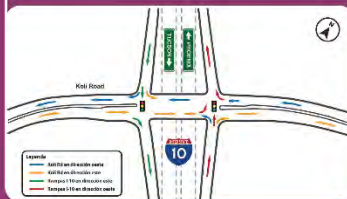
Alternativas Evaluadas

El equipo de estudio evaluó alternativas que cumplieran con el propósito del proyecto y minimizaban los impactos. Tras la evaluación, se eligieron dos opciones de construcción: un Intercambio de Diamantes, un Intercambio de Diamantes Divergente, así como una opción de No Construir para un estudio más detallado.

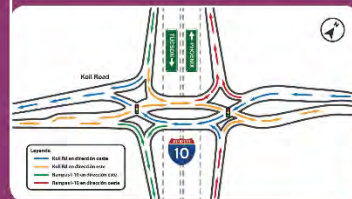
No Construir

- No se realizan mejoras.
- Solo mantenimiento.
- Base de comparación.

Intercambio de diamante



Intercambio de diamante divergente (DDI)





I-10/Koli Road Traffic Interchange Study

What is the No-Build Alternative?

- The No-Build Alternative represents the existing transportation system with ongoing maintenance.
- The No-Build Alternative provides a basis against which social, environmental and economic impacts can be measured.
- The No-Build Alternative is used as a baseline, or a benchmark, to compare against the build alternatives.



Estudio de intercambio de tráfico I-10/Koli Road

¿Qué es la Alternativa de No Construir?

- La Alternativa de No Construir representa el sistema de transporte existente con mantenimiento continuo.
- La Alternativa de No Construir proporciona una base contra la cual se pueden medir los impactos sociales, ambientales y económicos.
- La Alternativa de No Construir se utiliza como una referencia, o un punto de comparación, para evaluar la alternativa de construcción.

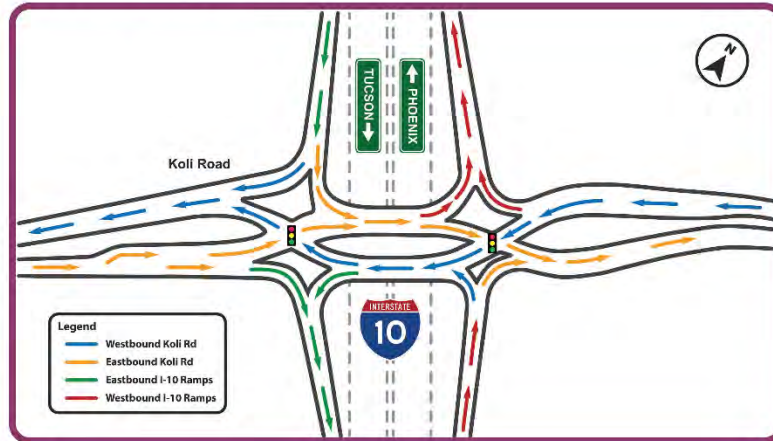


I-10/Koli Road Traffic Interchange Study

Recommended Build Alternative (RBA)

Diverging Diamond Interchange (DDI)

ADOT, with input from the Gila River Indian Community, Bureau of Indian Affairs, Federal Highway Administration, Maricopa Association of Governments, stakeholders and the public, has selected the Diverging Diamond Interchange as Recommended Build Alternative (RBA) for the Koli Road TI. Refer to the published Environmental Assessment for in-depth detail about the RBA.

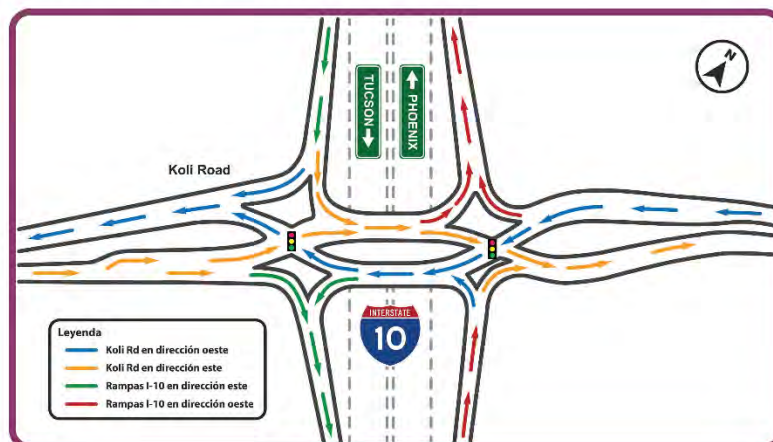


Estudio de intercambio de tráfico I-10/Koli Road

Alternativa de Construcción Recomendada (RBA)

Intercambio de Diamante Divergente (DDI)

ADOT, con la participación de la Comunidad Indígena del Río Gila, la Oficina de Asuntos Indígenas, la Administración Federal de Carreteras, la Asociación de Gobiernos de Maricopa, las partes interesadas y el público, ha seleccionado el Intercambio de Diamante Divergente como Alternativa de Construcción Recomendada (RBA) para el intercambio de tráfico Koli Road. Consulte la Evaluación Ambiental publicada para obtener información detallada sobre la RBA.

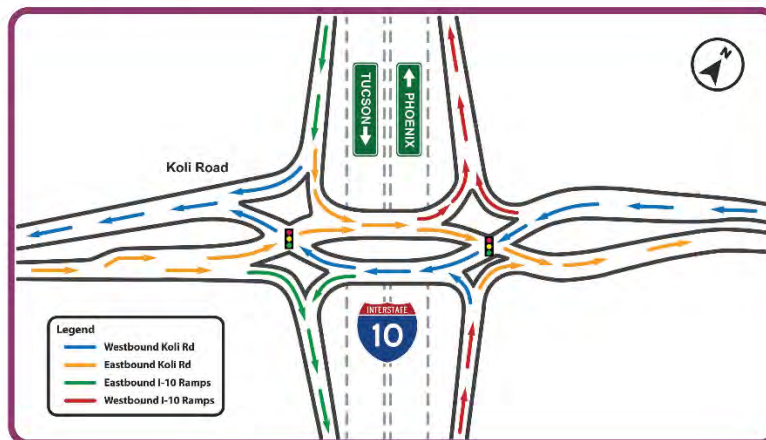




I-10/Koli Road Traffic Interchange Study

How a DDI works:

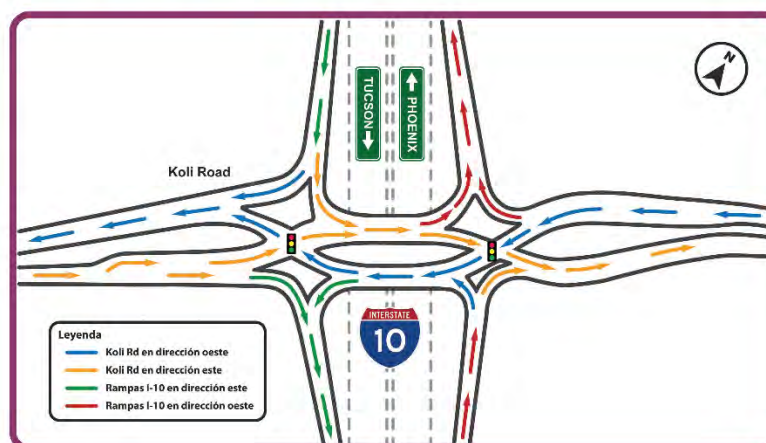
Scan the QR code to watch a video on how the DDI works



Estudio de intercambio de tráfico I-10/Koli Road

Cómo funciona una DDI:

Escanea el código QR para ver un video sobre cómo funciona el DDI.

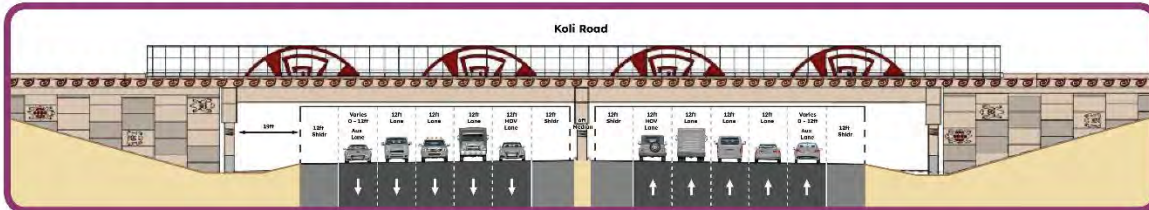




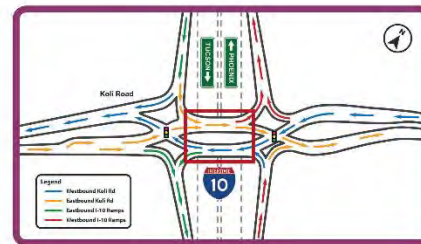
I-10/Koli Road Traffic Interchange Study

Recommended Build Alternative (RBA)

Proposed Bridge Over I-10



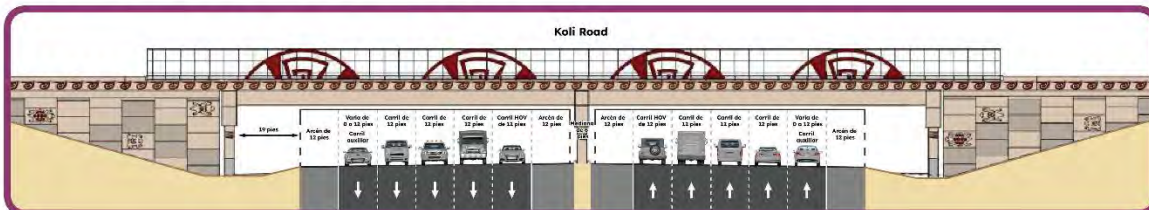
The proposed Koli Road Bridge would have two spans over I-10 and be constructed with precast, prestressed concrete girders.



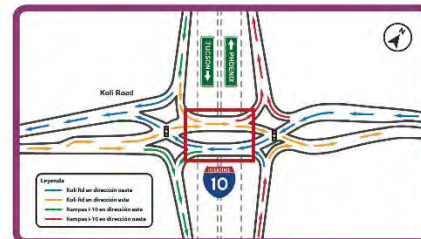
Estudio de intercambio de tráfico I-10/Koli Road

Alternativa de Construcción Recomendada (RBA)

Puente propuesto sobre la I-10



El puente propuesto para Koli Road tendría dos tramos sobre la I-10 y se construiría con vigas de hormigón pretensado y prefabricado.

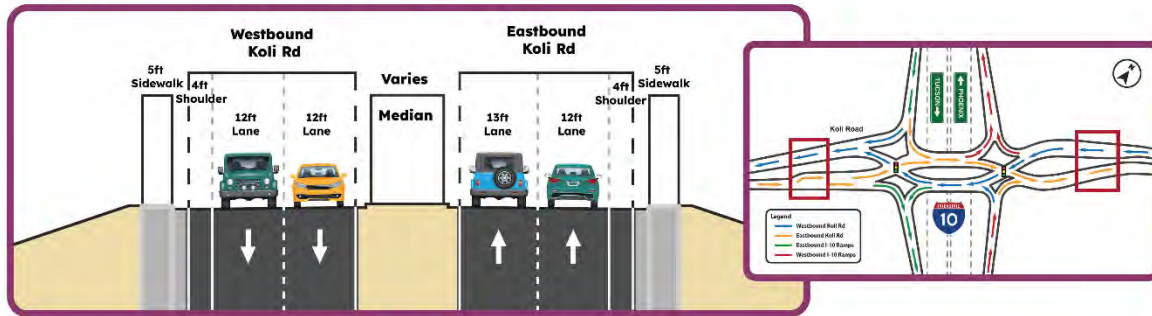




I-10/Koli Road Traffic Interchange Study

Recommended Build Alternative (RBA)

Local Road Typical Section



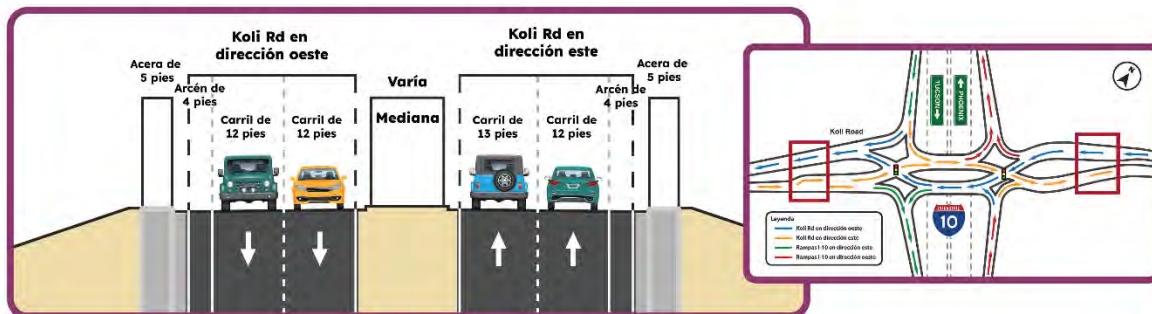
The Community will construct the local road extensions, connecting the traffic interchange to Maricopa and Kyrene roads in the future.



Estudio de intercambio de tráfico I-10/Koli Road

Alternativa de Construcción Recomendada (RBA)

Sección Típica de Carretera Local



La Comunidad construirá las extensiones de las carreteras locales, conectando el intercambiador de tráfico con las carreteras Maricopa y Kyrene en el futuro.

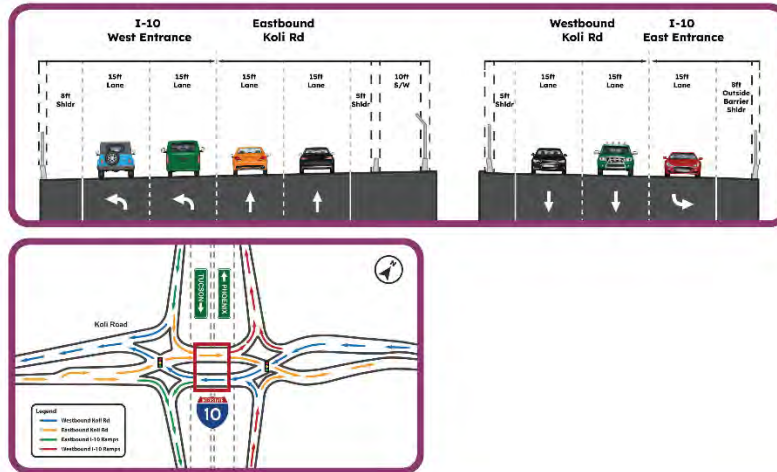


I-10/Koli Road Traffic Interchange Study

Recommended Build Alternative (RBA)

Typical Section Along Proposed Bridge

- The **eastbound bridge** includes barriers, shoulders, two left-turn lanes to westbound I-10 toward Phoenix, two thru lanes, and a sidewalk.
- The **westbound bridge** includes barriers, shoulders, one left-turn lane to eastbound I-10 toward Tucson, and two thru lanes.

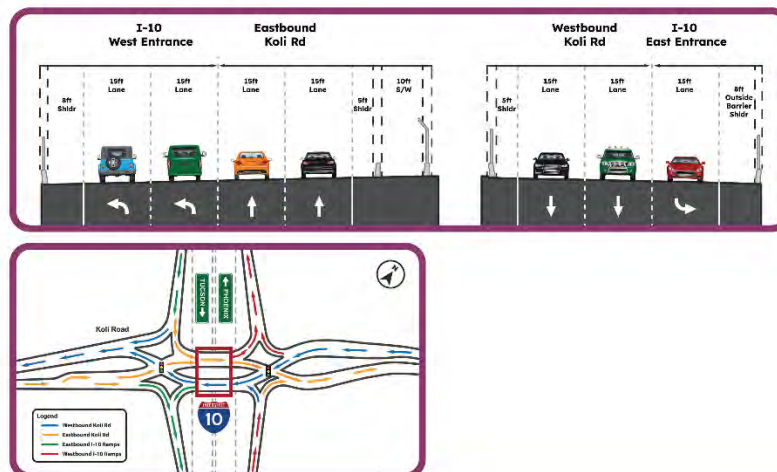


I-10/Koli Road Traffic Interchange Study

Recommended Build Alternative (RBA)

Typical Section Along Proposed Bridge

- The **eastbound bridge** includes barriers, shoulders, two left-turn lanes to westbound I-10 toward Phoenix, two thru lanes, and a sidewalk.
- The **westbound bridge** includes barriers, shoulders, one left-turn lane to eastbound I-10 toward Tucson, and two thru lanes.





I-10/Koli Road Traffic Interchange Study

Aesthetics of the Bridge

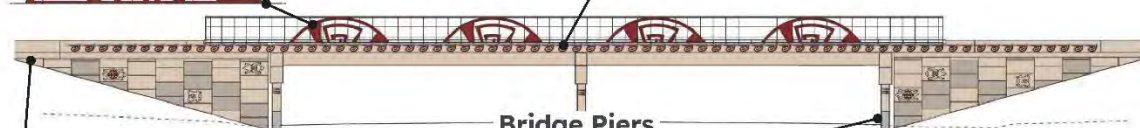
Bridge Fences

Basket Pattern



Bridge Barriers

Flowing River Pattern



Retaining Wall

River Rock, Sand and Animal Patterns



Bridge Piers

Flag Pattern



ADOT worked with Gila River Indian Community artists to develop a plan for aesthetics in the overall corridor. The bridges will be painted in ADOT Standard Tan. The accent and details will be painted in Hohokam Pottery Red.



Estudio de intercambio de tráfico I-10/Koli Road

Estética del puente

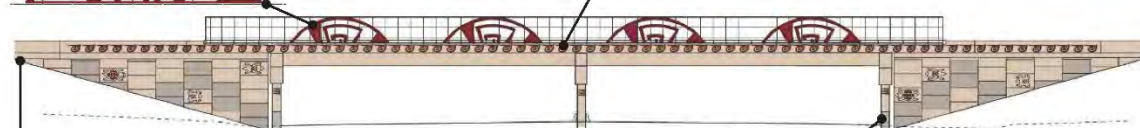
Cercas de puente

Patrón de cesta



Barreras del puente

Patrón de río que fluye



Muro de contención

Rocas de río, arena y patrones de animales



Pilones del puente

Patrón de bandera



ADOT colaboró con artistas de la Comunidad Indígena del Río Gila para desarrollar un plan estético para todo el corredor. Los puentes se pintarán en color bronceado estándar de ADOT. Los detalles decorativos se pintarán en rojo cerámica Hohokam.

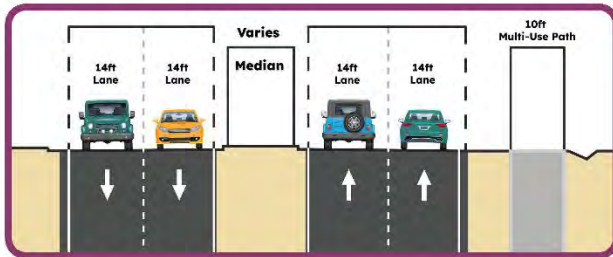


I-10/Koli Road Traffic Interchange Study

Wild Horse Pass: Koli Road Traffic Interchange Location Study

- This independent study evaluated the alternative alignments to connect with the proposed I-10/Koli Road Traffic Interchange.
- The W-02 alternative west of I-10 is recommended for future consideration because it meets the study's criteria and follows the existing grid patterns throughout the surrounding area. W-02 accommodates future development and facilitates driver awareness of naming conventions.

Date: February 1, 2024 **Prepared for:** Gila River Development Authority

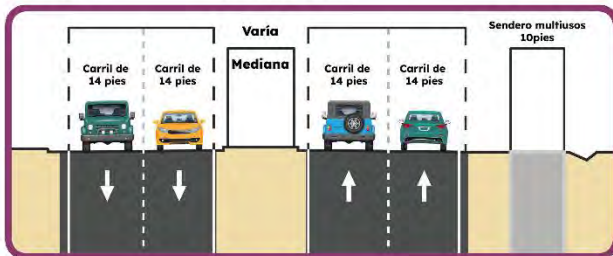


Estudio de intercambio de tráfico I-10/Koli Road

Wild Horse Pass: Estudio de ubicación del intercambio de tráfico de Koli Road

- Este estudio independiente evaluó las alineaciones alternativas para conectar con el propuesto intercambio de tráfico I-10/Koli Road.
- La alternativa W-02 al oeste de la I-10 se recomienda para consideración futura porque cumple los criterios del estudio y sigue los patrones de cuadrícula existentes en toda la zona circundante. W-02 acomoda el desarrollo futuro y facilita la concienciación de los conductores sobre las convenciones de nombres.

Fecha: 1 de febrero de 2024 **Preparado para:** Autoridad de Desarrollo del Río Gila





I-10/Koli Road Traffic Interchange Study

Environmental Findings

No Significant Environmental Impacts (Identified to Date)

Cultural Resources:

- No cultural resources located in the project footprint/area of disturbance.

Biological Resources:

- Permanent disturbance of 15 acres of Sonoran Desert scrub habitat would affect foraging, breeding, or dispersal habitat for some species.
- Species, including monarch butterflies, western burrowing owls, migratory birds, and some Community Focal Species, if present, could be affected during construction; most would avoid the area in favor of nearby similar habitat.
- Mitigation is in place to prevent or reduce potential harm to monarch butterflies, burrowing owls, and migratory birds.
- Species impacts are anticipated to be minor because the habitat is low in plant variety and density, so wildlife use is limited.



Estudio de intercambio de tráfico I-10/Koli Road

Hallazgos Ambientales

Ningún impacto ambiental significativo (identificados hasta la fecha)

Recursos culturales:

- No se encontraron recursos culturales en el área de disturbio del proyecto.

Recursos biológicos:

- Una perturbación permanente de 15 acres de hábitat de matorrales del desierto de Sonora afectaría el hábitat de forrajeo, reproducción o dispersión para algunas especies.
- Especies, incluyendo mariposas monarca, búhos de madriguera del oeste, aves migratorias y algunas especies focales de la comunidad, si están presentes, podrían verse afectadas durante la construcción; la mayoría evitaría el área en favor de hábitats similares cercanos.
- Se están implementando medidas para prevenir o reducir el daño potencial a las mariposas monarca, los búhos de madriguera y las aves migratorias.
- Se anticipa que los impactos sobre las especies serán menores porque el hábitat tiene baja variedad y densidad de plantas, por lo que el uso por la vida silvestre es limitado.





I-10/Koli Road Traffic Interchange Study

Environmental Findings

No Significant Environmental Impacts (Identified to Date)

Water Resources:

- No washes considered waters of the U.S.
- Stormwater runoff could affect waters downstream of the project, but measures are in place to protect water quality.
- No impacts to irrigation ditches, the Gila Drain or Community-owned wells.

Air Quality:

- Study indicates no adverse effects to air quality from the project.
- Anticipate FHWA providing air quality conformity sometime after the public hearing.
- No adverse impacts related to other environmental resource areas and categories analyzed, e.g., noise, hazardous materials, traffic, visual resources.



Estudio de intercambio de tráfico I-10/Koli Road

Hallazgos Ambientales

Ningún impacto ambiental significativo (identificados hasta la fecha)

Recursos hídricos:

- Ningún arroyo está en aguas estadounidenses.
- El escorrenia de aguas pluviales podría afectar las aguas río abajo del proyecto, pero se han implementado medidas para proteger la calidad del agua.
- No hay impactos en las acequias de riego, el Drenaje Gila o los pozos de propiedad comunitaria.

Calidad del aire:

- El estudio indica que no hay efectos adversos en la calidad del aire debido al proyecto.
- Se anticipa que la FHWA proporcionará conformidad de calidad del aire después de la audiencia pública.
- No hay impactos adversos relacionados con otras categorías ambientales analizadas, por ejemplo, ruido, materiales peligrosos, tráfico, recursos visuales.





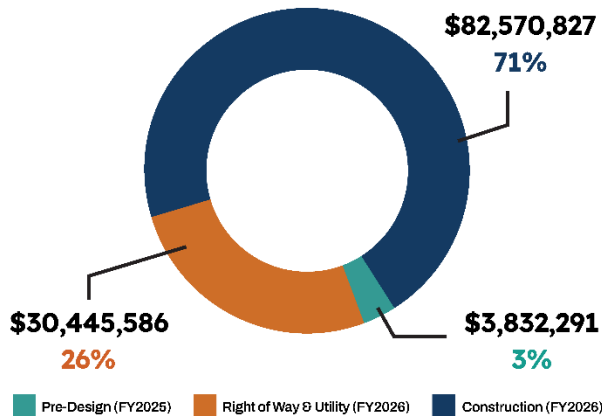
I-10/Koli Road Traffic Interchange Study

Anticipated Funding

If a Build Alternative is selected, the **Maricopa Association of Governments** will fund Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated years of expenditure, FY25-26. The program budget is shown below.

» Pre-Design was funded in FY2024-2025

» Right of Way & Utility and Construction are budgeted for FY2025-2026



Koli Road Funding (FY2025-2027) Source: FY 2025-2030 TIP Program



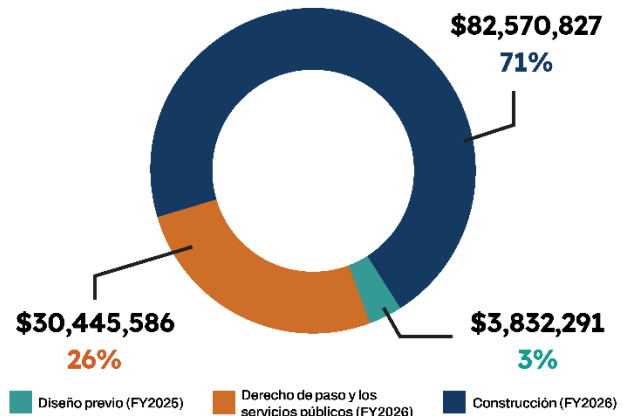
Estudio de intercambio de tráfico I-10/Koli Road

Financiación anticipada

Si se selecciona una Alternativa de Construcción, la Asociación de Gobiernos de Maricopa financiará la adquisición de derechos de paso, reubicación de servicios públicos y construcción del intercambio de tráfico de Koli Road en los años previstos de gasto, FY25-26. El presupuesto del programa se muestra a continuación.

» El diseño previo se financió en el año fiscal 2024-2025

» El derecho de paso, los servicios públicos y la construcción están presupuestados para el año fiscal 2025-2026.



Koli Road Funding (FY2025-2027) Source: FY 2025-2030 TIP Program



I-10/Koli Road Traffic Interchange Study

Next Steps

Following the close of our comment period on Aug. 13, 2025, the study team will review, evaluate, and respond to all comments from the partner agencies and the public.

ADOT, in cooperation with the Gila River Indian Community, Maricopa Association of Governments, and the Federal Highway Administration, will then select a final alternative.

This selection, combined with the input during the public comment period, will be documented in the final EA, NEPA decision, and DM documents.



Estudio de intercambio de tráfico I-10/Koli Road

Próximos pasos

Tras el cierre del período de comentarios el 13 de agosto de 2025, el equipo de estudio revisará, evaluará y responderá a todos los comentarios de las agencias asociadas y del público.

ADOT, en cooperación con la Comunidad Indígena del Río Gila y la Oficina de Asuntos Indígenas, seleccionará una alternativa final.

Esta selección, combinada con la información del período de comentarios del público, se documentará en un EA final y en documentos de DM.





I-10/Koli Road Traffic Interchange Study

How to submit comments at the public meeting:

- Formal public verbal comments documented by a court reporter.
- Formal private verbal comments directly to a court reporter.
- Written comments submitted on the comment form.

How to submit comments after the public hearing:



Email:
koliroad@azdot.gov



Visit the website and leave a comment: azdot.gov/koliroad



Call bilingual project information line:
855.712.8530



USPS Mail:
I-10/Koli Road Traffic Interchange Study Office
7130 W. Fairview St.
Chandler, AZ 85226

Formal Public Comment Period ends Aug. 13, 2025



Estudio de intercambio de tráfico I-10/Koli Road

Cómo enviar comentarios en la reunión pública:

- Comentarios verbales públicos formales documentados por un reportero judicial.
- Comentarios verbales privados formales directamente a un reportero judicial.
- Comentarios escritos presentados en el formulario de comentarios.

Cómo presentar comentarios después de la audiencia pública:



Correo electrónico:
koliroad@azdot.gov



Visita el sitio web y deja un comentario: azdot.gov/koliroad



Llama a la línea de información del proyecto bilingüe:
855.712.8530



Correo de USPS:
Oficina de estudio de intercambio de tráfico I-10/Koli Road
7130 W. Fairview St.
Chandler, AZ 85226

El período de comentarios públicos formales finaliza el 13 de agosto de 2025

Fact Sheet (English and Spanish)

What is a No-Build Alternative?

The No-Build Alternative is used as a baseline, or a benchmark, to compare against the Build Alternative(s). The No-Build provides the I-10/Koli Road Traffic Interchange Study team with a basis against which social, environmental and economic impacts can be measured. The No-Build Alternative represents the existing transportation system with ongoing maintenance and any improvement projects that have been previously programmed for construction.

If approved, is there funding for construction?

If a Build Alternative is selected, the Maricopa Association of Governments will fund right of way, utility relocation and construction of the Koli Road Traffic Interchange in the anticipated years of expenditure, FY2025-2026. Pre-Design was funded in FY2024-2025. Right of way and utility, and construction are budgeted for FY2025-2026.

- **Pre-Design:** \$3,832,291
- **Right of Way and Utility:** \$30,445,586
- **Construction:** \$82,570,827

When do you anticipate construction to start?

If a Build Alternative is selected, construction of the I-10 Koli Road Traffic Interchange is anticipated to begin in late 2026.

What are the proposed improvements?

The proposed improvements include the construction of a new traffic interchange located on I-10 between the existing Wild Horse Pass Boulevard and State Route 347/Queen Creek Road traffic interchanges. The Gila River Indian Community is experiencing significant growth. Currently, access to and from I-10 is limited, leading to inefficient and indirect travel routes. This project aims to improve these connections, thereby supporting and fostering planned regional growth.

Are you anticipating right-of-way acquisitions for the Recommended Build Alternative?

If a Build Alternative is selected, some right of way acquisition may be necessary.

Environmental Statement

The environmental review, consultation and other actions required by applicable Federal environmental 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 mmmcmacken@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C. 327 y un Memorandum de Acuerdo con fecha del 25 de junio de 2024 y se han realizado por FHWA y ADOT.

Title VI Statement

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 mmmcmacken@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 mmmcmacken@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.



I-10/Koli Road Traffic Interchange Study

Welcome to the Public Hearing

Study Background

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), and the Maricopa Association of Governments (MAG), is preparing an Environmental Assessment (EA) and Design Memo (DM) 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 Creek Road traffic interchanges.

The draft EA considers and assesses alternatives for the traffic interchange, including a no-build alternative. Some considerations analyzed in-depth in the draft EA include the proposed project's impacts on cultural resources, biological resources, water quality, recreational resources, noise impacts and air quality, as well as other social, economic, and environmental impacts.

Public scoping was the first step of the National Environmental Policy Act (NEPA) environmental study process. The scoping and alternatives process provided the opportunity for the Community and the general 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.

The next step in the study process is an I-10/Koli Rd Traffic Interchange Study Public Hearing.

Comment on the Draft EA and DM

Submit your comments on the I-10/Koli Road Traffic Interchange Study draft EA and DM from **July 14, 2025, through Aug. 13, 2025**. All comments received during the public comment period will be documented and responded to in the I-10 Koli Road Traffic Interchange Study Final EA and DM. All comment methods are considered equal.



Provide written/verbal comments at the in-person or virtual public hearing.

azdot.gov/koliroad

Online through our comment form:
azdot.gov/koliroad

Call: 602.522.7777

Email: koliroad@azdot.gov

Mail: I-10/Koli Road Traffic Interchange Study Office
7130 W. Fairview St. Chandler, AZ 85226



Public Hearing/Open House

An in-person public hearing and a virtual public hearing will be held to provide an overview of the draft EA and DM, share ADOT's preliminary recommendation and accept public comment. The public hearing presentation and materials can also be viewed on the study website at azdot.gov/koliroad.

You Are Invited to Participate

1. **In-Person Public Hearing for the Gila River Indian Community** | Tuesday, July 29, 2025 | 5:30 – 7 p.m.
Whirlwind Golf Club at Wild Horse Pass Sheldie Building, 5692 W. North Loop Rd., Chandler, AZ 85226

2. **Virtual Public Hearing** | Wednesday, July 30, 2025 | 5:30 – 7 p.m.
Call-in/Online through Zoom



English

Online: bit.ly/3GHOf5 | Phone: +1 646.876.9923
Webinar ID: 928 4590 2660
Passcode: KoliRoad or 70876696

Español

Enlace (Inglés): bit.ly/3GHOf5 | Teléfono: +1 646.876.9923
Número de Reunión (Código de acceso): 928 4590 2660
Clave: KoliRoad o 70876696

In-Person Agenda:

5:30 – 6 p.m.	Open House
6 – 6:30 p.m.	Presentation
6:30 – 7 p.m.	Formal Public Comments/Open House

Virtual Agenda:

5:30 p.m.	Formal Presentation
6 p.m.	Q&A
6:15 – 7 p.m.	Formal Public Comments

Public Hearing Ground Rules

Mutual respect and courtesy are the hearing's guiding principles. We ask that you follow the ground rules listed below so that everyone feels welcome, comfortable and has the opportunity to participate and provide comments.

Open House Area

Please refrain from interrupting conversations between study team members and meeting attendees.

Formal Public Comment Area

Please remain quiet and silence mobile devices while in the audience. Please do not interrupt a speaker and make sure to leave the area for side conversations.

Guidelines for Giving a Live Public Statement

Verbal comments: Following the presentation and question and answer session, members of the public will be allowed to make formal verbal comments in the presentation area. These will be recorded and included in the project record. Additionally, formal verbal comments may be provided to a court reporter privately at the marked location in the meeting area.

Written comments: An individual or group representative who speaks may also submit more detailed written comments by visiting the comment area in the open house portion of the hearing or by using the online comment form at azdot.gov/koliroad. Written comments can also be submitted in lieu of a formal verbal statement.

Draft EA and DM Available for Public Review and Comment

The draft EA and DM are published and available for public review and comment from **July 14, through Aug. 13, 2025**.

Printed copies of the draft EA and DM can be reviewed at the repository locations listed below. In addition, the documents are available for viewing or download from the study website at azdot.gov/koliroad. Select technical reports associated with the draft EA will be available upon request. Please email koliroad@azdot.gov or call 602.522.7777 to make a request.

- **Gila River Indian Community Governance Center**
525 W. Gu U Ki, Sacaton, AZ 85147 | 520.562.9500
- **Gila River Indian Community District 1: Blackwater**
15747 N. Shegai Rd., Coolidge AZ 85128 | 520.215.2110
- **Gila River Indian Community District 2: Hashan Kehk**
8070 Park St., Sacaton, AZ 85147 | 520.562.3450
- **Gila River Indian Community District 3: Sacaton**
31 N. Church St., Sacaton, AZ 85147 | 520.562.3334
- **Gila River Indian Community District 4: Santan**
2230 N. Home Run Dr., Sacaton, AZ 85147 | 520.418.3661
- **Gila River Indian Community District 5: Casa Blanca**
3456 W. Casa Blanca Rd., Bapchule, AZ 85121 | 520.315.3441
- **Gila River Indian Community District 6: Komatke**
5230 W. St. Johns Rd., Laveen, AZ 85339 | 520.550.3805
- **Gila River Indian Community District 7: Maricopa Colony**
8035 S. 83rd Ave., Laveen, AZ 85339 | 520.430.4780
- **Maricopa Association of Governments** | 302 N 1st Ave #200, Phoenix, AZ 85003 | 602.254.6300
- **Chandler Public Library – Downtown** | 22 S. Delaware St., Chandler, AZ 85225 | 480.782.2800
- **Ironwood Library** | 4333 E. Chandler Blvd., Phoenix, AZ 85048 | 602.262.4636

FAQs

What is an Environmental Assessment?

The National Environmental Policy Act (NEPA) of 1969 requires agencies to analyze, disclose, minimize and mitigate any adverse environmental impacts from projects requiring a decision/action from a federal agency. An Environmental Assessment (EA) is the NEPA level document that has been prepared to evaluate the potential impacts from the proposed action. This EA describes the need for the proposed action, alternatives developed for the proposed action, identification of the build alternatives and the environmental impacts and the environmental impacts of the build alternatives and No-Build Alternative.

What is a Design Memo?

In conjunction with the EA, which focuses on environmental factors, a Design Memo (DM) is also prepared to document the engineering elements associated with the study. This includes interchange options, drainage modifications, traffic operations and safety, construction requirements and impacts to traffic during construction, right of way requirements, cost and maintainability, to name just a few. These elements are evaluated for a range of reasonable build alternatives, as well as the no-build baseline alternative.

FAQs continue on back →

¿Qué es una Alternativa de No Construir?

La Alternativa de No Construir se utiliza como una referencia, o un punto de comparación, para evaluar la(s) alternativa(s) de construcción. La Alternativa de No Construir proporciona al equipo de estudio de intercambio de tráfico I-10/Koli Road una base contra la cual se pueden medir los impactos sociales, ambientales y económicos. La alternativa de no construir representa el sistema de transporte existente con el mantenimiento continuo y cualquier proyecto de mejora que haya sido previamente programado para su construcción.

Si se aprueba, ¿hay financiación para la construcción?

Si se selecciona una Alternativa de Construcción, la Asociación de Gobiernos de Maricopa financiará la adquisición de derechos de paso, reubicación de servicios públicos y construcción del intercambio de tráfico de Koli Road en los años previstos de gasto, FY25-26. El presupuesto del programa se muestra a continuación. El diseño previo se financió en el año fiscal 2024-2025. El derecho de paso, los servicios públicos y la construcción están presupuestados para el año fiscal 2025-2026.

- Diseño previo: \$3,832,291
- Derecho de paso y los servicios públicos: \$30,445,586
- Construcción: \$82,570,827

¿Cuándo anticipas que comenzará la construcción?

Si se selecciona una Alternativa de Construcción, se anticipa que la construcción del Intercambio de tráfico I-10 Koli Road comience a finales de 2026.

¿Cuáles son las mejoras propuestas?

Las mejoras propuestas incluyen la construcción de un nuevo intercambio de tráfico situado en la I-10 entre los intercambios de tráfico existentes de Wild Horse Pass Boulevard y State Route 347/Queen Creek Road. La Comunidad Indígena del Río Gila está experimentando un crecimiento significativo. Actualmente, el acceso a y desde la I-10 es limitado, lo que conduce a rutas de viaje ineficientes e indirectas. Este proyecto pretende mejorar estas conexiones, apoyando y fomentando así el crecimiento regional previsto.

¿Estás anticipando adquisiciones de derecho de paso para la Alternativa de Construcción Recomendada?

Si se selecciona una alternativa de construcción, puede ser necesaria la adquisición de algunos derechos de paso.

Declaración Ambiental

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

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C. 327 y un Memorandum of Understanding con fecha del 25 de junio de 2024 y se han realizado por FHWA y ADOT.

Declaración del Título VI

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 mirmackem@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 mirmackem@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.



Estudio de intercambio de tráfico I-10/Koli Road

Bienvenido a la audiencia pública

Antecedentes del Estudio

El Departamento de Transporte de Arizona (ADOT), como agencia principal y patrocinador del proyecto, en colaboración con la Comunidad Indígena del Río Gila (Comunidad), la Oficina de Asuntos Indígenas (BIA) y la Asociación de Gobiernos de Maricopa (MAG), está preparando una Evaluación Ambiental (EA) y un Memorando de Diseño (DM) para el propuesto Intercambio de Tráfico de la Interestatal 10 (I-10)/Koli Road. El intercambio de tráfico I-10/Koli Road propuesto estaría situado en la I-10 entre los intercambios de tráfico existentes de Wild Horse Pass Boulevard/Sundust Road y State Route 347/Queen Creek Road.

El borrador de la Evaluación Ambiental (EA) considera y evalúa alternativas para el intercambio de tráfico, incluyendo una alternativa de no construcción. Algunas consideraciones analizadas en profundidad en el borrador de la EA incluyen los impactos del proyecto propuesto en los recursos culturales, los recursos biológicos, la calidad del agua, los recursos recreativos, los impactos sonoros y la calidad del aire, así como otros impactos sociales, económicos y ambientales.

La recopilación pública fue el primer paso del proceso de estudio ambiental de la Ley Nacional de Política Ambiental (NEPA). El proceso de recopilación y alternativas brindó la oportunidad a la comunidad y al público en general de educar al equipo de estudio sobre el área de estudio del intercambio de tráfico I-10/Koli Road, así como de compartir preocupaciones sobre la modificación de la I-10 para incorporar un intercambio de tráfico aproximadamente en Koli Road.

El siguiente paso en el proceso de estudio es una audiencia pública sobre el Estudio de Intercambio de Tráfico de I-10/Koli Rd.

Comenta sobre el borrador de la EA y DM

Envíe sus comentarios sobre el borrador del Estudio de Evaluación Ambiental (EA) y el Documento de Mitigación (DM) del Intercambio de Tráfico I-10/Koli entre el 14 de julio de 2025 y el 13 de agosto de 2025. Todos los comentarios recibidos durante el periodo de comentarios públicos serán documentados y respondidos en el Estudio de Evaluación Ambiental Final y el Documento de Mitigación del Intercambio de Tráfico I-10/Koli. Todos los métodos de presentación de comentarios son considerados equivalentes.



azdot.gov/koliroad

- Proporciona comentarios escritos/verbales en la audiencia pública en persona o virtual.
- En línea a través de nuestro formulario de comentarios: azdot.gov/koliroad
- Correo electrónico: koliroad@azdot.gov Llama al: 602.522.7777
- Correo: Oficina de estudio de intercambio de tráfico I-10/Koli Road
7130 W. Fairview St. Chandler, AZ 85226



Audiencia pública/reunión pública

Se llevará a cabo una audiencia pública en persona y una audiencia pública virtual para proporcionar una visión general del borrador del EA y DM, compartir la recomendación preliminar de ADOT y aceptar comentarios del público. La presentación de la audiencia pública y los materiales también se pueden ver en el sitio web del estudio en azdot.gov/koliroad.

Se le invita a participar

1. Audiencia pública en persona para la Comunidad Indígena del Río Gila

martes, 29 de julio de 2025 | 5:30 – 7 p.m.
Whirlwind Club de Golf en Wild Horse Pass Edificio Sheldie
5692 W. North Loop Rd., Chandler, AZ 85226



Unirse a la reunión

2. Audiencia pública virtual | miércoles, 30 de julio de 2025 | 5:30 – 7 p.m.

Llamada/En línea a través de Zoom

English

Online: bit.ly/3GHOrf5 Phone: +1 646.876.9923

Webinar ID: 928 4590 2660

Passcode: KoliRoad or 70876696

Español

Enlace (Inglés): bit.ly/3GHOrf5 Teléfono: +1 646.876.9923

Número de Reunión (Código de acceso): 928 4590 2660

Clave: KoliRoad o 70876696

Agenda en persona		Agenda virtual	
5:30 – 6 p.m.	Reunión pública	5:30 p.m.	Presentación formal
6 – 6:30 p.m.	Presentación	6 p.m.	Preguntas y Respuestas
6:30 – 7 p.m.	Comentarios Públicos Formales	6:15 – 7 p.m.	Comentarios Públicos Formales

Reglas Básicas de la Audiencia Pública

El respeto mutuo y la cortesía son los principios rectores de la audiencia. Pedimos que sigan las normas fundamentales que se enumeran a continuación para que todos se sientan bienvenidos, cómodos y tengan la oportunidad de participar y proporcionar comentarios.

Área de reunión pública

Por favor, absténgase de interrumpir las conversaciones entre los miembros del equipo de estudio y los asistentes a la reunión.

Área de comentario público formal

Por favor, mantenga el silencio y apague los dispositivos móviles mientras esté en la audiencia. Le rogamos que no interrumpa a los oradores y asegúrese de salir del área para mantener conversaciones paralelas.

Directrices para hacer una declaración pública en directo

Comentarios verbales: Tras la presentación y la sesión de preguntas y respuestas, se permitirá a los miembros del público hacer comentarios verbales formales en el área de presentación. Estos serán grabados e incluidos en el registro del proyecto. Además, se podrán proporcionar comentarios verbales formales a un reportero judicial de manera privada en la ubicación marcada en el área de la reunión.

Comentarios escritos: Un individuo o representante de un grupo que hable también puede enviar comentarios escritos más detallados visitando el área de comentarios en la zona de reunión pública o usando el formulario de comentarios en línea en azdot.gov/koliroad. Los comentarios escritos también se pueden enviar en lugar de una declaración verbal formal.

Borrador de EA y DM disponibles para revisión y comentarios del público

El borrador de la EA y el DM se publican y están disponibles para revisión y comentarios públicos desde el 14 de julio hasta el 13 de agosto de 2025.

Las copias impresas del borrador de la EA y el DM pueden ser revisadas en las ubicaciones que se enumeran a continuación. Además, los documentos están disponibles para ver o descargar desde el sitio web del estudio en azdot.gov/koliroad. Los informes técnicos asociados con el borrador de la EA estarán disponibles a solicitud. Por favor, envíe un correo electrónico a koliroad@azdot.gov o llame al 602.522.7777 para hacer una solicitud.

- **Centro de Gobernanza de la Comunidad Indígena del Río Gila**
525 W. Gu U Ki, Sacaton, AZ 85147 | 520.562.9500
- **Distrito 1 de la Comunidad Indígena del Río Gila**
15747 N. Shegoy Rd., Coolidge AZ 85128 | 520.215.2110
- **Distrito 2 de la Comunidad Indígena del Río Gila**
8070 Park St., Sacaton, AZ 85147 | 520.562.3450
- **Distrito 3 de la Comunidad Indígena del Río Gila**
31 N. Church St., Sacaton, AZ 85147 | 520.562.3334
- **Distrito 4 de la Comunidad Indígena del Río Gila**
2230 N. Home Run Dr., Sacaton, AZ 85147 | 520.418.3661
- **Distrito 5 de la Comunidad Indígena del Río Gila**
3456 W. Casa Blanca Rd., Bapchule, AZ 85121 | 520.315.3441
- **Distrito 6 de la Comunidad Indígena del Río Gila**
5230 W. St. Johns Rd., Laveen, AZ 85339 | 520.550.3805
- **Distrito 7 de la Comunidad Indígena del Río Gila**
8035 S. 83rd Ave., Laveen, AZ 85339 | 520.430.4780
- **Asociación de Gobiernos de Maricopa** | 302 N 1st Ave #200, Phoenix, AZ 85003 | 602.254.6300
- **Biblioteca Pública de Chandler - Centro** | 22 S. Delaware St., Chandler, AZ 85225 | 480.782.2800
- **Biblioteca Ironwood** | 4333 E. Chandler Blvd., Phoenix, AZ 85048 | 602.262.4636

Preguntas frecuentes

¿Qué es una Evaluación Ambiental?

La Ley de Política Ambiental Nacional (NEPA) de 1969 requiere que las agencias analicen, divulguen, minimicen y mitiguen cualquier impacto ambiental adverso de los proyectos que requieran una decisión/acción de una agencia federal. Una Evaluación Ambiental (EA) es el documento a nivel NEPA que se ha preparado para evaluar los impactos potenciales de la acción propuesta. Esta EA describe la necesidad de la acción propuesta, las alternativas desarrolladas para la acción propuesta, la identificación de las alternativas de construcción y los impactos ambientales de las alternativas de construcción y de la Alternativa de No Construir.

¿Qué es un Memo de Diseño?

Junto con el EA, que se centra en los factores ambientales, también se prepara un memo de diseño (DM) para documentar los elementos de ingeniería asociados al estudio. Esto incluye opciones de intercambio, modificaciones de drenaje, operaciones de tráfico y seguridad, requisitos de construcción e impactos en el tráfico durante la construcción, requisitos de derecho de paso, costos y mantenibilidad, por nombrar sólo algunos. Estos elementos se evalúan para una variedad de alternativas de construcción razonables, así como para la alternativa de no construir.

Las preguntas frecuentes continúan en el reverso ➡

Formal Presentation



Anonymous Self-ID Survey

While you wait, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation.

English: <https://forms.gle/oQfz4f1FYY5pW6HP9>



Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y como podrá mejorar la participación de miembros de minorías.

Espanol: <https://forms.gle/LMD5ABSw9uUvRsEt7>



I-10/Koli Road Traffic Interchange Study

Draft Environmental Assessment (EA) and Design Memo (DM)

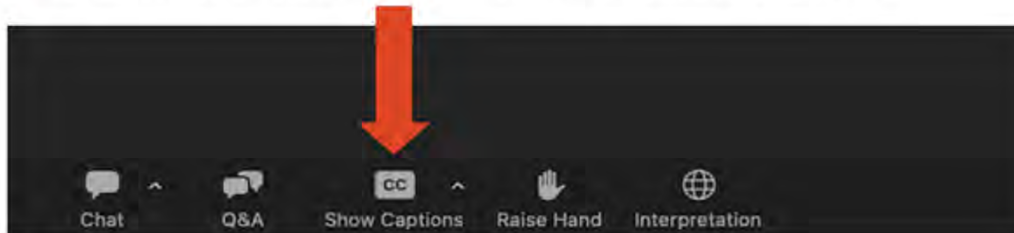
Virtual Public Hearing

Date: July 30, 2025



Welcome to the I-10/Koli Road Traffic Interchange Study Public Hearing

- 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 then facilitate the formal public comment period.
- To turn on closed captioning select that option from the menu.



Spanish Language Access Instructions Instrucciones de acceso al idioma español

1. Open "Interpretation" Menu Abre el menú "interpretación".

On a desktop or laptop

En una computadora o una computadora portátil

Hover at the bottom of the screen to see the toolbar and click on the Interpretation icon toolbar.

Ponga el cursor en la parte de abajo de la pantalla para ver la barra de herramientas y haga clic en el icono que dice "Interpretation".

On an iPad

En un iPad

Press the three dots on the upper right corner to access the menu and select Language Interpretation.

Presione los tres puntos del menú arriba a la derecha y seleccione "Language Interpretation".

On an iPhone

En un iPhone

Press the three dots (More) on the lower right corner to access the menu.

Presione los tres puntos del menú "More" abajo a la derecha.

2. Select your preferred language.

Seleccione el idioma de su preferencia.

3. 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.

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Tonight's Presenters



Trent Kelso, PE
ADOT I-10 Corridor Manager
tkelso@azdot.gov



Marcy McMacken
Community Outreach Manager/Public Information Officer
mmcmacken@azdot.gov

Virtual Public Hearing Schedule

5:30 to 6:00 p.m.
Formal Public Hearing
Formal Presentation

6:00 p.m.
Questions & Answers

6:15 to 7:00 p.m.
Formal Comment
Period

How to Submit Questions

- Option 1: Please click on the Q&A icon to submit any questions you have during this presentation.



- Option 2: Please click on the Raise Hand icon during the Question part of the presentation.



Tonight's Agenda

1

Project overview and study area

2

Environmental process, NEPA requirements, and purpose and need

3

Alternative selection process

4

Funding

5

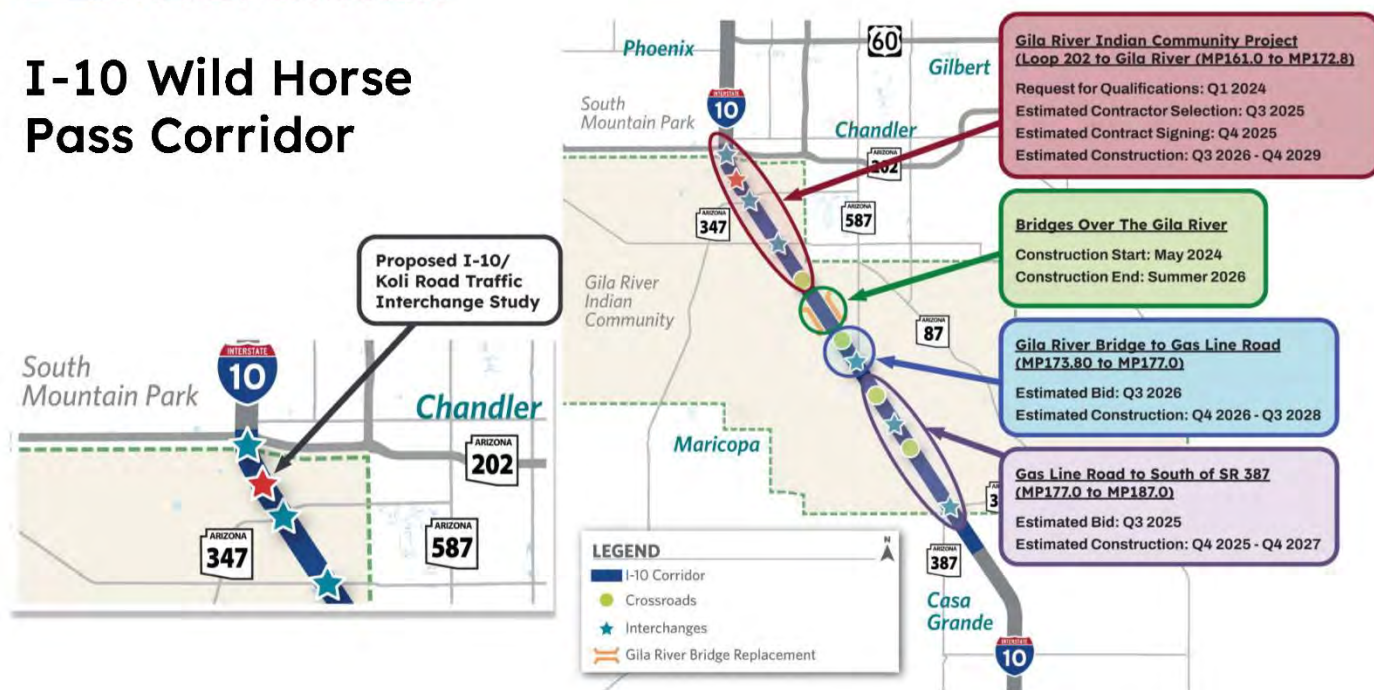
Next steps and implementation

6

Formal public comment period

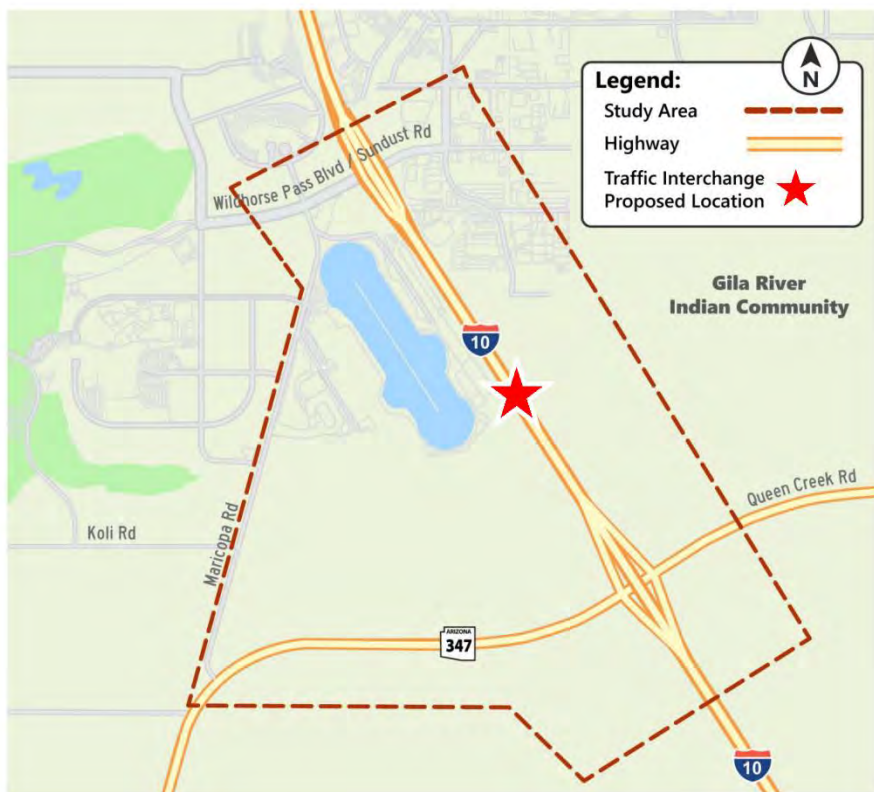
1. Project Overview and Study Area

I-10 Wild Horse Pass Corridor



Study Area

- **Study Focus:**
Proposed new traffic interchange along I-10.
- **Location:**
In Maricopa County within Gila River Indian Community.



2. Environmental Process, NEPA Requirements, and Purpose and Need



NEPA Requirements

- The National Environmental Policy Act (NEPA) requires agencies to analyze, disclose, and identify potential measures to avoid, minimize, or mitigate adverse environmental impacts.
- An Environmental Assessment (EA) is the NEPA-level document being prepared to evaluate the potential impacts of the I-10/Koli Road Traffic Interchange project.
- The EA describes the need for the proposed action, alternatives developed for the proposed action, and the environmental impacts of the Recommended Build Alternative and the No-Build Alternative.



NEPA Disclosure

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

Purpose and Need for Study

The **purpose** of the proposed I-10/Koli Road TI is to:

1. Provide efficient access to the Community to and from I-10
2. Improve emergency vehicle response time from the Community Fire Station
3. Improve Traffic Management on I-10 during incidents
4. Accommodate growth in population

The proposed I-10/Koli Road TI is **needed** to address:

1. Less than efficient access to Community land
2. Inadequate emergency vehicle response times during special event
3. Substantial traffic management issues on I-10 during incidents
4. Substantial visitor population and employment

3. Alternative Selection Process

Alternatives Evaluated

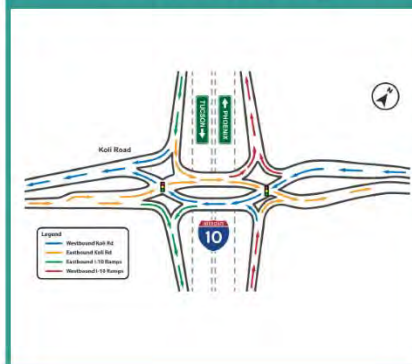
No-Build

- No improvements are made.
- Maintenance only
- Baseline for comparison.

Diamond Interchange



Diverging Diamond Interchange (DDI)

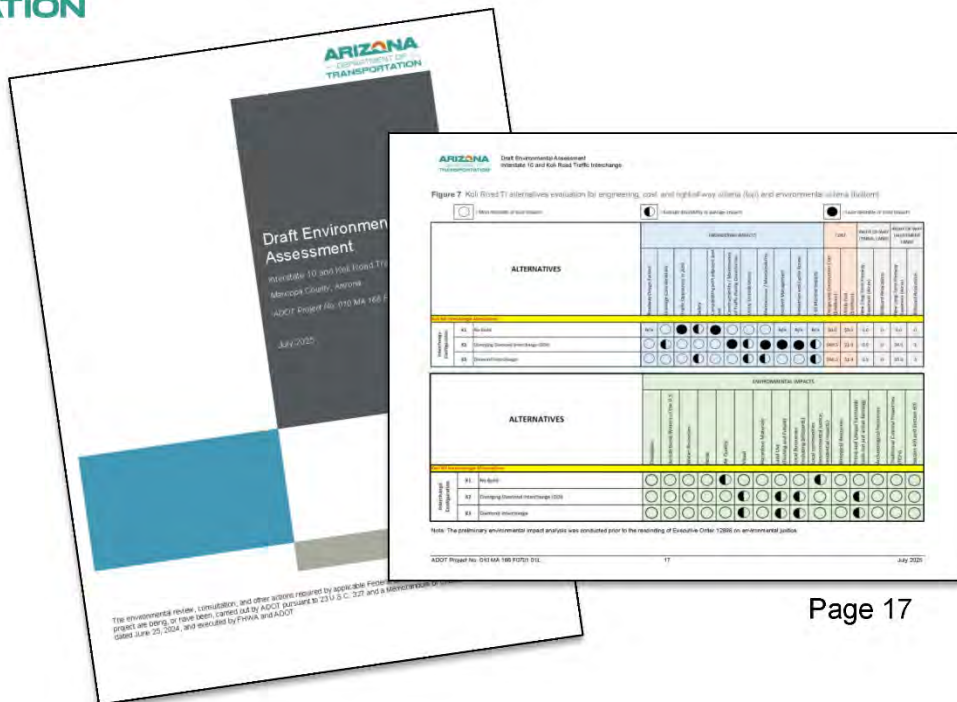


What is the No-Build Alternative?

- The No-Build Alternative represents the existing transportation system with ongoing maintenance.
- The No-Build Alternative provides a basis against which social, environmental and economic impacts can be measured.
- The No-Build Alternative is used as a baseline, or a benchmark, to compare against the build alternative.

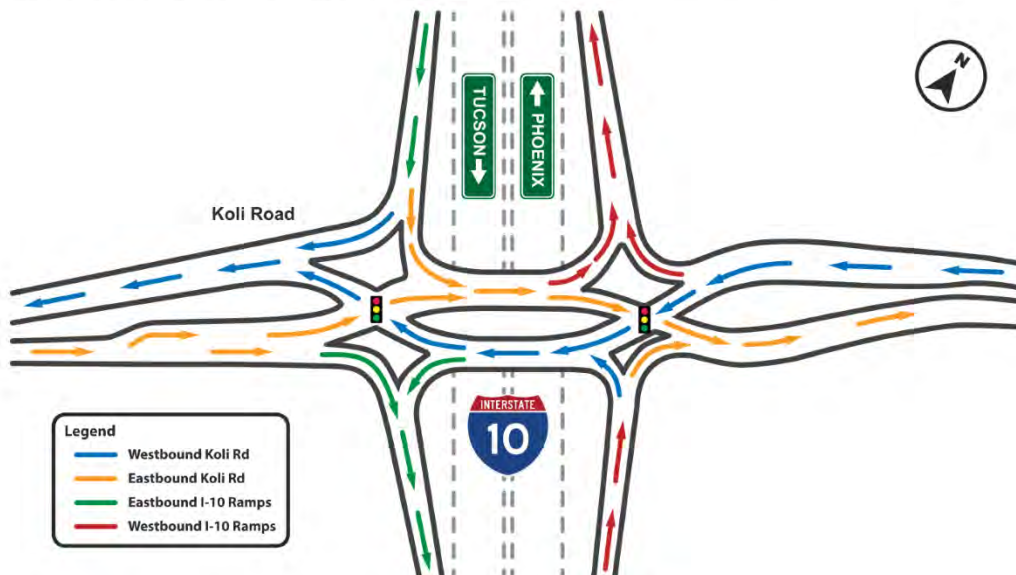


Evaluation Matrix (from Draft Environmental Assessment)



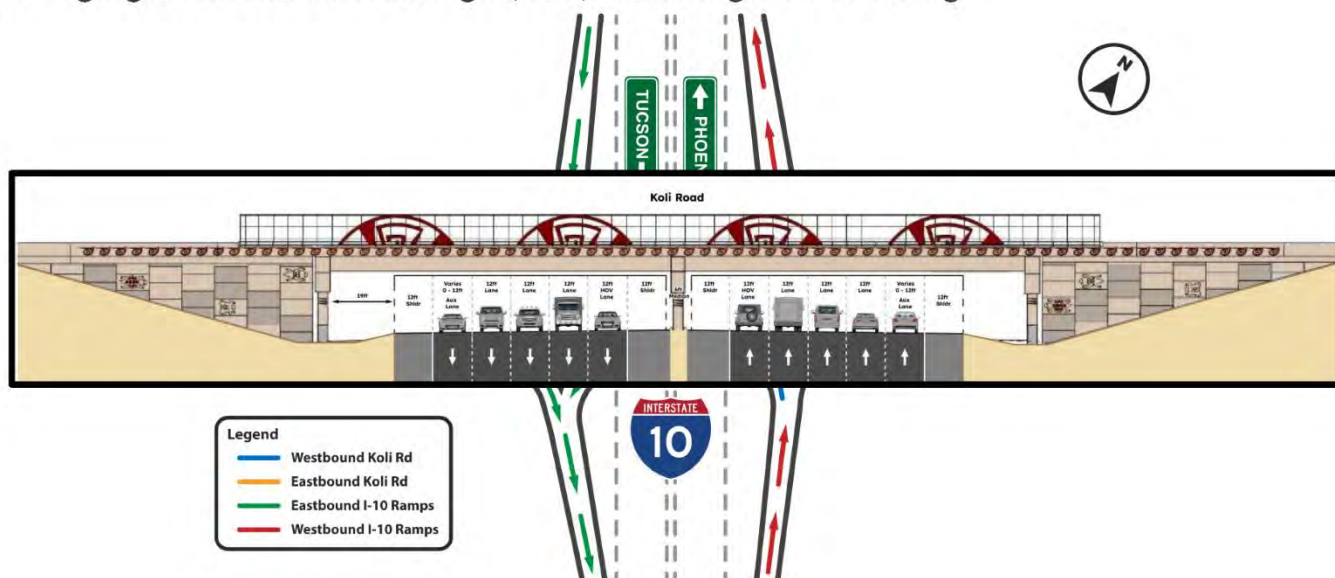
Page 17

Recommended Build Alternative (RBA) Diverging Diamond Interchange (DDI)



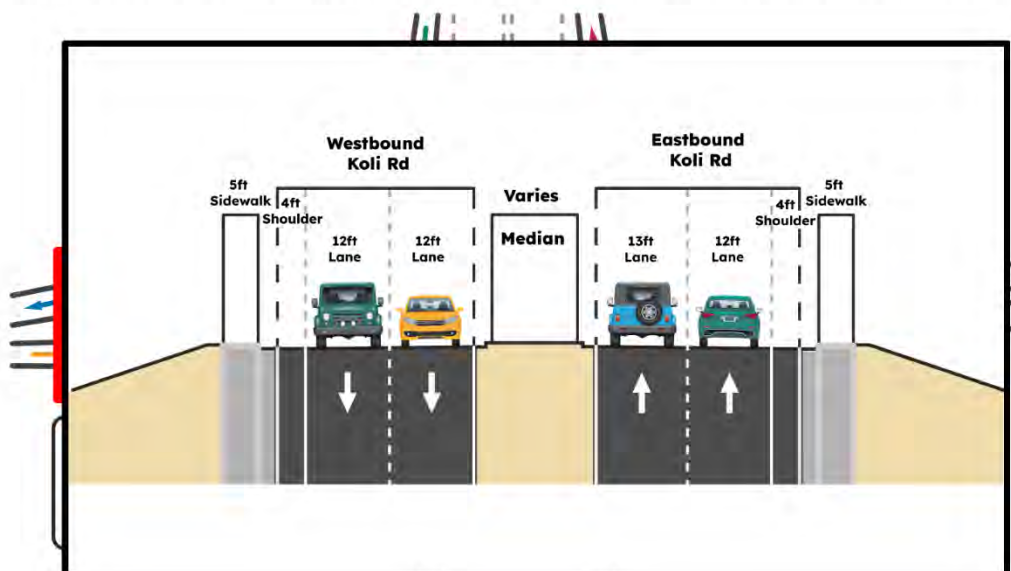
Recommended Build Alternative (RBA)

Diverging Diamond Interchange (DDI) - Existing I-10 Crossing



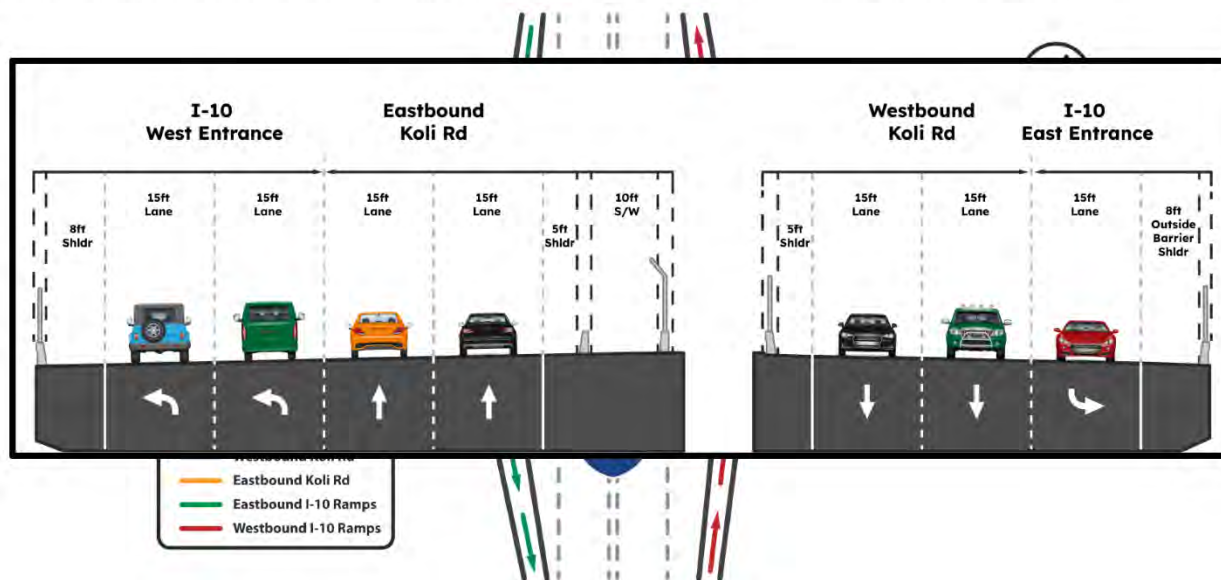
Recommended Build Alternative (RBA)

Diverging Diamond Interchange (DDI) - Koli Road Local Typical Section

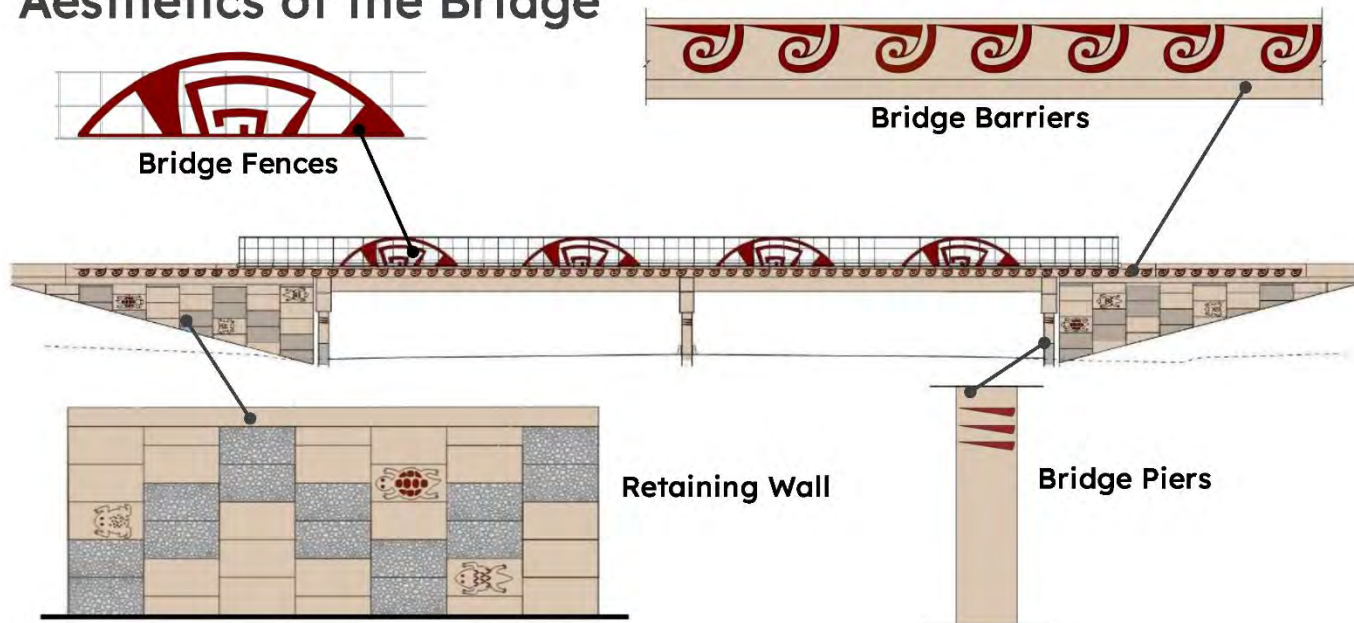


Recommended Build Alternative (RBA)

Diverging Diamond Interchange (DDI) - Koli Road Bridge Typical Section



Aesthetics of the Bridge

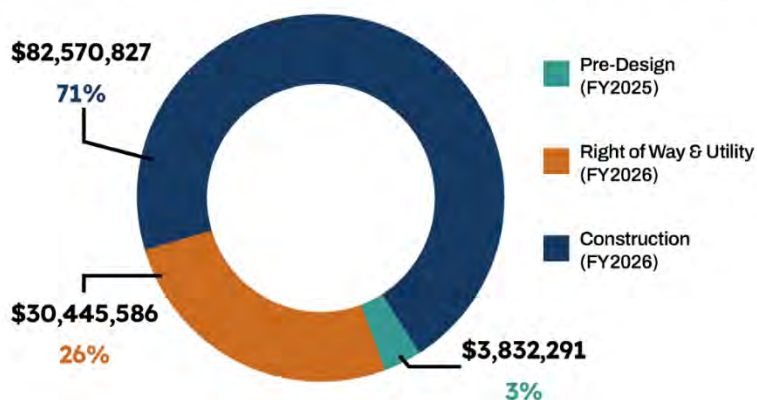


4. Funding

Anticipated Funding

If a Build Alternative is selected, the Maricopa Association of Governments will fund Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated years of expenditure, FY25-26. The program budget is shown below.

- Pre-Design was funded in FY2024-2025
- Right of Way & Utility and Construction are budgeted for FY2025-2026



5. Next Steps and Implementation

Next Steps

- Following the close of our comment period on Aug. 13, 2025, the study team will review, evaluate and respond to all comments from the partner agencies and the public.
- ADOT, in cooperation with the Gila River Indian Community, Maricopa Association of Governments, and the Federal Highway Administration, and Bureau of Indian Affairs, will then select a final alternative.
- This selection, combined with the input from the public comment period, will be documented in a final EA and DM documents.



Question and Answer

How to Submit Questions

- Option 1: Please click on the Q&A icon to submit any questions you have during this presentation.



- Option 2: Please click on the Raise Hand icon during the Question part of the presentation.

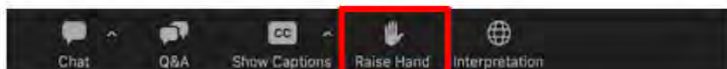


6. Formal Public Comment Period



How to submit comments at the public hearing:

Formal public verbal comments documented by a court reporter.



How to submit comments after the public hearing:



Email:
koliroad@azdot.gov



Visit the website and leave a comment: azdot.gov/koliroad



Call the bilingual project information line:
855.712.8530



USPS Mail:
I-10/Koli Road Traffic Interchange
Study Office
7130 W. Fairview St.
Chandler, AZ 85226

Formal Public Comment Period ends Aug. 13, 2025

Thank you!



How to submit comments after the public hearing:



Email:
koliroad@azdot.gov



Visit the website and leave a comment: azdot.gov/koliroad



Call the bilingual project information line:
855.712.8530



USPS Mail:
I-10/Koli Road Traffic Interchange
Study Office
7130 W. Fairview St.
Chandler, AZ 85226

Formal Public Comment Period ends Aug. 13, 2025

Appendix C:

Public Hearings Transcripts

Appendix C

Public Hearings Transcripts

In the Matter of:

ADOT Public Meetings

Reporter's Transcript of Proceedings

July 29, 2025



GRIFFIN GROUP
INTERNATIONAL

3200 East Camelback Road, Suite 177
Phoenix, Arizona 85018

ADOT Public Meetings

Reporter's Transcript of Proceedings

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

In re:

I-10/KOLI ROAD TRAFFIC INTERCHANGE STUDY

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Whirlwind Golf Club
Shelde Building
5692 West North Loop Road
Chandler, Arizona 85226

July 29, 2025
6:00 p.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

PREPARED FOR:
ARIZONA DEPARTMENT OF TRANSPORTATION

(Certified Copy)



Griffin Group International
888.529.9990 | 602.264.2230

1	I N D E X	2
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3		PAGE:
4	Presentation.....	4
5	PUBLIC COMMENTS	
6	Clifton Pablo.....	20
7	Lucinda Hendrix.....	21
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1 Proceeding was taken at 6:00 p.m., on Tuesday,
2 July 29, 2025, at the Whirlwind Golf Club, Shelde Building,
3 5692 West North Loop Road, Chandler, Arizona, before TERESA A.
4 WATSON, Registered Merit Reporter, and a Certified Reporter in
5 and for the State of Arizona, County of Maricopa, pursuant to
6 the Rules of Civil Procedure.

7
8 PRESENTERS:

9 Trent Kelso, PE, ADOT I-10 Corridor Manager
10 Joanna Bradley, ADOT Assistant Chief of
11 Communications/Major Projects
12 Marcy McMacken, ADOT Community Outreach Manager and Public
13 Information Officer
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P R O C E E D I N G S

MS. MCMACKEN: Good evening, everyone. Thank you for being here tonight. We are going to go ahead with our formal presentation tonight. We know that there are many important things taking place in your lives, so we really appreciate you taking the time to come learn about the I-10/Koli Road interchange study and provide your input tonight.

My name is Marcy McMacken. I'm the community outreach project manager and spokesperson for Arizona Department of Transportation. The purpose of these meetings is to provide opportunity for the public to review and to comment on the Draft Environmental Assessment and Design Memo and identify the recommended improvement for the I-10/Koli Road Traffic Interchange Study.

I am now going to -- hang on -- I am now going to read to you ADOT's nondiscrimination notice of the public.

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, and other nondiscrimination laws and authorities, the Arizona Department of Transportation does not discriminate on the basis of race, color and national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Marcy McMacken, myself, at 855-712-8530 or via email at mmcmacken@azdot.gov. Requests



5

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

3 We will now read the notice in Spanish.

4 (Interpreter speaking Spanish.)

5 MS. MCMACKEN: Thank you.

6 Now, before we begin tonight's presentation, some
7 quick housekeeping notes. The restrooms, if you need them, are
8 located outside the doors to your left, the doors that you
9 entered in.

10 And in case of an emergency, we ask that you
11 notify the closest team member here tonight. They are the ones
12 wearing the name tags.

13 If we need to evacuate, use any door that is
14 marked "exit," and we will meet back together in the parking lot
15 area furthest away from the building, in that parking lot that
16 I'm pointing to right out there.

17 Out of respect for our presenters, we ask that
18 you please mute your cell phones during this presentation.
19 Also, interpreters are available upon request.

20 We ask you to hold your questions until after we
21 explain how the meeting will work. At the end of the
22 presentation, we will provide information on how you can ask
23 questions and share comments.

24 Now I would like to welcome Former Lieutenant
25 Governor Mr. Robert Stone to lead a prayer before we begin



1 tonight's presentation.

2 (Speaking Native language.)

3 MR. STONE: It's good to be here this evening
4 along with you to be present and part of the presentation by the
5 government officials that we have from the State and other areas
6 too. So I'll do the prayer in (speaking Native language) of the
7 Gila River Pima, as I'm a member of. Join me in prayer, please.

8 (Speaking Native language.)

9 MS. MCMACKEN: Thank you for that prayer,
10 Mr. Stone.

11 I would now like to present tonight's --
12 introduce tonight's presenters.

13 We have Trent Kelso. He's the ADOT I-10/Wild
14 Horse Pass Corridor Project Manager. Trent brings a wealth of
15 experience and insight to this project and will lead our
16 technical overview.

17 Also joining us is Joanna Bradley. She serves as
18 the Assistant Director of Communications for Major Projects for
19 ADOT.

20 And again, I am Marcy McMacken with ADOT, and I
21 will be helping to facilitate tonight's discussion.

22 Together we -- we are here to provide updates,
23 listen to your feedback and keep the community informed every
24 step of the way.

25 This in-person public hearing has two parts to



1 it. Prior to the presentation, you were able to participate in
2 our open house in -- on the back side of the room. You can see
3 the story boards, exhibits, and videos that provide information
4 about this study. Right now we will begin the formal
5 presentation to introduce the study and the National
6 Environmental Protection -- Environmental Policy Act process,
7 also known as the NEPA process, including information on the
8 study area, alternatives, findings, and the next steps.

9 This presentation is expected to take about 30
10 minutes. After that we will begin the formal comments period.
11 Study team members will be present to actively listen to
12 comments but will not respond to the questions. If you have a
13 question, we will reopen the open house after the presentation,
14 and study team members will be available by the boards in the
15 back of the room to answer your questions.

16 During this time, if you would like to make a
17 formal verbal public comment, a court reporter is present and
18 will document the formal public comments. You may also choose
19 to speak privately with the court reporter to give formal verbal
20 comments in the comment area to my right, at the table back
21 there with the "Arizona Department of Transportation" logo on
22 it.

23 If you wish to write down formal comments, paper
24 comment forms are available at the check-in desk. Also, there
25 is a board in the room with a QR code that can be scanned that



1 will take you directly to the online comment form.

2 During our formal presentation, refrain from
3 speaking or leave the area for any conversations. Please do not
4 interrupt the speakers while they are presenting.

5 Also, conversations, comments, and questions
6 about the project may take place during the open house, but
7 please refrain from interrupting any ongoing conversations
8 between the study team members and other meeting attendees.

9 Here's a look at our agenda for tonight. We will
10 provide an overview of the I-10/Koli Road Traffic Interchange
11 Study and study area. We'll then provide an overview of the
12 environmental process, including NEPA requirements and purpose
13 and needs. We'll then move on to the alternative selection
14 process, talk about funding, and then we'll move on to next
15 steps and implementation. And finally, we will move to the
16 formal public comment period.

17 I would like to now introduce our project
18 manager, Trent Kelso.

19 MR. KELSO: Thanks, Marcy.

20 Before I get going, we have been asked to present
21 a welcome message and opening remarks from the community, so I'd
22 like to introduce Director DeWayne Bedonie from the Gila River
23 Indian Community Department of Transportation to provide those.
24 Thanks.

25 MR. BEDONIE: Thank you, Trent.



1 Good evening, everyone. My name is DeWayne
2 Bedonie. I am the Director of Operations for Department of
3 Transportation, the Gila River Community, and I'm honored to
4 welcome tonight's discussion regarding the Koli Road Traffic
5 Interchange Project. As you will hear tonight, the project
6 benefits not only our community and not only our members,
7 but for the greater region of the State of Arizona.

8 Being located halfway between Wild Horse Pass and
9 Queen Creek Road, the I-10 exits, the new Koli Road interchange
10 will provide better access to a -- to the Wild Horse Pass area,
11 which is a key destination for tourism and entertainment venues.
12 It will also help ease traffic, reduce congestion, and create
13 better travel routes for members, visitors, and businesses. It
14 will support future growth and make both our Wild Horse Pass and
15 Lone Butte areas more attractive for investments.

16 We are deeply committed to making sure that
17 development of this project aligns with our values, protecting
18 our natural resources, protecting our cultural heritage, and
19 protecting our well-being of our people.

20 Tonight's National Environmental Policy Act
21 hearing gives us an opportunity to provide ADOT with the
22 community concerns regarding potential environmental impacts of
23 building Koli Road traffic interchange, the environmental and
24 cultural resources protection we believe must be in place and
25 other issues that we believe ADOT must consider in developing



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1 this particular project.

2 I want to thank ADOT leadership and especially
3 ADOT staff who are here tonight for working closely with us for
4 understanding our community's unique needs and our concerns. I
5 know that the community representatives and ADOT staff regularly
6 meet on a weekly basis for meetings like this on our lands for
7 our community members that demonstrates ADOT's commitment to
8 collaboration and to consider addressing the community's
9 interest and concerns.

10 I would especially like to thank Maricopa
11 Association of Governments for their invaluable support,
12 planning assistance and funding for this important project.
13 Your partnership has not only been essential in helping us reach
14 this point, but will continue to be a critical aspect as we move
15 forward in the project process.

16 I want to thank everyone for being here tonight.
17 I encourage everyone to actively participate in tonight's
18 discussion. With that being said, I do appreciate you. Thank
19 you, Trent.

20 MR. KELSO: Thanks.

21 I will go ahead and get going with the project
22 overview and the study area.

23 Okay. Great. Thanks a lot. Thanks for your
24 patience.

25 The Wild Horse Pass Corridor is a 26-mile long



11

1 segment of I-10 extending from Loop 202 on the north to just
2 beyond State Route 387 on the south, located entirely within the
3 Gila River Indian Community. The proposed Koli Road interchange
4 would be added into this segment of I-10 between the existing
5 Wild Horse Pass interchange and State Route 347/Queen Creek Road
6 interchanges -- or interchange, as indicated by the red star in
7 the bottom left of the slide.

8 There are four projects -- four other projects
9 being developed now to widen and modernize the interstate as
10 well as the crossroads throughout the Wild Horse Pass Corridor.
11 Working from north to south, the first project is the Gila River
12 Indian Community Project, spanning nearly 12 miles from the
13 Loop 202 to the Gila River Bridge. This design-build project is
14 planned to begin construction in the first half of next year.
15 Should the proposed Koli Road interchange be granted
16 environmental approval, the construction of the interchange
17 would be added into this project.

18 The second project is to replace the bridges over
19 the Gila River. Construction is well underway, as you likely
20 know, and the new bridges are expected to be completed by -- or
21 to be fully open late next summer.

22 The third project is approximately three-
23 and-a-half miles long from the Gila River Bridge to Gas Line
24 Road. Construction is expected to start next year and will last
25 about two years.



12

1 And the final, the fourth project, is
2 approximately 10 miles long, extending from Gas Line Road to tie
3 in to the existing widened section of I-10 south of State
4 Route 387. Construction on this project is expected to begin
5 later this year and will last about two and a half years.

6 Now let's move on and discuss the proposed Koli
7 Road interchange.

8 So the study area, indicated by the red dashed
9 line, is generally centered on the proposed Koli Road
10 interchange. The large area encompasses the Wild Horse Pass
11 interchange, the State Route 347/Queen Creek Road interchange,
12 and State Route 347 from I-10 to Maricopa Road, including an
13 additional buffer out around the outside of these limits.

14 Now let's move on to the environmental process
15 that was followed in -- during this study.

16 This study is being conducted in compliance with
17 the National Environmental Policy Act, or NEPA. This is -- this
18 is an environmental law that established the decision-making
19 process that agencies like ADOT must follow prior to the design
20 and construction of transportation projects that are using
21 federal funding or require federal approvals. The proposed
22 action for this study involves the acquisition of allotted lands
23 that are managed by a federal agency, the Bureau of Indian
24 Affairs, therefore requiring federal approval.

25 An environmental assessment, or EA, for the Koli



13

1 Road interchange has been published for your review: The EA
2 documents, the need for the interchange, the alternatives
3 developed to address that need, and the environmental impacts of
4 the recommended build alternative and the no-build alternative,
5 which will be discussed in greater detail in the upcoming
6 slides.

7 ADOT has been granted the Federal Highway
8 Administration's responsibility for carrying out the
9 environmental reviews, consultations, and other actions required
10 by NEPA and other federal environmental laws per an executed
11 agreement dated June 25th, 2024, between the Federal Highway
12 Administration and ADOT. This means that ADOT serves as the
13 lead agency and has the authority to approve this project on
14 FHWA's behalf.

15 So the purpose and need statement is one of the
16 first and most important decisions in the NEPA process, because
17 it defines why an improvement may be needed and establishes the
18 foundation for evaluating alternatives to determine the best
19 solution to meet that need.

20 The purpose and need for the proposed Koli Road
21 interchange is to provide sufficient access to and from I-10 for
22 community members and visitors, improve emergency vehicle
23 response times from the community fire station, improve traffic
24 management during incidents on I-10, and accommodate growth in
25 population and employment.



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1 So let's now talk about the alternative selection
2 process.

3 Three alternatives were presented at the Scoping
4 and Environmental -- excuse me -- Scoping and Alternatives
5 Evaluation Public Meetings hosted by ADOT in October of 2024.
6 The three alternatives included the no-build alternative and two
7 build alternatives: A new diamond interchange and a new
8 diverging diamond interchange.

9 First, let's talk a little bit more about the
10 importance of including the no-build alternative.

11 What is the no-build alternative? The National
12 Environment Policy Act, or NEPA, requires the inclusion of a
13 no-build alternative in the decision-making process. It
14 provides a baseline or benchmark against which all build
15 alternatives are measured for social, environmental, and
16 engineering and economic impacts.

17 The no-build alternative assumes no changes to
18 the existing transportation system would be made. In this case,
19 the selection of the no-build alternative would mean the
20 proposed action, construction of the Koli Road interchange,
21 would not be completed.

22 The results of the alternative evaluation process
23 are documented in the tables such as the ones shown here and are
24 presented for your review in the Draft Environmental Assessment.

25 Now let's discuss the recommended build



15

1 alternative: Construction of a new diverging diamond
2 interchange along I-10. The diverging diamond interchange
3 geometry is unique, such that prior to and after the bridge
4 crossing, eastbound and westbound traffic cross over for a short
5 time so vehicles can enter the highway more easily. This
6 actually helps traffic move faster and safer by reducing turns
7 and stops. The figure on the slide shows colored arrows
8 indicating the direction of travel.

9 For those interested in the DDI operation, ADOT
10 has referenced a video on the board -- on a poster board in the
11 back, and you can scan that code and follow a link to that
12 video.

13 Sorry.

14 So let's talk about the proposed bridges over
15 I-10, bordered by the red rectangle. The proposed bridges would
16 be two-span concrete girder bridges supported by a center pier
17 line, as shown between the -- the I-10 lanes. The new bridges
18 would be constructed inside ADOT's existing right-of-way;
19 however, the ramps and the east and west Koli Road extensions
20 would require new right-of-way from allotted lands.

21 So regarding the Koli Road extensions east and
22 west of I-10, again, the red rectangles shows the location of
23 the sections that you'll see on the screen here.

24 So the new Koli Road extensions are proposed to
25 include two lanes in each direction, 4-foot shoulders, a center



16

1 median and sidewalks. To the west, Koli Road would connect to
2 Maricopa Road, and to the east, it is planned to connect to
3 Kyrene Road. These connections would be constructed on tribal
4 lands and administered by the Community with independent funds.

5 Currently, it is anticipated that only the
6 western connection to Maricopa Road would be constructed prior
7 to the proposed action.

8 Finally, let's talk about the proposed cross
9 section on the new bridges. Here, the rectangle -- red
10 rectangle shows the location for the travel lanes on the bridge.

11 As noted before, eastbound and westbound traffic
12 switch sides. Eastbound traffic moves to the north side, and
13 westbound traffic moves to the south side.

14 The eastbound Koli Road bridge includes barrier,
15 shoulders, dual left turn lanes onto westbound I-10, or heading
16 into Phoenix, two through lanes, and sidewalk for under -- for
17 accommodating pedestrians.

18 The westbound Koli Road bridge includes barrier,
19 shoulders, one left turn lane onto eastbound I-10, heading to
20 Tucson, and two through lanes.

21 As you may have noticed before, the new bridges
22 would have aesthetic treatments similar to other interchanges
23 around the Valley. ADOT worked with the Community Tribal
24 Historic Preservation Office and Community artists to develop
25 the themes and treatments at each bridge crossing throughout the



17

1 26-mile corridor.

2 The treatments at the proposed Koli Road crossing
3 include accent painting in Hohokam pottery red, a flowing river
4 pattern on the outside of the bridge barriers, metal figures in
5 a basket pattern on the outer fences, three triangular flags
6 painted on the bridge piers, and the retaining walls at each end
7 of the bridges would have river rock and sand patterns mixed
8 with lizard shapes.

9 So let's now take a look at the funding that has
10 been programmed for the project.

11 If a build alternative is selected, this slide
12 shows that the proposed action would be fully funded. MAG has
13 programmed nearly \$117 million to be used for pre-design, right-
14 of-way acquisitions, utility relocations, and construction of
15 the new interchange beginning this year.

16 To conclude the presentation, I'll summarize what
17 you've heard and then talk about the next steps.

18 So we shared the three alternatives that were
19 evaluated. Those are the no-build scenario, a diamond
20 interchange, and a diverging diamond interchange. Sorry about
21 that. We shared the study team's recommended build alternative,
22 a diverging diamond interchange. We shared the two remaining
23 possibilities for the project: The recommended build
24 alternative or the no-build scenario.

25 Now, the next step is for Community members to



18

1 review and provide feedback on the published documents. Both
2 documents are available for review online. Hard copies are
3 available at repository locations. There are even copies here
4 tonight. In addition, a fact sheet handout provides other
5 locations for hard copy reviews from now until August 13th. All
6 comments are due then, August 13th.

7 So this input helps ADOT, the Community, and
8 Maricopa Association of Governments select a preferred
9 alternative for the Koli Road interchange, which will be
10 documented in the Final Environmental Assessment and Design
11 Memo.

12 So with that, I'll turn it over to Joanna Bradley
13 to provide more information on how to submit formal comments.

14 MS. BRADLEY: Thank you, Trent. Thank you,
15 Director Bedonie. Thank you, Marcy, and thank you once again to
16 all of you for attending today.

17 Your feedback is really important to us, and we
18 want to know your thoughts and your comments pertaining to the
19 Koli Road study. There are several ways to provide comments.

20 At this time, there will be an open mic, just
21 like me, to provide a formal public comment, which will be
22 documented by a court reporter.

23 If you don't want to speak in front of the group,
24 you can also provide a comment verbally to our court reporter
25 off to the side.



19

1 You do not need to provide your feedback tonight,
2 because we still have lots of opportunities to be able to do
3 that. We invite you to go to our website, call the project
4 hotline, go to -- you can email us. You can mail us your
5 thoughts. The contact information is on the screen behind me --
6 well, will -- there you go -- is on the screen right behind me,
7 but it's also on the handout when you signed in, and one of our
8 project boards, I believe, over here. And if you are not
9 providing your input tonight, please note that the deadline to
10 provide comments is August 13th.

11 If you wish to give a formal verbal public
12 comment, please -- this is your opportunity to step up to the
13 microphone. Speak clearly and state your name and your last
14 name for the -- for the court reporter before providing your
15 comment.

16 As a courtesy to others and to allow as many
17 people as possible the opportunity to comment, please keep your
18 comments to a reasonable length.

19 As a reminder, the study team is here to listen
20 to your comments but will not be answering questions in this
21 formal comment section, but if you would like an -- if you would
22 like an answer to an informal question, please feel free to ask
23 a study team member at the back of the room to answer your
24 question.

25 So thank you, and if -- is anybody interested in



20

1 making a formal comment? Don't all say yes at one time.

2 Okay. If anybody would like to approach our
3 court reporter and do it without doing it in front of the group,
4 you're more than welcome to, and otherwise, you can -- you can
5 go home or you can go to the back of the room and ask questions
6 or continue to look at our boards of information. And thank you
7 for coming.

8 (Formal presentation concluded at 6:29 p.m.)

9 *****

10 PUBLIC COMMENTS

11 *****

12 MR. CLIFTON PABLO: Clifton Pablo. And my -- I
13 don't know if it's a question or a comment.

14 MS. BRANDI DEVLIN: They just record everything
15 you say.

16 MR. CLIFTON PABLO: Okay. So I guess it's --
17 they're going to build the -- to the Koli Road, but are they
18 fixing the Koli Road or just up to the certain part?

19 MS. PABLO: It's more of a question than a
20 comment.

21 MS. BRANDI DEVLIN: One of the team members could
22 answer that question for you, if you'd like. Would you like me
23 to introduce you to someone who could answer that question for
24 you?

25 MR. CLIFTON PABLO: Okay. Thank you.



1 (Short pause.)

2 MS. LUCINDA HENDRIX: Lucinda Hendrix. I guess
3 my comment would be the land -- Trent made a comment about the
4 land that's going to be included in the project, if there's
5 going to be a list of those landowners' names, because there's
6 some of us who have -- haven't gone to probate yet to see where
7 the land of our parents, our aunts or uncles or, you know, that
8 may be included in this project, the land, and if it's going to
9 be -- well, he answered my question. It will be leased,
10 whereabouts for the land would be included at.

11 It's hard to -- hard to make it a comment instead
12 of a question. I hope you know what I'm saying.

13 That's my main concern, because right now, I have
14 an aunt, late aunt who passed away, and she included me in her
15 will, but I don't know where the land is at, and the same with
16 my parents. They passed away, and we haven't gone to probate
17 either with them, so -- and we don't know where the land is at
18 for them. So we're just wondering if there's a list, which he
19 said there is, but they can't give it out. So we will know
20 probably further down the line to see who's on that list and how
21 we'll get notified, even though we haven't gone to probate yet,
22 to be included in this project. I don't... But that was my
23 main concern was the landholders who are going to be included in
24 this lease, I guess. That's about it, I think.

25 (Proceeding concluded at 7:00 p.m.)



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1 STATE OF ARIZONA)
)
 2 COUNTY OF MARICOPA) ss.

3

4 BE IT KNOWN that the foregoing proceedings were taken
 5 before me; that the foregoing pages are a full, true and
 6 accurate record of the proceedings, all done to the best of my
 skill and ability; that the proceedings were taken down by me in
 stenographic shorthand and thereafter reduced to print under my
 direction.

7

8 I CERTIFY that I am in no way related to any of the
 parties hereto, nor am I in any way interested in the outcome
 hereof.

9

10 [] Review and signature was requested; any changes
 made by the witness will be attached to the original transcript.
 11 [] Review and signature was waived/not requested.
 [x] Review and signature not required.

12 I CERTIFY that I have complied with the ethical
 obligations set forth in ACJA 7-206(F)(3) and ACJA 7-206
 13 J(1)(g)(1) and (2).

14 DATED at Phoenix, Arizona, this 12th day of August
 2025.

15

16 /s/ Teresa A. Watson

17 TERESA A. WATSON, RMR
 18 Certified Reporter
 Certificate No. 50876

19

 * * * * *

20

21 I CERTIFY that GRIFFIN GROUP INTERNATIONAL has
 22 complied with the ethical obligations set forth in ACJA 7-206
 (J)(1)(g)(1) through (6).

23

 /s/ Pamela A. Griffin

24

 GRIFFIN GROUP INTERNATIONAL
 25 Registered Reporting Firm
 Arizona RRF No. R1005

25



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July 30, 2025



GRIFFIN GROUP
INTERNATIONAL

3200 East Camelback Road, Suite 177
Phoenix, Arizona 85018

ARIZONA DEPARTMENT OF TRANSPORTATION
I-10/KOLI ROAD TRAFFIC INTERCHANGE STUDY

VIRTUAL PUBLIC HEARING

Phoenix, Arizona
July 30, 2025
5:30 p.m.

REPORTED BY:
JOVANNA ROMAN, RPR
Certified Reporter
Certificate No. 50725

PREPARED FOR:
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ADOT Public Meetings

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2

1 MS. MCMACKEN: Good evening, everyone. We
2 are going to get started here shortly. Just giving
3 everyone a minute to get situated and online.

4 (Translation into Spanish.)

5 MS. MCMACKEN: All right. It's 5:32 p.m. We
6 are going to go ahead and get started with our public
7 meeting for the I-10 Koli Road Traffic Interchange Study.
8 Good evening, everyone, and thank you for being here
9 tonight. My name is Marcy McMacken. I am the community
10 outreach project manager and public information officer for
11 the I-10 Koli Road Traffic Interchange Study with ADOT.

12 We know that everyone has a lot going on in
13 their lives and that is why we appreciate that you've taken
14 the time out of your busy schedules to join us to learn
15 about the I-10 Koli Road Traffic Interchange Study and
16 provide your input.

17 The purpose of this hearing is to provide an
18 opportunity for the public to review and comment on the
19 Draft Environmental Assessment and Design Memo which
20 identified the recommended improvements for this
21 interchange study.

22 Moving on, please note that this public
23 hearing is being recorded. We are -- we currently have all
24 participants muted. Tonight we look forward to sharing
25 information with you about this study, responding to your



1 questions, and allowing you the opportunity to provide your
2 formal public comments.

3 I will describe the meeting format and how
4 you can participate in just a moment, but first if you are
5 having any technical issues right now, you may need to hang
6 up or log off, then redial and reconnect. If that doesn't
7 work, please contact the Zoom helpline at 888-799-9666.

8 You can turn on closed captioning by clicking
9 the two large CCs icon at the bottom of your screen that
10 says show captions beneath it. After the presentation,
11 we'll describe and display instructions on how to ask a
12 question or make a comment.

13 Keep in mind that after this meeting you can
14 continue to ask questions or provide comments any time by
15 visiting the project website, the study website at
16 azdot.gov/koliroad. Public comments are being accepted
17 through August 13th.

18 Moving on, on your screen there are
19 instructions on how to choose the language that you would
20 like to hear during this presentation. You'll need to open
21 up the interpreter menu first on your desktop or laptop
22 computer. You'll then be asked to select your preferred
23 language and once you selected it you should be all set.

24 If you want to block out the original
25 language that's being spoken during the presentation in the



1 background and just hear your preferred language, be sure
2 to click on the mute original audio option and then you'll
3 just hear the language, the chosen language that you prefer
4 that you've chosen.

5 We're going to have our Spanish interpreter
6 just repeat what I said.

7 (Translation into Spanish.)

8 MS. MCMACKEN: All right. I will now read
9 ADOT's nondiscrimination notice to the public and then our
10 Spanish translator will read it in Spanish.

11 So pursuant to Title VI of the Civil Rights
12 Act of 1964, the Americans with Disabilities Act and other
13 nondiscrimination laws and authorities, the Arizona
14 Department of Transportation does not discriminate on the
15 basis of race, color, national origin, sex, age or
16 disability. Persons that require a reasonable
17 accommodation based on language or disability should
18 contact me, Marcy McMacken, at 855-712-8530 or via my
19 e-mail address at mmcmacken@azdot.gov. Requests should be
20 made as early as possible to ensure that the State has an
21 opportunity to address the accommodation.

22 (Translation into Spanish.)

23 MS. MCMACKEN: Thank you. I will now take a
24 moment to introduce the I-10 Wild Horse Pass Corridor
25 project manager, Trent Kelso. Trent brings a wealth of



1 experience and insight to this project and will lead our
2 technical overview portion of tonight's presentation.

3 Again, my name is Marcy McMacken, ADOT's
4 outreach manager and public information officer, and I will
5 help facilitate tonight's discussion. Together, we along
6 with other team members, are here to provide updates,
7 listen to your feedback, and keep you informed every step
8 of the way through this study process.

9 Now, for a look at tonight's virtual public
10 schedule, this part, the formal public hearing
11 presentation, will end at around 6 o'clock p.m. After the
12 presentation you will have an opportunity to ask study team
13 members questions. Once questions are answered, we welcome
14 your input during the formal comment period that will take
15 place from approximately 6:15 to 7 o'clock p.m.

16 To our online participants, at any time
17 during the meeting you can click on the Q&A icon at the
18 bottom of the screen and type in questions. Keep in mind
19 that other attendees may see what you type so please be
20 cautious about not including any personal information or
21 anything that you would not want others to see.

22 We have assistants who will be monitoring the
23 Q&A window during our presentation. We will get to and
24 answer these questions once the formal presentation is
25 completed.



1 During the questions and answers segment,
2 please use the raise your hand icon and you will be called
3 upon. For call-in users, after the formal presentation
4 please press *9 to raise your hand to verbally ask your
5 question. Once you are called on, one of our assistants
6 will lower your virtual hand.

7 Now for a look at tonight's agenda, here it
8 is on your screen. We will provide you an overview of the
9 I-10 Koli Road Traffic Interchange Study and the study
10 area, an overview of the environmental processes including
11 information on the National Environmental Policy Act, or
12 NEPA, requirements as well as the purpose and need. We'll
13 go over the alternative selection process, talk about
14 funding, then we'll provide information on what to expect
15 for next steps and implementation. And then, finally,
16 we'll move to our formal public comment segment of the
17 night.

18 I would now like to introduce Trent Kelso who
19 will present information on the project overview and study
20 area. Welcome, Trent.

21 MR. KELSO: Thanks, Marcy.

22 The Wild Horse Pass corridor is a 26-mile
23 long segment of I-10 extending from Loop 202 on the north
24 to just beyond State Route 387 on the south located
25 entirely within the Gila River Indian Community.



1 The proposed Koli Road interchange would be
2 added into this segment of I-10 between the existing Wild
3 Horse Pass Boulevard and State Route 347/Queen Creek Road
4 interchange as indicated by the red star in the bottom left
5 of the slide.

6 There are four other projects being developed
7 now to widen and modernize the interstate as well as the
8 crossroads throughout the Wild Horse Pass corridor.
9 Working from north to south, the first project is the Gila
10 River Indian Community Project spanning nearly 12 miles
11 from the Loop 202 to the Gila River bridge.

12 This design-build project is planned to begin
13 construction in the first half of next year. Should the
14 proposed Koli Road interchange be granted environmental
15 approval, the construction of the interchange would be
16 added to this project.

17 The second project is to replace the bridges
18 over the Gila River. Construction is well underway and the
19 new bridges are expected to be fully opened late next
20 summer.

21 The third project is approximately
22 three-and-a-half miles long from the Gila River bridge to
23 Gas Line Road. Construction is expected to start next
24 summer and will last about two years.

25 And the fourth project is approximately ten



1 miles long from Gas Line Road to tie in to the existing
2 widened section of I-10 south of State Route 387.
3 Construction on this project is expected to begin later
4 this year and will last about two-and-a-half years.

5 Now let's move on and discuss the proposed
6 Koli Road interchange. The study area indicated by the red
7 dash line is generally centered on the proposed Koli Road
8 traffic interchange. The large area encompasses the Wild
9 Horse Pass interchange, the State Route 347/Queen Creek
10 Road interchange, and State Route 347 from I-10 to Maricopa
11 Road including an additional buffer around the outside of
12 these limits.

13 Now let's move into the environmental process
14 for this. This study is being conducted in compliance with
15 the National Environmental Policy Act, or NEPA. This is an
16 environmental law that established the decisionmaking
17 process that agencies like ADOT must follow prior to the
18 design and construction of transportation projects that are
19 using federal funding or require federal approval.

20 The proposed action for this study involves
21 the acquisition of allotted lands that are managed by a
22 federal agency, the Bureau of Indian Affairs; therefore
23 requiring federal approval.

24 An environment assessment, or EA, for the
25 Koli Road interchange has been published for your review.



1 The EA documents the need for the interchange, the
2 alternatives developed to address that need, and the
3 environmental impacts of the recommended build alternative
4 and the no-build alternative, which will be discussed in
5 greater detail on an upcoming slide.

6 ADOT has been granted the Federal Highway
7 Administration's responsibility for carrying out the
8 environmental reviews, consultations, and other actions
9 required by NEPA and other federal environmental laws per
10 an executed agreement dated June 25th, 2024 between the
11 Federal Highway Administration and ADOT. This means ADOT
12 serves as the lead agency and has the authority to approve
13 this project on FHWA's behalf.

14 Purpose and need statement is one of the
15 first and most important decisions in the NEPA process
16 because it defines why an improvement may be needed and
17 establishes the foundation for evaluating alternatives to
18 determine the best solution to meet that need.

19 The purpose and need for the Koli Road
20 interchange is to provide efficient access to and from I-10
21 for community members and visitors, improve emergency
22 vehicle response times from the community fire station,
23 improve traffic management during incidents on I-10, and to
24 accommodate growth in population and employment.

25 Next we'll discuss the alternative selection



10

1 process. Three alternatives were presented at the scoping
2 and alternative evaluation public meetings hosted by ADOT
3 in October of 2024. The three alternatives included the
4 no-build alternative and two build alternatives, a new
5 diamond interchange and a new diverging diamond
6 interchange.

7 First, let's talk a little bit about the
8 importance of including the no-build alternative. What is
9 the no-build alternative? The National Environmental
10 Policy Act requires the inclusion of a no-build alternative
11 in the decisionmaking process. It provides a baseline or a
12 benchmark against which all build alternatives are measured
13 for social, environmental, and economic impacts.

14 The no-build alternative assumes no changes
15 to the existing transportation system would be made. In
16 this case, the selection of the no-build alternative would
17 mean the proposed action, construction of the Koli Road
18 interchange, would not be completed.

19 The results of the alternative evaluation
20 process are documented in tables such as the one shown here
21 and are presented for your review in the draft
22 environmental assessment.

23 Now let's discuss the recommended build
24 alternative, construction of a new diverging diamond
25 interchange along I-10. The diverging diamond interchange



11

1 geometry is unique, such that prior to and after the bridge
2 crossing eastbound and westbound traffic crossover for a
3 short time so vehicles can enter the highway more easily.
4 This actually helps traffic move faster and safer by
5 reducing turns and stops. The figure on the slide shows
6 the colored arrows indicating the direction of travel.

7 Let's talk about the proposed bridges over
8 I-10 bordered by the red rectangle. The proposed bridges
9 over I-10 would be two span concrete girder bridges
10 supported by a center pier line as shown between the I-10
11 lanes. The new bridges would be constructed inside ADOT's
12 existing right of way. However, the ramps and east and
13 west Koli Road extensions would require new right of way
14 from allotted lands.

15 So let's talk about the Koli Road extensions
16 east and west of I-10. Again, the red rectangles show the
17 location of the typical section you will see on screen.
18 The new Koli Road extensions are proposed to include two
19 lanes in each direction, four-foot shoulders, a center
20 median, and sidewalks. To the west Koli Road would connect
21 to Maricopa Road and to the east it is planned to connect
22 to Kyrene Road. These connections would be constructed on
23 tribal lands and administered by the community with
24 independent funds. Currently, it's anticipated that only
25 the west connection to Maricopa Road would be constructed



12

1 prior to the proposed action.

2 Finally, let's talk about the proposed
3 cross-section on the new bridges. Here the red rectangle
4 shows the location of the graphic for the travel lanes on
5 the bridge. As noted before, eastbound and westbound
6 traffic switch sides. Eastbound traffic moves to the north
7 side and westbound traffic moves to the south side.

8 The eastbound Koli Road bridge includes
9 barrier, shoulders, dual left-turn lanes onto westbound
10 I-10, or heading into Phoenix, two through lanes and
11 sidewalk for accommodating pedestrian. The westbound Koli
12 Road bridge includes barrier, shoulders, and one left-turn
13 lane onto eastbound I-10 heading to Tucson and two through
14 lanes.

15 As you may have noticed before, the new
16 bridges would have aesthetic treatments similar to other
17 interchanges around the Valley. ADOT worked with the
18 community's Tribal Historic Preservation Office and
19 community artists to develop themes and treatments at each
20 bridge crossing throughout the 26-mile corridor.

21 The treatments at the proposed Koli Road
22 crossing include accent painting in -- in Hohokam pottery
23 red, a flowing river pattern on the outside of the bridge
24 barriers, metal figures in a basket pattern on the outer
25 fences, three triangular flags painted on the bridge piers,



13

1 and the retaining walls at each end of the bridges that
2 would have river rock and sand patterns mixed with lizard
3 shapes.

4 Okay. Now let's take a look at the funding
5 that's been programmed for the project. If a build
6 alternative is selected, this slide shows that the proposed
7 action would be fully funded. MAG's program nearly \$117
8 million to be used for predesign, right of way
9 acquisitions, utility relocations, and construction of the
10 new interchange beginning this year.

11 To conclude the presentation, I'll summarize
12 what you heard and then talk about the next steps. We
13 shared the three alternatives that were evaluated. Those
14 are the no-build scenario, a diamond interchange, and a
15 diverging diamond interchange. We shared the study team's
16 recommended build alternative, a diverging diamond
17 interchange. We shared the two remaining possibilities for
18 the project, the recommended build alternative or the
19 no-build scenario.

20 Now, the next step is for members of the
21 public and the community to review and provide feedback on
22 the public documents. Both documents are available for
23 review online. Hard copies are available at repository
24 locations listed on the project website. We'll drop a link
25 to this in the chat right now.



14

1 All comments are due by August 13th. This
2 input helps ADOT, the community, and Maricopa Association
3 of Government select a preferred alternative for the Koli
4 Road interchange, which will be documented in the final
5 Environmental Assessment and Design Memo.

6 It's now time to take questions about the
7 project. I'd like to invite Marcy McMacken back to join me
8 to -- and facilitate the question and answer session.
9 Marcy.

10 MS. MCMACKEN: Thank you, Trent.

11 As Trent said, we are now ready to take
12 questions from our online participants. Again, here on
13 your screen you see the ways to submit questions.

14 To our online participants, please click on
15 the Q&A icon at the bottom of your screen and type your
16 questions in the Q&A screen. You can also raise your
17 virtual hand, if you choose to do it that way.

18 For call-in users, please press the *9
19 buttons to raise your hand to verbally ask questions. One
20 of our assistants will lower your hand once you are done.
21 With that said, we are now ready to take your questions.

22 Okay. We have a question coming in from
23 David Lloyd. His question is: What parts of the Firebird
24 racetrack would be impacted by the proposed design?

25 We can have Trent answer that for us.



15

1 MR. KELSO: Thanks for the question, David.
2 The proposed interchange would not affect the racetrack.
3 Any additional questions regarding the operations of the
4 racetrack should be directed to Gila River Development as
5 they are the owners and operators of the Firebird
6 racetrack.

7 MS. MCMACKEN: And then we do have a comment
8 from an anonymous attendee, not a question but: Thank you
9 for your valuable insights, knowledge, and research.

10 Thank you for your comment, Anonymous
11 Attendee.

12 We have a question again: How many -- from
13 anonymous attendee: How many participants on our Zoom call
14 tonight?

15 Do we have any numbers?

16 MS. MOON: Marcy, it looks like there are 21
17 attendees on this Zoom call right now.

18 MS. MCMACKEN: Thank you, Nicole.

19 Are there any other questions or comments?

20 All right. Not -- so not seeing any more
21 questions, again your input is an important part of this
22 study process and we have provided several ways for you to
23 submit a formal comment during and after the hearing to be
24 included in the final study documents.

25 To formally make a public comment now online



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1 users can click on the raised hand icon at the bottom of
2 the screen and call-in users can press *9. Staff members
3 are monitoring the hearing and will call you when it is
4 your turn and un -- they will unmute your microphones. You
5 do not need to provide your feedback tonight. We would --
6 we invite you to go to the website, call the project
7 hotline, e-mail us or mail your formal comment to us.

8 The contact information is on the screen and
9 on the project website at azdot.gov/koliroad. Again, if
10 you are not providing your input tonight, please note that
11 the deadline to provide comments is August 13th.

12 And we have begun -- we are right now
13 accepting our formal public comments so if anyone has any,
14 please submit them now.

15 All right. I do not see any public -- formal
16 public comments coming in. I, along with Trent Kelso and
17 the entire I-10 Koli Road Traffic Interchange Study team,
18 we want to thank you for participating in tonight's public
19 hearing. Your input again and your feedback is important
20 and we appreciate you taking the time to share any of your
21 thoughts with us tonight.

22 Again, keep in mind that you can continue to
23 submit any comments by visiting the project website at
24 azdot.gov/koliroad. You can also visit the website to view
25 additional documents and locate additional project



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1 information. Again, thank you for your attendance. We
2 appreciate your -- your being here tonight.

3 It looks like we do have a question that just
4 came in from Alicia Urquidez. Pardon me if I -- forgive me
5 if I did not pronounce that correctly. But the question
6 is: Good evening, Ms. Marcy. This is Alicia U with ADOT
7 Right of Way. Her question is: How did the community
8 public meeting go last night? Was there a large group in
9 attendance?

10 Thank you for your question, Alicia. We had
11 14 community members sign in at yesterday's in-person Gila
12 River Indian Community Public Meeting at the Wild Horse
13 Pass so thank you for asking, Alicia.

14 We are going to stay on until about 7 o'clock
15 tonight because that is when this meeting does end so if
16 anyone at any point has a question and joins us late, the
17 team will be here online waiting for any possible comments
18 or questions that may come in.

19 Hi, there. I see that Anthony joined in. My
20 name is Marcy McMacken with ADOT. I just wanted to let you
21 know that we are accepting public comments for the I-10
22 Koli Road Interchange Study so if you have any comments you
23 can -- or questions that we can answer in the Q&A section
24 we can hear your question. We will remain online until
25 7 o'clock p.m. That is how long this meeting is scheduled



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18

1 for.

2 Hello. Good evening. I see that Steve
3 Jimenez has joined. Good evening, Steve. Thank you for
4 joining us. We have completed our formal presentation for
5 the I-10 Koli Road Interchange Study, but we are currently
6 accepting questions or formal public comments for the
7 study. If you have any questions for our project team
8 members, you can click on the Q&A button at the bottom of
9 your screen and submit your question and comment that way.
10 So welcome and thank you. Thank you for joining.

11 All right. Well, it looks like it's
12 7 o'clock. This concludes our meeting for tonight's I-10
13 Koli Road Interchange Traffic Study. Again, thank you to
14 everyone who attended and thank you to those who provided
15 comments. Thank you again. Have a good evening, everyone.

16 (Hearing concludes at 7:00 p.m.)
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C E R T I F I C A T E

I, JOVANNA ROMAN, hereby certify that the foregoing pages, numbered 2 through 18, constitute a full, true and accurate transcript of all; proceedings had in the above matter, all done to the best of my skill and ability.

/s/ Jovanna Roman
JOVANNA ROMAN, RPR
Certified Reporter
Certificate No. 50725

* * * * *

I CERTIFY that GRIFFIN GROUP INTERNATIONAL, has complied with the ethical obligations set forth in ACJA 7-206 (J) (1) (g) (1) through (6).

/s/ Pamela A. Griffin
GRIFFIN GROUP INTERNATIONAL
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Appendix D:

Public Hearings Comments and Responses

Appendix D

Public Comments and Responses

Public Comment	Response
I dont see how this would really help alleviate any traffic on 347/i10. When accidents do happen, 347 gets shut down or traffic will pile up no matter what due to riggs road intersection so no build is what i would like to see.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. Improvements to the I-10/SR 347 and I-10/Riggs Road interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river for more information. In addition, improvements to SR 347 from I-10 to the City of Maricopa are moving forward as part of a separate project. More information about the planned improvements can be found on the website (https://azdot.gov/sr347).
This is an unnecessary option. Move forward with the Queen Creek/SR347 Diverging Diamond at the I10 interchange. Move forward (as already approved)with widening the SR347 from I10 to Maricopa town line and correcting Riggs Rd, Cement Plant Rd and Casablanca intersections. Another exit will do absolutely nothing to mitigate traffic congestion and more than likely will cause more problems. We've all been through enough with delays and pushback, stop throwing more confusing alternatives into this issue and move on. Thank you!!	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. Improvements to the I-10/SR 347 interchange are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website (https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river) for more information. In addition, improvements to SR 347 from I-10 to the City of Maricopa are moving forward as part of a separate project. More information about the planned improvements can be found on the website (https://azdot.gov/sr347).

Public Comment	Response
I am concerned about the previous studies done, that considered demolishing Firebird Motorsports Park for this new interchange. I think the interchange is a good idea and necessary for the amount of traffic from the 347, however, I feel that we must find a way to do it without destroying the historic Firebird Motorsports Park. Year after year, it brings in millions of dollars of commerce to the area through the events hosted. Many of these events have not been welcomed at other racetracks in the Valley, or flat out there just aren't racetracks that have a capable facility for hosting them, and these events would choose other cities to visit. Demolishing this racetrack for this interchange would be a great loss in revenue and in culture to Phoenix and the Gila River Indian Community.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
Hard pass, you take away the drag strip you will give kids, teenagers, adults nowhere to go for racing. Racing on the streets will increase from this. Use some common sense. Investigate who came up with this nonsense cause in the end someone is getting a kick back somewhere. Need Doge to investigate ADOT and Gila River since the tribe receives federal funding.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley. There is no federal funding related to the project. It is fully funded using local funding.
This is a road that is not solving any real problem while at the same time removes a very valuable recreation area in Firebird Raceway. With Arizona Motorsports Park going away, this is the last real option in the area.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area, including the Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.

Public Comment	Response
For the love of god please stop spending tax dollars on unnecessary projects. Why do you need 3 interchanges within 3 miles? Also the race tracks that are impacted have been long standing and are far more important than slightly changing the exit ramps here. You will be forcing a lot of stupid kids into street racing rather than them having a safe place to race. Arizona Motorsports park already closed this year, you're just asking for street hoodlum activity.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. The I-10/Koli Road TI would help meet the demands of this growing area of the Community. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
The Koli Road traffic interchange project should take into consideration the racing venues just south of Wild Horse Pass Boulevard. If the construction of this interchange means the end of Firebird Motorsports Park and Radford Racing School, there would be zero road racing tracks within or adjacent to the greater Phoenix area. Easily accessible tracks are great for everyone, car enthusiast or not, it reduces the amount of incidents on the road related to reckless driving, like serious accidents, fatalities, etc. . When people have the option to enjoy spirited driving in a controlled, safe, and accessible track, they will surely choose the track over the serious outcomes of driving dangerously on the streets.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
You shut down this race track we WILL be on the street. Cannot shut down something for a useless road. If it was there before you were born or got into the admin you will not shut the track down. Can't catch us all	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.

Public Comment	Response
Hello, I'd like to shine the light on an issue that has always been present and the repercussions of your actions. Firebird Raceway is a place where teens and adults alike can enjoy their passion without potentially putting others in harms way. Taking this place away won't take away the passion for racing and will only make this take place more often on the road ways, thus more accidents and more of your, sons, daughters, mothers, fathers in the hospital all for more space for traffic to pile up. This may seem insignificant but taking a place like this away will haunt you for the rest of your life. Imagine the pain you will carry knowing that you could've prevented the loss of a loved one. Thank you, Signed a concerned multi decade Chandler Arizona Resident	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
Not a good idea.	Thank you for your comment.
Please do not remove one of the last motorsports complex in Phoenix. It's critical to the automotive industry and provides a safe location for enthusiast.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
We know you are working closely with Firebird Raceway/ Wild Horse Pass Motorsports Park, and if you're not, you should. Any proposal that takes away land from the Motorsports park would be detrimental in a few way. Even just traffic challenges getting into the Motorsports park changing, will be enough to upset a lot of people. Do what you need to do but don't touch a single [expletive] inch of the raceway! We are all losing tracks at such a high rate due to an influx of transplants from other states, and spike of residential homes being built near tracks will almost certainly kill off what's left of a track. Stay the [expletive] away. Take away our tracks and we take to the streets.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.

Public Comment	Response
I feel adding an completely new I-10 interchange with a connection to Koli Road doesn't make much sense. It seems it would make more sense to upgrade the existing HWY 347/Queen Creek interchange with a better design, integrating an improved junction to South Maricopa Road & new junction to Koli Road in the process. Adding a third I-10 interchange in this vicinity between 347/Queen Creek & Wild Horse Pass Blvd doesn't make sense when these interchanges already exist & can be expanded & improved. Koli Road seems to currently have limited expansion capability to the West of I-10 & would have very limited expansion capability to the East of I-10 due to existing infrastructure. Where is the intended traffic from the Koli Road expansion supposed to go or come from? If it is to provide a better junction into the GRD WHP property then I believe improvement projects to the existing HWY 347 & Wild Horse Pass BLD would make more sense. Improve, Expand, & provide a better junction at the HWY 347 interchange to S. Maricopa Rd. & Koli as an alternative.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. Improvements to the I-10/Wild Horse Pass and I-10/SR 347 interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website (https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river) for more information. In addition, improvements to SR 347 from I-10 to the City of Maricopa are moving forward as part of a separate project. More information about the planned improvements can be found on the website (https://azdot.gov/sr347). Koli Road is planned to extend to the west to connect to Maricopa Road. This extension will be built by the Gila River Indian Community concurrently with the construction of the Koli Road TI if the TI is approved. Koli Road is planned to extend to the east to connect to Kyrene Road as part of a future project that would also be constructed by the Gila River Indian Community.
Please do not disrupt the Radford racing and firebird Raceway area.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.

Public Comment	Response
I am writing to formally express my strong opposition to the proposed construction of an exit ramp that would cut through the Firebird off-road racing track. This project, if executed as currently planned, would result in the destruction of a vital part of Arizona's off-road racing community. Firebird has been more than just a racing venue, it has been a longstanding hub for enthusiasts, families, and competitors from across the state and beyond. It has hosted countless events, supported local economies, and fostered a safe and organized environment for off-road motorsports. With the steady loss of tracks in recent years, including other closures in the greater Phoenix area, the proposed development would further erode what little remains of Arizona's off-road racing infrastructure. We understand the need for transportation infrastructure improvements. However, it is important to weigh the cultural, economic, and community impact of such decisions. There are viable alternatives for placing a new exit ramp between the Queen Creek Road exit and Riggs Road exit areas that include open desert land that do not currently support community-based recreational use. These alternatives would serve transportation needs while preserving the integrity of Firebird and the off-road community it supports. We respectfully urge ADOT to reconsider the location of this proposed exit and work with the community to find a less disruptive alternative. Preserving spaces like Firebird is not just about racing; it's about protecting a community tradition, supporting youth engagement, and maintaining a responsible outlet for motorsports. Thank you for your time and consideration. I would welcome the opportunity to be involved in any public comment or review processes related to this project.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area, which an additional interchange between Queen Creek Road and Riggs Road would not address. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.

Public Comment	Response
I live Maricopa the city and I love going to firebirds. Even though Maricopa does need a wider 347 and better access to the road I would be highly disappointed if any changes adot is making did affect the drag strip. In a world where drag strips are getting closed down left and right I feel great pride that Arizona has stood behind this recreational sport and supported it by not hindering it.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley. Improvements to SR 347 from I-10 to the City of Maricopa, which include widening, are moving forward as part of a separate project. More information about the planned improvements can be found on the website (https://azdot.gov/sr347).
My family and I have been attending races at WHP / Firebird for decades. It is a place were friends and family can gather to enjoy some of the race racing there is. Is there no alternative routes? After looking at the plans they appear senseless. Please rethink what is being planed and take a different route. Keep this fantastic racing facility open and operating as it has been for decades. Thank you	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 from the Wild Horse Pass area. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
Please do not tear down the drag strip/raceway. My family has made great memories there!	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
This proposed interchange is unnecessary and will only add for more potential traffic collisions in this area.	Thank you for your comment. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area.

Public Comment	Response
DO NOT APPROVE THIS PROJECT! This interchange at Koli road does not benefit anyone other than the tribe, and will in fact hinder all other I-10 & 347 traffic by causing more congestion in the area. There needs to be a major focus on a new interchange for I-10 and 347, as well as other 347 improvements, long before anything else is even considered. Not only that, this project would be the end of Firebird Motorsports Park, a historic and VITAL part of the racing culture in Arizona. If the track goes away, dangerous street racing will increase! Do not be the final nail in the coffin. NO KOLI ROAD!	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley. Improvements to the I-10/SR 347 interchange are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website (https://i10wildhorsepasscorridor.com) for more information. In addition, improvements to SR 347 from I-10 to the City of Maricopa are moving forward as part of a separate project. More information about the planned improvements can be found on the website (https://azdot.gov/sr347).
Please do not disrupt the Firebird Motorsports Park facility and/or it's livelihood with your proposed interchange. It's been a staple of this community for almost as long as I've been alive and it's responsible for so many good memories and traditions with my family and friends for decades now. Not to mention, there are so many employees who depend on Firebird Motorsports Park to be able to take care of themselves and their families.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its potential impact on Firebird Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
Me parece un proyecto muy importante para todos ciudadanos gracias. (Translation: I think it's a very important project for all citizens thank you.)	Thank you for your comment.
I think this is a great idea and is forward thinking in terms of the future expected traffic due to increasing population and traffic demands. This area of the freeway is already very congested and would be expected to increase exponentially.	Thank you for your comment.

Public Comment	Response
Just what is the purpose for this kilo road interchange? What's the need for it? When you have queen creek and wild horse pass almost within throwing distance, I would suggest doing something with queen creek road interchange so the folks from Maricopa can have an easier access on and off I 10 , all another interchange is going to do is cause more traffic slowdowns in that area just does not make sense, maybe you can explain the purpose of this for me thanks	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area and support the planned growth in the area. The proposed I-10/Koli Road TI would be spaced approximately one mile from both the SR 347 and Wild Horse Pass Blvd. interchanges. This spacing is consistent with American Association of State Highway and Transportation Officials guidance for interchange spacing in urban fringe areas. Improvements to the I-10/SR 347 interchange are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website (https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river) for more information. In addition, improvements to SR 347 from I-10 to the City of Maricopa are moving forward as part of a separate project. More information about the planned improvements can be found on the website (https://azdot.gov/sr347).
Please leave Firebird Motorsports park alone... The preposed changes (as noted on Page 103 of the Design Memorandum) indicate a section of the i10 redesign will not only take away a section of the motorsports park, but also part of the lake as well. Not only is Firebird Motorsports park iconic but has already been saved once from demolition due to ownership issues between the reservation and the previous owners of the park.I along with many others that have called Firebird our home and see it as a means of encouraging people to take their racing there rather than the streets and freeways.Forcing part of the track to be demolished to build an interchange will only increase illegal street racing and accidents that happen because of that.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange and its relation to Firebird Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
Please send me the draft EA and DM evaluate the Recommended Build Alternative as compared to the No-Build Alternative. Also please send the select technical reports associated with the draft EA that will be available.	Thank you for your question. The I-10/Koli Road TI Study documentation is available on the project website at azdot.gov/koliroad.

Public Comment	Response
There is no reason for this road. Just redesign Wild Horse Pass and Queen Creek exits to make it all flow better. This impacts not only the Heritage Center, Firebird Motorsports Park and all the other entities in this area but it will mess up all of the traffic flow and would basically be a road to no where.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 from the Wild Horse Pass area, including the Heritage Center and Firebird Motorsports Park. Improvements to the I-10/Wild Horse Pass Blvd. and I-10/SR 347 interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com for more information. Koli Road is planned to extend to the west to connect to Maricopa Road. This extension will be built by the Gila River Indian Community concurrently with the construction of the Koli Road TI if the TI is approved. Koli Road is planned to extend to the east to connect to Kyrene Road as part of a future project, that would also be constructed by the Gila River Indian Community.
Let's be realistic about this. There is NO reason for that exit/entry to go in at that location. Due to the increased traffic from Maricopa, all efforts should be on the Queen Creek interchange. No question about it! Any proposal for Koli Rd is ridiculous and should NOT interfere with the racetrack, who has fought hard to keep what they got to keep that institution alive for its interested parties. Also, as a first responder on the Gila River Community, that stretch of highway between Phoenix and Casa Grande is the most dangerous in the nation and adding another interchange in THAT area is futile and will cause more unnecessary traffic in that area. Now the plans for the the Wild Horse Pass Development have changed and at one time, this interchange was necessary, but NO more. Put your efforts on QC and also Riggs Rd for improvements and leave Koli Rd alone	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area and to support the growth planned in that area. Widening I-10 and improvements to I-10/SR 347 and I-10/Riggs Road interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com for more information.
The interchange should not be built. There is not enough room for proper acceleration/deceleration if there was another interchange between 347 and Wild Hirse Pass.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The proposed I-10/Koli Road TI would be spaced approximately one mile from both the SR 347 and Wild Horse Pass Blvd. interchanges. This spacing is consistent with American Association of State Highway and Transportation Officials guidance for interchange spacing in urban fringe areas. The designer would consider acceleration and deceleration distances in accordance with current safety and operational standards.

Public Comment	Response
with Sun dust Road and Queen Creek Road already existence to put an interchange in between them is only going to create a cluster kind of like you supposedly fixed during the Broadway curve project with 48th Street the 60 and 143 all within a couple hundred feet of each other are you trying to recreate that problem in a different location	Thank you for your comment. The proposed I-10/Koli Road TI would be spaced approximately one mile from both the SR 347 and Wild Horse Pass Blvd. interchanges. This spacing is consistent with American Association of State Highway and Transportation Officials guidance for interchange spacing in urban fringe areas.
You shouldn't spend a dime anywhere else until you've widened all of I-10 from Phoenix to Tucson.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. Construction began on the I-10 Wild Horse Pass Corridor projects in May 2024 to widen I-10 between Loop 202 (Santan/South Mountain Freeway) in south Phoenix to SR 387 near Casa Grande. When construction is complete, the interstate will have three general purpose lanes continuously in each direction between Tucson and Phoenix. If a build alternative is selected, the proposed I-10/Koli Road Traffic Interchange would be constructed as part of the Corridor project.
I had been studying this project map and its environs, and wondered why a new (Koli Road) interchange would be needed? Koli Road is already so close to the adjacent Freeway interchanges to both the north and south (approximately ~1 mile from each). Interchange construction is Not cheap; moreover, expressway ramps use up a lot of land, and having another interchange so close to the others translates to unnecessary extra traffic and difficulty in merging. I recently moved to Arizona from Southern California, so I know what too many interchanges look like (and it is indeed unsightly). Besides Interstate 10, Koli Road also has a nearby connection with Maricopa Road, so I would definitely say that there is no real requirement for this additional new interchange. Due to the layout of this sector, I would also suggest that S. 48th Street be extended to the east because the route is already somewhat cleared. If it is still desired to extend Koli Road, it should curve southward and tie-in with John Wayne Parkway instead (which has its own existing freeway interchange). Now, if the local Tribal Council consents, why not just spend a bit of ADOT money on improving the appearance of I-10 through this particular little project area -- by adding some native plants, drought-resistant trees and xeriscaping? That might be the best consolation prize for local residents...	Thank you for sharing your thoughts and concerns. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. The I-10/Koli Road TI would help meet the demands of this growing area of the Community. The proposed I-10/Koli Road TI would be spaced approximately one mile from both the SR 347 and Wild Horse Pass Blvd. interchanges. This spacing is consistent with American Association of State Highway and Transportation Officials guidance for interchange spacing in urban fringe areas. Improvements to I-10 are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com for more information. Koli Road is planned to extend to the west to connect to Maricopa Road. This extension will be built by the Gila River Indian Community concurrently with the construction of the Koli Road TI if the TI is approved. Koli Road is planned to extend to the east to connect to Kyrene Road as part of a future project, that would also be constructed by the Gila River Indian Community.

Public Comment	Response
My one question, how will this proposed interchange during construction, and when in operation, affect the Wild Horse Pass Raceway and its operation for scheduled events going forward? If there is no significant affect on the operation of the raceway, then I am all for it. Thanks for your time.	Thank you for taking the time to share your concerns. The purpose and need of the I-10/Koli Road TI Study is to provide access to and from I-10 from the Wild Horse Pass area. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
Why is this interchange even being considered? There are two adjacent interchange already existing. Whatever the cost would be for this project is simply an unnecessary expense.	Thank you for sharing your comments. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area and support the planned growth in the area. The proposed I-10/Koli Road TI would be spaced approximately one mile from both the SR 347 and Wild Horse Pass Blvd. interchanges. This spacing is consistent with American Association of State Highway and Transportation Officials guidance for interchange spacing in urban fringe areas.
Should be a stack interchange with minimum 2 lanes all directions. Get rid of lights, and don't even consider roundabouts. 347 should be 6 lanes plus HOV from I10 interchange to Maricopa. I10 should be minimum 8 lanes through the area continuing with 8-10 lanes between the interchange and Phoenix 202. East bound to casa grande should also be 8 lanes. The 6 planned will certainly help but needs at least another lane each way. As we know what's there right now is totally inadequate. How do you have a 5 Million plus metro area with 4 lanes? Should have been done 30yrs ago	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area and support the planned growth in the area. Improvements to I-10, including widening, and I-10/SR 347 interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river for more information. These improvements are not part of the I-10/Koli Road Study. In addition, improvements to SR 347 from I-10 to the City of Maricopa are moving forward as part of a separate project. More information about the planned improvements can be found on the website https://azdot.gov/sr347. These improvements are independent of the I-10/Koli Road TI Study.

Public Comment	Response
If no flyover is affordable for 347 to northbound I 10, then single point intersection is most likely my recommendation. Single point allows free eastbound I 10 to 347 and Maricopa has a continuous flow option. 347 to westbound I 10 should be able to transition from two lanes at the fly over or single point left to one lane thru with second/right lane to exit at wild horse. The biggest challenge in this is westbound. I 10 exiting to wild horse crossing the Maricopa traffic to get to the wild horse exit Or so is one person's opinion.	Thank you for taking the time to share your comment. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. The I-10/Koli Road TI would help meet the demands of this growing area of the Community. Improvements to I-10, including widening, and I-10/SR 347 interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river for more information. These improvements are not part of the I-10/Koli Road TI Study / NEPA.
The documents were not clear to me why, in God's name, is I10 between Riggs Road and the 202 not being expanded as part of this project?!?! The area is a parking lot EVERY DAY. Once the Maricopans enter the 10 at 347, traffic is backed up for miles. Adding another interchange to add more volume into the 10 will just further clog the freeway! But frankly I don't know why you ask for public comment, it's all for show, and you will do what you want anyway. But good job on the 143 to 10 east interchange.	Thank you for taking the time to share your comment. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. The I-10/Koli Road TI would help meet the demands of this growing area of the Community. Improvements to I-10, including widening, are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river for more information. These improvements are not part of the I-10/Koli Road TI Study / NEPA.
Just a thought which I am sure you have already considered, the Collector Distributor road and the HOV flyover ramps that were constructed around the airport, I10 interchange with SR143 were a great idea and seem to work beautifully. Maybe something like that could be accommodated in this area specifically around Queen Creek road. Anything to assist with the traffic coming up from Tucson, Maricopa and Sun Lakes that all try and dump on I10 around that area, which is then complicated with the casino/resort/shopping area. Thanks for the opportunity to provide my two cents.	Thank you for taking the time to share your comment. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. The I-10/Koli Road TI would help meet the demands of this growing area of the Community. Improvements to I-10, including widening, and I-10/SR 347 interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river for more information. These improvements are not part of the I-10/Koli Road TI Study / NEPA.

Public Comment	Response
Of the 3 options presented during the public hearing I think do nothing is best. My concern is the effect of this lane addition on Firebird Raceway. During the meeting we were told there would be no effect, however most of the drawings I reviewed in the presentations on the website show these new lanes overlapping some of the road and dirt tracks. We have recently lost Arizona Motorsports Park due to issues with permitting and noise complaints from the community. Most of these home owners moved in well after the track was built. I feel like this addition presented is one set closer to an eventual shutdown of Firebird. People that want to drive their cars to the limit safely, quickly run out of options when local public tracks aren't protected by the cities and communities they reside in. When no safe options are available we've seen driver's take it to public streets and I don't think anyone wants to see that happen here.	Thank you for taking the time to share your comment. Both the no-build and recommended build alternatives will be carried forward in the environmental documentation process. The purpose and need of the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area including the Firebird Motorsports Park. Firebird Motorsports Park is working closely with ADOT and the Gila River Indian Community to ensure this project has minimal impact on operations and the ability to deliver premier racing events in the Valley.
Good afternoon, ADOT! I had been studying this project map and its environs, and wondered why a new (Koli Road) interchange would be needed? Koli Road is already so close to the adjacent Freeway interchanges to both the north and south (approximately ~1 mile from each). Interchange construction is Not cheap; moreover, expressway ramps use up a lot of land, and having another interchange so close to the others translates to unnecessary extra traffic and difficulty in merging. I recently moved to Arizona from Southern California, so I know what too many interchanges look like (and it is indeed unsightly). Besides Interstate 10, Koli Road also has a nearby connection with Maricopa Road, so I would definitely say that there is no real requirement for this additional new interchange. Due to the layout of this sector, I would also suggest that S. 48th Street be extended to the east because the route is already somewhat cleared. If it is still desired to extend Koli Road, it should curve southward and tie-in with John Wayne Parkway instead (which has its own existing freeway interchange). Now, if the local Tribal Council consents, why not just spend a bit of ADOT money on improving the appearance of I-10 through this particular little project area -- by adding some native plants, drought-resistant trees and xeriscaping? That might be the best consolation prize for local residents...	Thank you for sharing your thoughts and concerns. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 from the Wild Horse Pass area. The I-10/Koli Rd TI would help meet the demands of this growing area of the Community. The proposed I-10/Koli Road TI would be spaced approximately one mile from both the SR 347 and Wild Horse Pass Blvd. interchanges. This spacing is consistent with American Association of State Highway and Transportation Officials guidance for interchange spacing in urban fringe areas. Improvements to I-10, including widening, and I-10/SR 347 interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river for more information. These improvements are not part of the I-10/Koli Road TI Study / NEPA. Koli Road is planned to extend to the west to connect to Maricopa Road. This extension will be built by the Gila River Indian Community concurrently with the construction of the I-10/Koli Road TI if the TI is approved. Koli Road is planned to extend to the east to connect to Kyrene Road as part of a future project that would also be constructed by the Gila River Indian Community.

Public Comment	Response
Double the number of lanes on HW 10 and on HW 347 in the area of Wild Horse Pass. That is before the interchange is constructed. HW 10 in that area is always overloaded with slow traffic going 40 MPH.	Thank you for taking the time to share your comment. Improvements to I-10, including widening, and I-10/SR 347 interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river for more information. These improvements are not part of the Koli Road TI Study / NEPA.
Yes, our area needs this. I-10 is a mess especially when it's closed due to major acci-dents. This gives motorists a way off the interstate for first responders to have their room to work.	Thank you for your comment.
I am in total favor for the creation of the I-10 Koli Road Interchange. It will save lives and improve and reduce traffic congestion between smaller populated towns, cities, Indian Reservations, and non-incorporated communities. The increased population growth within Maricopa and Pinal County has added more cars onto our freeways and state highways, increasing traffic congestion, road rage drivers, and higher vehicle re-lated accidents.	Thank you for your comment.
In TEXAS they have Frontage roads on Interstates IN THE MIDDLE OF NOWHERE. Here, along this I-10 stretch would be a Hell of an area to ADD FRONTAGE ROADS, so that not only the native american community can EASILY ACCESS THE FARMS, but when accidents happen which occur on that stretch frequently, THERES AN ALTERNATE ROUTE. Moreover, when they do happen (accidents), we are told to what : "TAKE AN ALTERNATE ROUTE" The problem is: THERES NO ALTERNATE ROUTE TO TAKE !! Perhaps more frontage roads will help, not that they are a cure-all, but at least its an option.	Thank you for taking the time to share your comment. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. The I-10/Koli Road TI would help meet the demands of this growing area of the Community. Frontage roads are often considered on interstate highways, however they were not viable to meet the purpose and need due to complex right of way needs, potential environmental and cultural impacts, and costs and feasibility. However, Koli Road is planned to extend to the west to connect to Maricopa Road. This extension will be built by the Gila River Indian Community concurrently with the construction of the I-10/Koli Road TI if the TI is approved. Koli Road is planned to extend to the east to connect to Kyrene Road as part of a future project that would also be constructed by the Gila River Indian Community.

Public Comment	Response
I am of the opinion that a simple Diamond Interchange will adequately meet the needs of this area. The Double Diamond Interchange is a much more expensive, complex and elaborate alternative. Current and projected traffic in this area do not warrant the additional effort and expense. I have lived in the area and traveled south on the I-10 since 1992 and do appreciate how ADOT has improved the I-10 freeway, but adding another sophisticated (Double Diamond) interchange will not improve throughput on the freeway. Monies saved by choosing the single Diamond Interchange could better be put toward unifying the I-10 freeway into a consistent 3 lane freeway and reduce the current congestion at those 'choke' points.	Thank you for taking the time to share your comments. The study team evaluated both a diamond interchange (DI) alternative and a diverging diamond interchange (DDI) alternative against the no-build alternative. It was found that both build alternatives met the purpose and need for the study. Cost was not a deciding factor between the build alternatives. The decision to select the DDI as the recommended build alternative (RBA) was based on strong Community and stakeholder support, better future traffic operations, and only minor differences compared to the DI alternative.
Please no more on or off ramps to snarl traffic.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The planned on- and off-ramps are necessary for the interchange to function properly, and their spacing meets American Association of State Highway and Transportation Officials guidelines for interchange spacing in urban fringe areas.
We currently do not have the money to maintain and repair our current state infrastructure. Rail, light rail, rapid bus transit should be prioritized over new freeways, and new interchanges. A private to public spending ratio of 40 to 1 should be in place before we build anything new. A tax base is not established in that area to afford new infrastructure.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. There are ongoing plans and programs at the regional and state levels. Current plans for new rail, light rail and bus transit can be found at https://www.valleymetro.org. Longterm planning efforts are also found on the Metropolitan Planning Organization (Maricopa Association of Governments) website (https://azmag.gov). ADOT remains consistent in its efforts to support these transit and multimodal initiatives, working closely with regional partners to align projects with long-term transportation and community goals. The purpose and need identified of the I-10/Koli Road Study is to provide access to and from the I-10 and the Wild Horse Pass area. The I-10/Koli Road TI would help meet the demands of this growing area of the community. We recognize the importance of balancing infrastructure investment with a funding base. The proposed project is identified in the region's long-range transportation plan, which was developed through coordination with local governments, regional planning organizations, and the public.

Public Comment	Response
So I guess it's --they're going to build the -- to the Koli Road, but are they fixing the Koli Road or just up to the certain part?	Thank you for your comments. Koli Road is planned to extend to the west to connect to Maricopa Road. This extension will be built by the Gila River Indian Community concurrently with the construction of the Koli Road TI if the TI is approved. Koli Road is planned to extend to the west to connect to Kyrene Road as part of a future project, that would also be constructed by the Gila River Indian Community. Upgrades to the existing Koli Road would be constructed by GRIC Department of Transportation.
I guess my comment would be the land -- Trent made a comment about the land that's going to be included in the project, if there's going to be a list of those landowners' names, because there's some of us who have -- haven't gone to probate yet to see where the land of our parents, our aunts or uncles or, you know, that may be included in this project, the land, and if it's going to be -- well, he answered my question. · It will be leased, whereabouts for the land would be included at. It's hard to -- hard to make it a comment instead of a question. I hope you know what I'm saying. That's my main concern, because right now, I have an aunt, late aunt who passed away, and she included me in her will, but I don't know where the land is at, and the same with my parents. · They passed away, and we haven't gone to probate either with them, so -- and we don't know where the land is at for them. · So we're just wondering if there's a list, which he said there is, but they can't give it out. · So we will know probably further down the line to see who's on that list and how we'll get notified, even though we haven't gone to probate yet, to be included in this project. · I don't... · But that was my main concern was the landholders who are going to be included in this lease, I guess. · That's about it, I think.	Thank you for your comment and questions. If a build alternative is selected, some right of way acquisition will be needed for the construction of the proposed I-10/Koli Road TI. The Gila River Indian Community will be sending letters out to the property owners of the effected properties based on the Tribal Status Report from BIA, the letters will be sent to the address in the Tribal Status Report. BIA is able to grant consent to an easement on the right of way under several conditions per CFR 169.107, one of which is "An individual Indian landowner, if the owner is deceased, and the heirs to, or devisees of, the interest of the deceased owner have not been determined".

Public Comment	Response
This project proposal to connect Koli Road to the I-10 offers minimal public benefits over-all. Instead, resources should be allocated to upgrading existing interchanges at Wild Horse Pass and Queen Creek Road to manage the anticipated traffic increases. Enhancing Maricopa Road and its interchanges with Wild Horse Pass and Queen Creek roads would improve emergency access and provide a more significant overall benefit to the region compared to the Koli Road extension. I hope these simple comments assist the project team in making the right decision to reject the Koli Road extension project. Instead, they should explore alternative options, such as upgrading existing infrastructure, to enhance traffic flow and improve emergency access response times.	Thank you for taking the time to share your comment. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. The I-10/Koli Road TI would help meet the demands of this growing area of the Community and benefit the plan for future development. Improvements the I-10/Wild Horse Pass and I-10/SR 347 interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river for more information. These improvements are not part of the I-10/Koli Road TI Study / NEPA.
I'm concerned that the placement of the interchange with a bit under two miles between SR-347 and WHP will cause even more weaving issues than is seen today. Despite adding more lanes, placing an interchange so close in such a congested area is likely to cause more weaving. ADOT is aware of this issue, as it is currently eliminating interchanges in Tucson due to spacing issues. Currently, traffic comes to a complete stop between Riggs and 347 on NB I-10, with stop and go persisting up to WHP, and same between L-202 and WHP SB, with stop and go persisting until south of SR-347. ADOT recently put great effort into putting in a C/D at I-10 and Broadway Curve, as it was learned that more lanes alone doesn't solve issues. So adding more lanes *and* a new interchange seems like a recipe for more problems.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The proposed I-10/Koli Road TI would be spaced approximately one mile from both the SR 347 and Wild Horse Pass Blvd. interchanges. This spacing is consistent with American Association of State Highway and Transportation Officials guidance for interchange spacing in urban fringe areas. The designer would consider acceleration and deceleration distances in accordance with current safety and operational standards to make exiting and interstate easier. As you have noted the purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from the I-10 and the Wild Horse Pass area and support the planned growth in the area. Widening I-10 and improvements to I-10/Wild Horse Pass Blvd., I-10/SR 347, and I-10/Riggs Road interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com. These improvements are not part of the I-10/Koli Road TI Study, however they will add capacity to I-10. In addition, improvements to SR 347 from I-10 to the City of Maricopa, including improvements to the SR 347/Riggs Road interchange are moving forward as part of a separate project. More information about the planned improvements can be found on the website https://azdot.gov/sr347. These improvements are not part of the I-10/Koli Road TI Study.

Public Comment	Response
The problem isn't getting over the highway I10. The problem is getting through I10. I don't see traffic jams on the bridges getting to the casino. But I do see jams on I10. You have too many cars getting on I10 from Maricopa and not enough lanes to handle it. Just add 2 lanes on both sides on i10 and widen the exits and entrance for 347. Run the extra 2 lanes on i10 to Riggs road and improve that road to take more traffic. It is really rough. A large turning lane from 347 to Riggs with a tar overlay. Would take a lot of traffic. That way you will not disrupt the racetrack with a bridge. This solution would be much cheaper than a fancy bridge and multiple lanes. This is all Caused by the 'build homes fast as possible then put in roads later once we have tax money' policy. Every new home needs to have a funds put into an infrastructure fund to build home once road capacity reaches a certain level before the house can get permitted for occupancy. Is my suggestion.	Thank you for taking the time to share your comment. The purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from I-10 and the Wild Horse Pass area. Improvements to I-10, including widening and adding lanes, and improvements to I-10/SR 347 and I-10/Riggs Road interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river for more information. These improvements are not part of the I-10/Koli Road TI Study. In addition, improvements to SR 347 from I-10 to the City of Maricopa, including improvements to the SR 347/Riggs Road interchange are moving forward as part of a separate project, more information about the planned improvements can be found on the website https://azdot.gov/sr347. These improvements are not part of the I-10/Koli Road TI Study / NEPA.
There is no space for this interchange at the proposed location. The amount of traffic exiting and entering the freeway between Wild Horse Pass and SR347 makes it hard to get on and off the freeway at the SR347 exit. Adding another exit in that short space will make things more dangerous and difficult. Adding an exit or lanes of through traffic will not alleviate this issue.	Thank you for taking the time to share your concerns regarding the proposed I-10/Koli Road Traffic Interchange. The proposed Koli Road TI would be spaced approximately one mile from both the SR 347 and Wild Horse Pass Blvd. interchanges. This spacing is consistent with American Association of State Highway and Transportation Officials guidance for interchange spacing in urban fringe areas. The designer would consider acceleration and deceleration distances in accordance with current safety and operational standards to make exiting an interstate easier. As you have noted the purpose and need identified in the I-10/Koli Road TI Study is to provide access to and from the I-10 and the Wild Horse Pass area and support the planned growth in the area. Improvements to the I-10/Wild Horse Pass and I-10/SR 347 interchanges are moving forward as part of the ADOT I-10 Gila River Indian Community Project. Refer to the project website https://i10wildhorsepasscorridor.com/segments/loop-202-gila-river for more information. These improvements are not part of the Koli Road TI Study/NEPA.

Appendix B. Final Air Quality Report

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Final Air Quality Report

Interstate 10 and Koli Road Traffic Interchange

Maricopa County, Arizona

ADOT Project No. F0701 01L

September 2025

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

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1 Introduction

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project). The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). 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. Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

The purpose of the proposed Project is to provide new and improved access to I-10 in the vicinity of Germann Road. This new access would accommodate traffic for current and future land use and developments, would help relieve future congestion at the adjacent TIs, and would relieve congestion on the local roadway network that occurs following Wild Horse Pass events.

The scope of work for this Project includes:

- Construct new TI of some type between the existing Wild Horse Pass Boulevard TI and SR 347 TI
- Acquire new easement on Gila River Indian Community lands to accommodate the TI
- Modify drainage features, where necessary
- Relocate utilities, where necessary
- Evaluate weaves between Germann Road and adjacent TIs
- Install or modify signing, pavement striping, and lighting
- Remove vegetation, including trees, and revegetate areas disturbed by construction

The Project limits are located within ADOT's existing I-10 easement and on the Community. Additional easement from the Community would be needed.

Figure 1. Project location in state

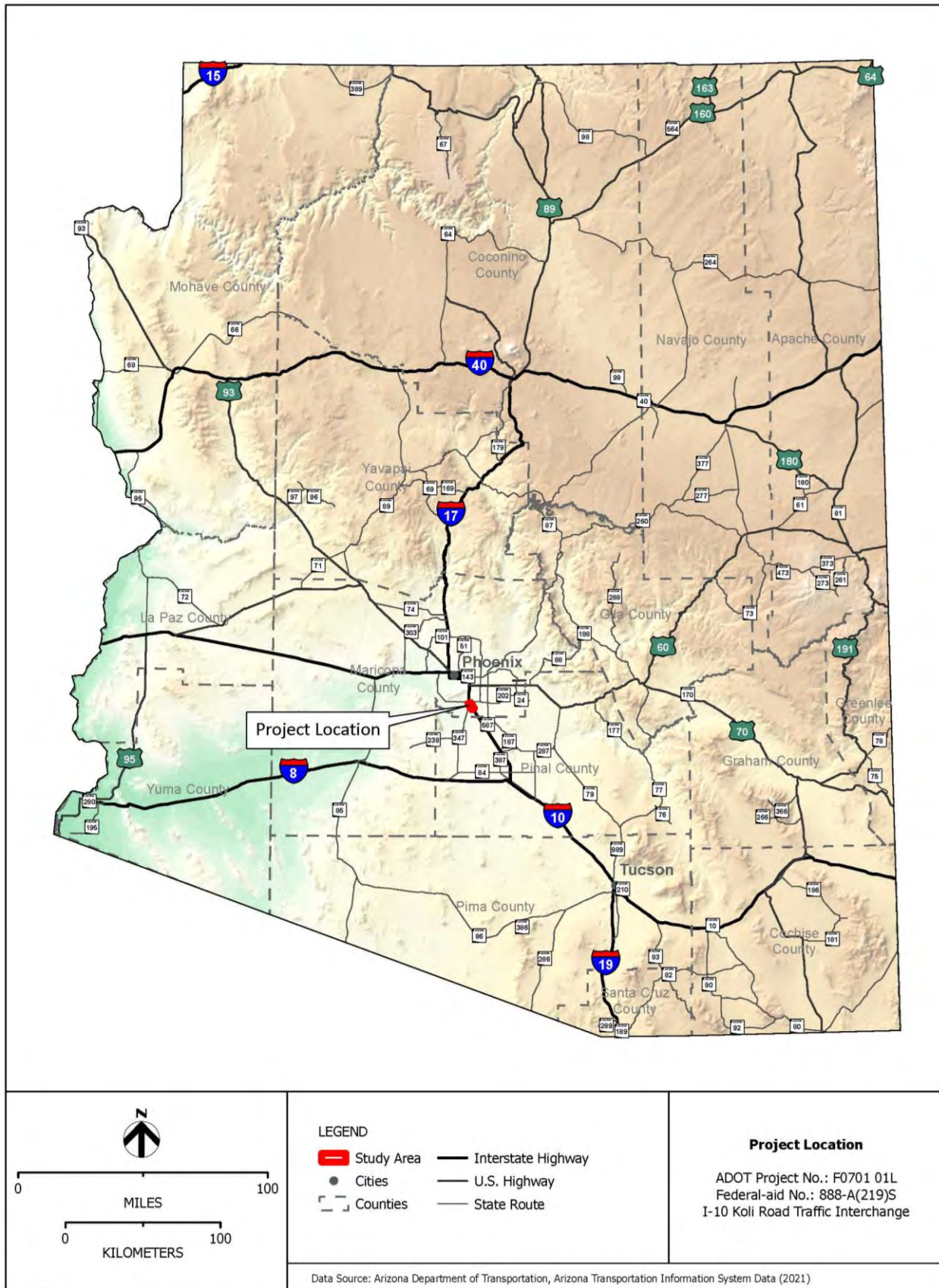
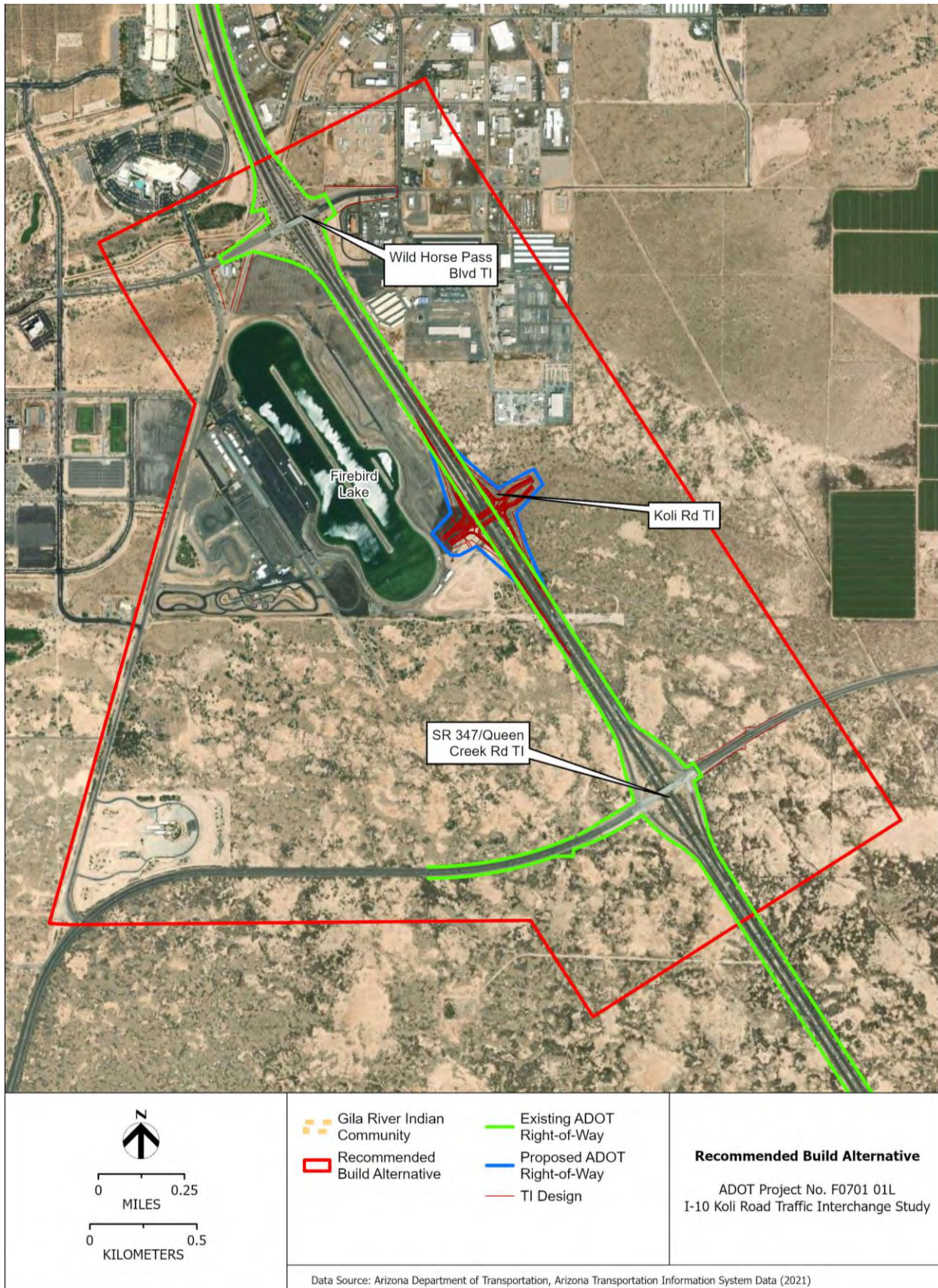


Figure 2. Project vicinity



2 Affected Environment

2.1 Regional Climatology

The project's study area elevation is approximately 1,100 – 1,600 feet above sea level. It lies in the Sonoran Desert, with a climate characterized by extremely hot summers, mild winters, and low precipitation. In the winter many days are over 70 degrees Fahrenheit (°F). The normal high temperature is over 90 °F from early May through late September, and over 100 °F from early June through late August. Annual precipitation averages just less than 7 inches and occurs in the form of rain associated with afternoon showers or thunderstorms during the late summer months and with eastward-moving Pacific storms during the winter months. Snowfall is rare. A summary of average monthly temperature and precipitation is presented in Table 1.

Table 1. Climate Data for Phoenix, Arizona (2000–2023)

Month	Average Temperature (°F)	Average Maximum Temperature (°F)	Average Minimum Temperature (°F)	Average Precipitation (inches)
January	56.9	68.0	45.8	0.72
February	59.7	71.1	48.4	0.75
March	66.5	78.6	54.5	0.68
April	74.1	86.8	61.4	0.17
May	82.6	95.3	69.8	0.09
June	92.5	105.5	79.6	0.05
July	96.3	107.2	85.3	0.82
August	94.4	105.2	83.6	0.92
September	89.7	101.0	78.4	0.53
October	77.5	89.3	65.7	0.58
November	65.6	77.2	54.1	0.44
December	56.1	66.7	45.5	0.71

Source: National Weather Service, 2025

^a in degrees Fahrenheit

2.2 Air Quality Standards

The federal Clean Air Act (CAA) of 1970 was the first comprehensive legislation aimed at reducing levels of air pollution throughout the country. The 1970 law required the U.S. Environmental Protection Agency (EPA) to establish the National Ambient Air Quality Standards (NAAQS), which set maximum allowable concentrations for six criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀)/fine particulate matter (PM_{2.5}), sulfur dioxide (SO₂), and lead, as shown in Table 2 and briefly described below.

Table 2. National Ambient Air Quality Standards

Pollutant	Averaging Time	Primary Standard	Secondary Standard
Carbon monoxide (CO)	1-hour	35 ppm ^a	No standard
	8-hour	9 ppm	No standard
Nitrogen dioxide (NO ₂)	1-hour	0.100 ppm	No standard
	Annual	0.053 ppm	0.053 ppm
Ozone (O ₃)	8-hour	0.070 ppm	0.070 ppm
Particulate matter (PM ₁₀)	24-hour	150 µg/m ³ ^b	150 µg/m ³
Fine particulate matter (PM _{2.5})	24-hour	35 µg/m ³	35 µg/m ³
	Annual	9 µg/m ³	15 µg/m ³
Sulfur dioxide (SO ₂)	1-hour	0.075 ppm	No standard
	Annual	No standard	0.01 ppm
Lead	Rolling 3-month average	0.15 µg/m ³	0.15 µg/m ³

Source: 40 Code of Federal Regulations (C.F.R.) § 50

Note: The 1-hour standard for O₃ listed here was phased out in June 2005, but is still applicable to previously designated nonattainment areas.

^a parts per million ^b micrograms per cubic meter

- CO is a colorless, odorless gas resulting from the incomplete combustion of carbon-based fuels, including petroleum products. In most areas, vehicle emissions are the primary source of CO. Mobile sources (on-road motor vehicle exhaust) are the primary source of CO in both Maricopa County and in the U.S. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Prolonged exposure to high levels of CO can cause headaches, drowsiness, loss of equilibrium, or heart disease. CO levels are generally highest in the colder months of the year when inversion conditions (where warmer air traps colder air near the ground) are more frequent.
- Ozone (O₃) is a colorless toxic gas and is found in both the Earth's upper and lower atmospheric levels. In the upper atmosphere, O₃ is a naturally occurring gas that helps to prevent the sun's harmful ultraviolet rays from reaching the Earth. In the lower layer of the atmosphere, O₃ is human made. O₃ is produced through a complex chemical reaction in which precursor compounds, such as

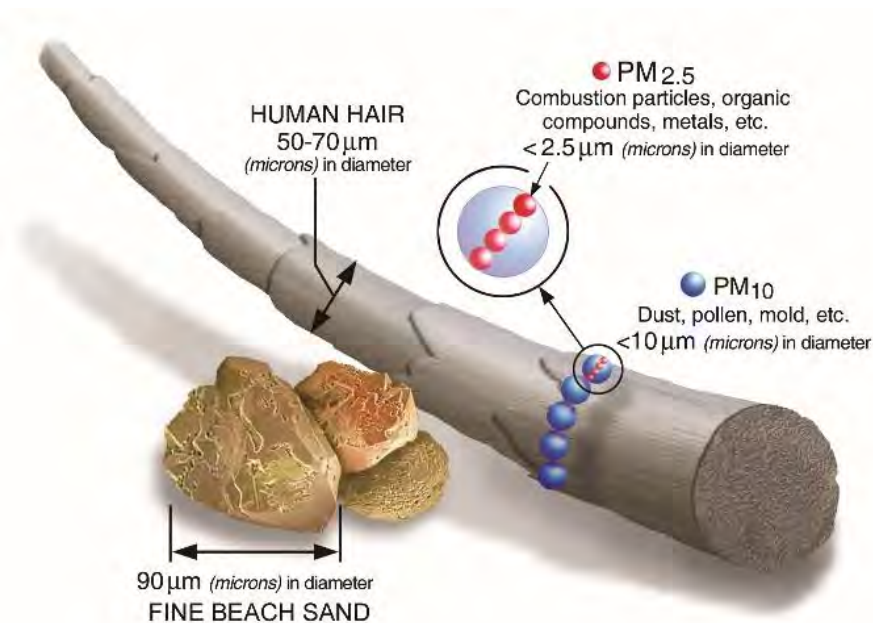


Source: EPA

hydrocarbons and nitrogen oxides, are transformed by sunlight into ozone molecules, which consist of three oxygen atoms. The primary sources for O₃ precursors are vehicular and industrial emissions.

- NO₂ is a yellowish-orange to reddish-brown gas resulting from high-temperature combustion. Diesel vehicles and power plants are major sources of NO₂.
- PM₁₀ and PM_{2.5} consist of suspended dust, fibers, combustion ash, and other fine particles. The major source is industrial emissions, but these pollutants also result from diesel vehicle emissions, unpaved roadways, agricultural activity, and dirt on paved roads kicked up by passing vehicles. PM₁₀ is inhalable particles, with diameters that are generally 10 micrometers and smaller; and PM_{2.5} is fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller. Figure 4 shows the sizes of PM₁₀ and PM_{2.5} relative to fine beach sand and human hair.

Figure 4. Size Comparisons for PM Particles



Source: EPA

- SO₂ is a colorless gas with a rotten egg odor that results from the combustion of fuels containing sulfur. Primary sources are coal-fired power plants, industrial plants, and metal smelters, with some emissions from diesel vehicles burning low-grade fuels.
- Lead in the atmosphere results primarily from the burning of leaded fuels. Lead pollution has been drastically reduced in the United States in recent years with the banning of leaded automobile fuels.

Amendments to the CAA were passed in 1977 and 1990. Among many other revisions included in the amendments are requirements for nonattainment areas and State Implementation Plans (SIPs) for areas that do not meet the standards.

For most of the six criteria pollutants, two standards have been established: a primary standard and a secondary standard. Although there is little difference between the two, the primary standard was established with the goal of protecting the public health, while the secondary standard is intended for the protection of the public welfare.

2.3 Mobile Source Air Toxics

In addition to the criteria air pollutants for which there are NAAQS, EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), and stationary sources (e.g., factories or refineries).

MSATs are a subset of 21 of the 188 air toxics defined by the CAA. The MSATs are compounds that are emitted not only from stationary sources such as power plants, factories, oil refineries, dry cleaners and gas stations, but also from highway vehicles and nonroad equipment. A subset of the 21 MSATs have been labeled by the Federal Highway Administration (FHWA) as the seven priority MSATs. These are acrolein, benzene, 1,3 butadiene, diesel particulate matter plus diesel exhaust organic gases, formaldehyde, naphthalene and polycyclic organic matter. These seven are currently considered the priority transportation toxics, but the list may be modified in the future.

Acrolein is a nearly clear to yellow liquid that burns easily, is easily volatilized, and has a disagreeable odor. Acrolein can be formed from the breakdown of certain pollutants found in outdoor air, from tobacco burning, or from burning gasoline. Exposure to acrolein causes upper respiratory tract irritation and congestion in low concentrations and may cause death in high concentrations. Not enough information is available on acrolein to evaluate its carcinogenicity.

Benzene is a volatile, colorless, highly flammable liquid that dissolves easily in water and has sweet odor. Benzene is found in emissions from burning coal and oil, motor vehicle exhaust, evaporation from gasoline service stations, and in industrial solvents. Tobacco smoke contains benzene and accounts for nearly half the national exposure to benzene. Benzene exposure causes drowsiness, dizziness, headaches, unconsciousness, vomiting, convulsions, and irritation to the eyes, skin, and upper respiratory tract. Benzene is a known human carcinogen. Chronic exposure to benzene causes blood disorders and chromosomal aberrations.

1,3-butadiene is a colorless gas with a mild, gasoline-like odor. Sources of 1,3-butadiene in the air include motor vehicle exhaust, manufacturing and processing facilities, forest fires or other combustion, and cigarette smoke. Exposure to 1,3-butadiene causes irritation of the eyes, nasal passages, throat, and lungs in low concentrations and blurred vision, fatigue, headache, and vertigo in higher concentrations. 1,3-

butadiene has recently been reclassified from a probable human carcinogen to a known human carcinogen.

Diesel particulate matter is a collection of various-sized particles emitted from diesel powered vehicles, including primarily elemental carbon, organic carbon, and sulfate particles, with trace amounts of nitrate, metals, and other particles. Diesel particulate matter of concern for MSAT analyses are those particles sized 10 microns or smaller. Although particulate matter may be derived from a number of sources, diesel particulate matter by definition is derived exclusively from diesel vehicle exhaust. Exposure to diesel particulate matter results in irritation to the eyes, nose, throat, and lungs, and may exacerbate asthma. Diesel particulate matter is considered a probable human carcinogen.

Formaldehyde is a colorless gas with a pungent, suffocating odor that is readily soluble in water. High levels of formaldehyde have been detected in indoor air, where it is released from various consumer products such as building materials and home furnishings. Major sources of outdoor concentrations of formaldehyde include power plants, manufacturing facilities, incinerators, and automobile exhaust emissions. Exposure to formaldehyde results in irritation to the eyes, nose, and throat; coughing; chest pains; and bronchitis. Formaldehyde is classified as a probable human carcinogen.

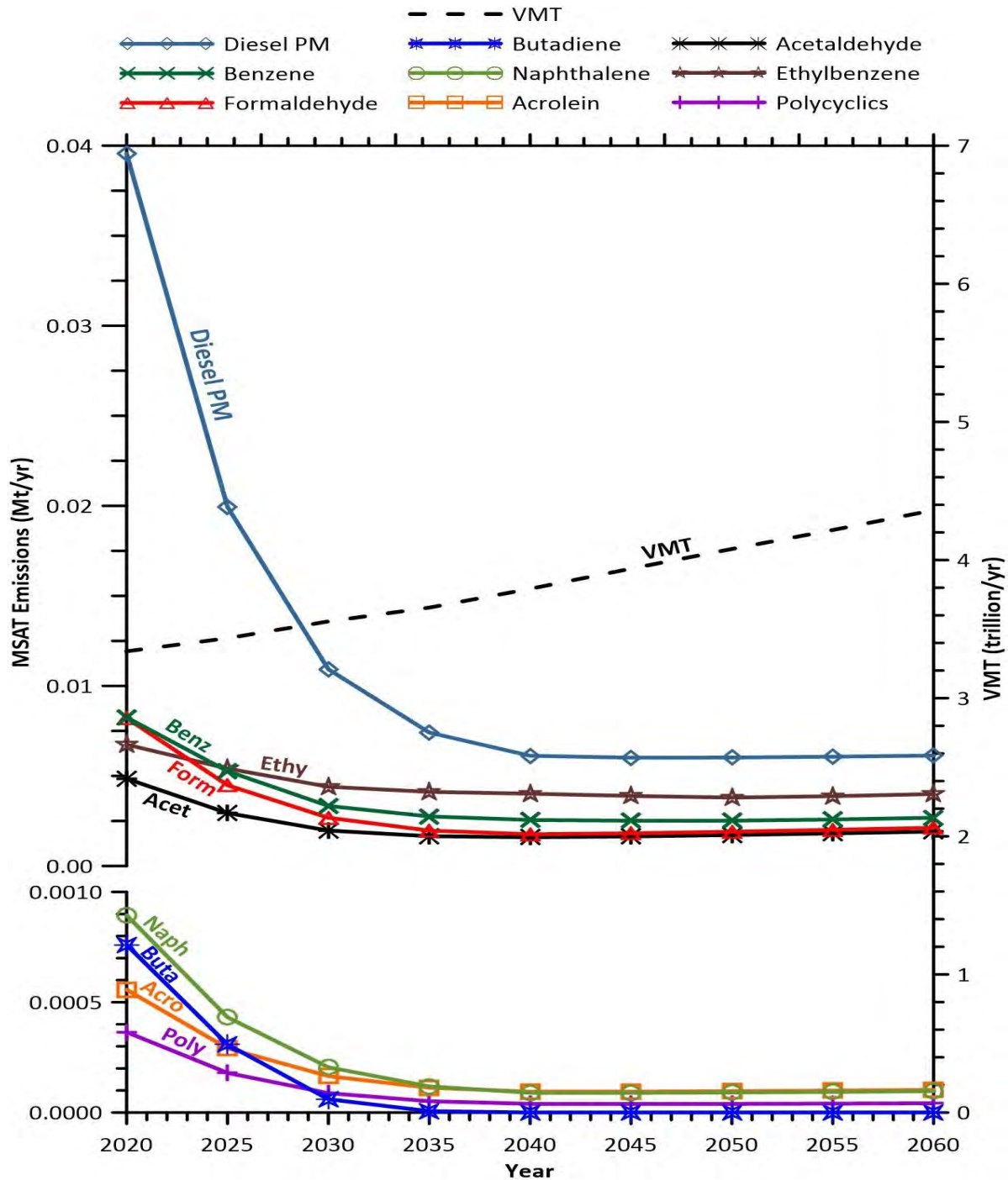
Polycyclic organic matter (POM) is a class of compounds that includes all organic structures having two or more fused aromatic rings, that have a boiling point greater than that of water, and that are extremely insoluble in water. There are eight major categories of POM, the most common being polycyclic aromatic hydrocarbon compounds (PAHs). POM compounds are formed primarily from combustion and are present in the atmosphere in particulate form. Major sources of POM include cigarette smoke, vehicle exhaust, and wood burning, among others. No information is available on the effects of short-term exposure to POM and PAHs. However, the EPA has classified several PAHs as probable human carcinogens, and evidence suggests possible reproductive toxicity, chronic blood and liver effects, and chronic respiratory effects from POM.

Naphthalene is a white solid or powder that is insoluble in water and has a strong, mothball odor. Primary sources of naphthalene in the air include the burning of coal and oil, the use of mothballs, and from cigarette smoke. Exposure to naphthalene results in headache, nausea, vomiting, liver damage, cataracts, neurological damage in infants, and chronic inflammation of the lungs and nasal passages. Naphthalene is classified as a possible human carcinogen.

While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules. According to EPA's latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), controls are required to dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. Based on an FHWA analysis using MOVES3 model, as shown in Figure 5, even if vehicle miles traveled (VMT) increases by 31 percent as assumed from 2020 to 2060, a combined reduction of 76 percent in the

total annual emissions for the priority MSAT is projected for the same time period (FHWA, 2023). (Figure 5)

Figure 5. FHWA Predicted National MSAT Emission Trends, 2020–2060, for Vehicles Operating on Roadways



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors.

Source: EPA MOVES3 model runs conducted by FHWA, March 2021.

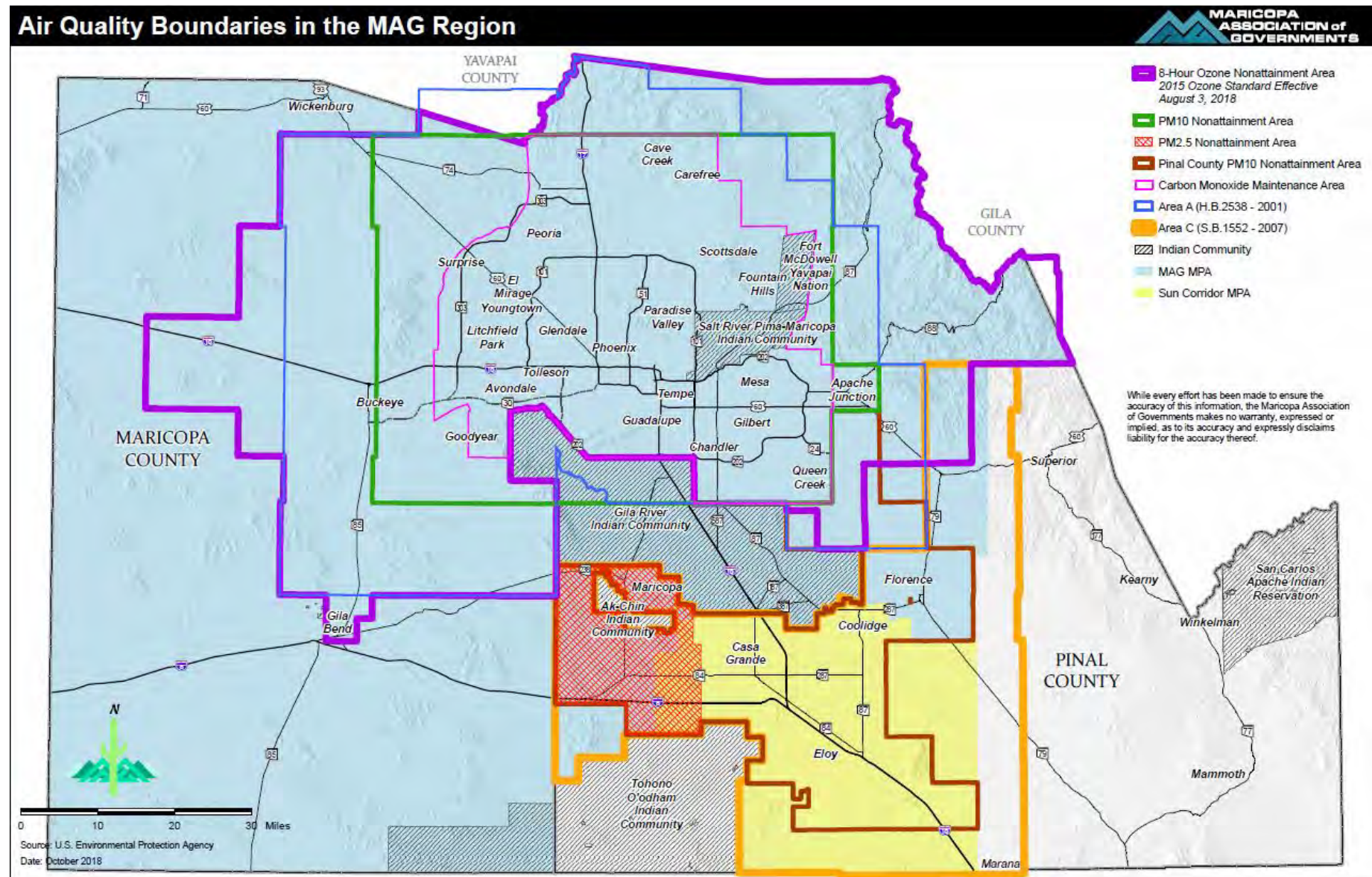
2.4 Nonattainment Areas

The CAA amendments of 1977 and 1990 authorized EPA to designate areas that have not met the NAAQS as nonattainment areas and to classify the severity of the nonattainment. Each nonattainment area requires a SIP that outlines actions to reduce air pollution to levels that comply with the NAAQS.

The proposed project lies within the Phoenix PM₁₀ nonattainment area. The Phoenix Particulate Matter Nonattainment Area is defined as an area within eastern Maricopa County, approximately 60 miles long by 48 miles wide, and an additional area within Pinal County, 6 miles by 6 miles in size. It encompasses the Phoenix metropolitan area, including Apache Junction. (Figure 6)

The Phoenix Particulate Matter Nonattainment Area was originally classified in November 1990 as “moderate.” The area was reclassified in June 1996 to “serious,” requiring attainment by 2001. The State of Arizona submitted a revised plan to achieve attainment and requested a 5-year extension of the attainment deadline for the 24-hour and annual PM₁₀ standards for the Phoenix area. On January 10, 2002, EPA announced approval of the plan and granted the extension to December 2006. Despite the Most Stringent Measures and Best Available Control Measures adopted and implemented earlier, the Phoenix area failed to attain the PM₁₀ standard by the December 2006 deadline. The failure triggered a special requirement under Section 189(d) of the CAA that SIP revisions provide for annual reductions of PM₁₀ and PM₁₀ precursors of not less than 5 percent of the most recent emissions inventory until the NAAQS is attained. The SIP revision was submitted to EPA in December 2007, demonstrating the necessary 5 percent annual reductions through revisions to county dust control regulations, new agriculture best management practices, and paving unpaved roads and shoulders, among other control measures. On September 9, 2010, EPA proposed to approve in part and disapprove in part the SIP revisions. However, on January 25, 2011, prior to EPA’s final action on the SIP revisions, the State of Arizona withdrew the submitted plan from EPA’s consideration to be able to make improvements on the plan. This withdrawal triggered EPA to find, on February 14, 2011, that Arizona failed to make the required submittal under Section 189(d) of the CAA. The failure triggers an 18-month clock for mandatory application of sanctions (including loss of federal highway funds in 24 months) and a 2-year clock for a federal implementation plan. These sanctions clocks will stop when a new plan is submitted and EPA determines that the new plan is complete. The State of Arizona adopted and submitted the 2012 5% Plans on May 25, 2012, and submitted supplemental information to the EPA on June 22 and July 2, 2012. The EPA found the plans complete on July 20, 2012, stopping sanctions clocks. EPA concurred with Exceptional Events flags in letters dated September 6, 2012, and July 1, 2013. The EPA approved fugitive dust statutes for the plans on December 3, 2013. EPA published a Notice of Adequacy of the Motor Vehicle Emissions Budget on December 5, 2013. On June 10, 2014, EPA published the final rule approving the MAG 2012 5% Plan for PM₁₀.

Figure 6. Nonattainment and Maintenance Areas in Maricopa and Pinal Counties



2.5 Ambient Pollutant Levels

The Maricopa County Air Quality Department (MCAQD), the Pinal County Air Quality Control District (PCAQCD), and Gila River Indian Community Department of Environmental Quality maintain a network of air monitoring sites throughout the Maricopa County, Pinal County, and Gila River Indian Community. Monitoring sites vary in terms of the number of pollutants monitored, with some sites monitoring one pollutant and others monitoring up to five pollutants. Some monitoring sites operate for the entire year, while others operate for the peak pollutant season only. There are three monitoring sites adjacent to the proposed Koli Road TI Study Area.

The adjacent monitoring site in Maricopa County is the West Chandler site (located at Frye Rd & Ellis St, Chandler). This monitoring site collects data on concentrations of 24-hour PM₁₀, 8-hour O₃, and 8-hour CO. The West Chandler site recorded exceedances of PM₁₀ standards in 2021 and 2022. For the years 2021 through 2023, West Chandler monitoring site recorded 4 exceedances of PM₁₀ and 14 exceedances of O₃, but no exceedances of CO NAAQS.

The adjacent monitoring sites in Gila River Indian Community closest to the project site are the Casa Blanca site (3455 W Casa Blanca Rd) and St. Johns site (4665 W Pecos Rd). The Casa Blanca monitor collects data on concentrations of 24-hour PM₁₀ and the St. Johns monitor collects data on concentrations of 24-hour PM₁₀ and 8-hour O₃. Table 3 summarizes air monitoring data at the three sites.

Table 3. Air Quality Monitoring Data

Monitoring site	Pollutant	Averaging time	2021		2022		2023	
			Concentration	Number of Exceedances	Concentration	Number of Exceedances	Concentration	Number of Exceedances
West Chandler	PM ₁₀	24-hour	181 µg/m ³	3	191 µg/m ³	1	152 µg/m ³	0
	O ₃	8-Hour	0.081 ppm	8	0.083 ppm	4	0.075 ppm	2
	CO	8-Hour	1.2 ppm	0	1.1 ppm	0	1.1 ppm	0
Casa Blanca	PM ₁₀	24-hour	259 µg/m ³	3	774 µg/m ³	3	216 µg/m ³	1
St. Johns	PM ₁₀	24-hour	223 µg/m ³	3	259 µg/m ³	4	260 µg/m ³	2
	O ₃	8-hour	0.076 ppm	2	0.077 ppm	3	0.076 ppm	5

Source: EPA, Outdoor Air Quality Data, accessed on 1/10/2025

Maricopa County Air Quality Department, 2022 – 2024 Air Monitoring Network Plan's, Final.

Gila River Indian Community 2021- 2023 Ambient Air Monitoring Network Review and 2022 - 2024 Plan's

3 Environmental Consequences

Project-level air quality analyses for proposed roadways typically focus on vehicle emissions of CO, PM₁₀, and MSATs. Although vehicle emissions include other pollutants, the concentrations of CO, PM₁₀, and MSATs are the most easily assessed and provide a convenient measure of the local air quality impacts from a proposed roadway. Other pollutants, such as O₃, nitrogen oxides, and hydrocarbons, are regional in nature, making a project-level evaluation meaningless. Project-level analyses can be completed using qualitative or quantitative methods, depending on the scale of the project, the level of design information available for the analysis, and the overall purpose of the analysis.

This section describes the methods, impact criteria, and results of air quality analyses of the proposed project. The analyses use guidelines and procedures provided in applicable air quality regulations and ADOT. Interagency consultation for transportation conformity determined that a Project Level PM Hot-Spot Analysis was not warranted for PM₁₀. Instead, a qualitative PM₁₀ analysis was conducted for NEPA.

3.1 CO NEPA Analysis

The FHWA Technical Advisory T 6640.8A notes “A microscale CO analysis is unnecessary where such impacts (project CO contribution plus background) can be judged to be well below the 1- and 8-hour National Ambient Air Quality Standards (or other applicable State or local standards). This judgment may be based on (1) previous analyses for similar projects; (2) previous general analyses for various classes of projects; or (3) simplified graphical or “look-up” table evaluations. In these cases, a brief statement stating the basis for the judgment is sufficient.”

As a similar project, I-10 Broadway Curve project is a widening project located just north of the proposed Koli Road TI project. The predicted worst-case one-hour and eight-hour CO concentrations from the I-10 Broadway Curve project are well below National Ambient Air Quality Standards at the selected intersections. Therefore, it can be inferred that the proposed Koli Road TI project would not result in CO impacts.

3.2 PM₁₀ NEPA Analysis

According to 40 CFR § 93.116 *Criteria and procedures: Localized PM₁₀ violations (hot spots)*, the FHWA/FTA project must not cause or contribute to any new localized PM₁₀ violations or increase the frequency or severity of any existing PM₁₀ violations in PM₁₀ nonattainment and maintenance areas. This criterion is satisfied if it is demonstrated that during the time frame of the transportation plan (or regional emissions analysis), no new local violations will be created and the severity or number of existing violations will not be increased as a result of the project.

3.2.1 Methodology

A comparison approach was used for this analysis in which anticipated traffic volumes on the I-10 were compared with those on other major roadways and highways near existing air quality monitoring sites in the greater Phoenix metropolitan area in Maricopa County. The project is tentatively scheduled for construction in fiscal year 2027.

The qualitative analysis of the potential impacts associated with the proposed project began with a review of future traffic conditions on the affected roadways. Annual average daily traffic (AADT) volumes and the percentage of trucks were reviewed, and all truck traffic was assumed to consist of diesel trucks because these data were not available.

Roadway segments and/or intersections with the traffic scenarios for the existing and Build Conditions in 2023 and 2050 are summarized in Appendix A. The AADT on I-10 is approximately 104,245 vehicles in 2023. The highest AADT would be approximately 189,375 vehicles between Wild Horse Pass Blvd and Koli Rd in 2050 Build condition. The percentage of trucks is averaged 24.9 percent in 2050.

Based on the projected AADT volumes and results of the PM₁₀ conformity analysis, I-10 between Wild Horse Pass Blvd and Koli Rd in the year 2050 was selected for a qualitative analysis of PM₁₀ impacts. The analysis was a comparative approach that reviewed ambient concentrations of PM₁₀ at various locations in the greater Phoenix metropolitan area. The analysis included vehicle-related emissions such as tailpipe exhaust, brake wear particles, tire wear particles, and re-entrained road dust, which is released into the air from passing vehicles. Emissions from construction activities were also included in the analysis. Of the 15 MCAQD PM₁₀ monitoring sites in Maricopa County, seven were selected for review and discussion. These sites were selected to represent urban areas adjacent to freeways, urban areas removed from freeways, and rural areas. The selected sites, ambient concentrations of PM₁₀ obtained during 2023, nearest roadway, traffic volumes, and diesel truck percentages are presented in Table 4.

Table 4. PM₁₀ concentrations and roadway characteristics in urban and rural areas of Maricopa County in 2023

Location	PM ₁₀ Concentrations (mg/m ³) ^a			Number of Exceedances	Nearest Roadway	Distance From Roadway	Average ADT ^c	Percentage Diesel Trucks
	Maximum 24-hour	Second Maximum 24-hour	Annual average ^b					
Urban locations adjacent to freeways (less than or equal to 0.5 mile)								
Central Phoenix	207	151	34.6	1	I-10 ^d	0.25 miles	150,651	10
					SR 51 ^e	0.5 miles	43,206	3
					SR 202L ^f	0.75 mile	220,972	8
Dysart	194	140	27.3	1	US 60	0.2 miles	31,271	4
West Chandler	152	146	32.9	0	SR 202L	0.5 miles	111,481	7

Table 4. PM₁₀ concentrations and roadway characteristics in urban and rural areas of Maricopa County in 2023

Location	PM ₁₀ Concentrations (mg/m ³) ^a			of Ex ce	Nearest Roadway	Distance From	Average ADT ^c	Percentage Diesel
					SR 101L ^g	0.5 miles	113,875	3
<i>Urban locations removed from freeways (greater than 0.5 mile)</i>								
Durango Complex	319	112	37.1	1	I-17 ^h	0.75 miles	135,820	9
South Phoenix	107	102	31.8	0	I-17	1.5 miles	105,080	13
West 43 rd Avenue	216	199	58.6	3	I-17	2.5 miles	135,820	9
<i>Rural Locations</i>								
Buckeye	181	146	46.2	1	SR 85 ⁱ	0.25 miles	21,745	24

Source: Maricopa County Air Quality Department (2024)

a micrograms per cubic meter

b Annual average standard was revoked in 2006 and is provided for information only.

c average daily traffic

d Interstate 10

e State Route 51

f State Route 202 Loop

g State Route 101 Loop

h Interstate 17

i State Route 85

A review of the monitoring data suggests that those locations that generally have the highest ambient concentrations of PM₁₀ are in industrial, mining, or agricultural areas. The Buckeye location, near MC 85 and SR 85, is situated in a rural area adjacent to agricultural operations. This location exceeded the 24-hour PM₁₀ standard on one occasion during 2023.

The Durango Complex location, near 27th Avenue and Durango Street, is situated in a mixture of land uses, including residential, industrial, open desert, dry riverbed, and landfill operations. The South Phoenix location, near Broadway Road and Central Avenue, is also situated in a mixture of land uses, including residential, industrial, commercial, and vacant land. The West 43rd Avenue location, near 43rd Avenue and Broadway Road, is surrounded by sand and gravel operations, automobile and metal recycling operations, landfills, paved and unpaved haul roads, and cement casting facilities. The 24-hour PM₁₀ standard has been exceeded on one occasion at Durango Complex location and three occasions at West 43rd Avenue location.

Locations adjacent to a freeway typically have ambient concentrations within the standards. The Central Phoenix location, near 19th and Roosevelt streets, has been in operation for over 40 years and provides data representative of a high-population, high-density area near three major freeways – I-10, SR-51, and SR 202L. This location had one exceedance of the 24-hour standard in 2023.

The Dysart location, near Bell Road and Dysart Road, is situated within 0.2 mile away from US 60. This location is in a growing population area in the northwest valley and is surrounded by a variety of land uses. This location had one exceedance of the 24-hour standard in 2023.

The West Chandler location, near Ellis Street and Frye Road, is half mile away from SR 101L and SR 202L. This location is situated primarily in a residential area with some agricultural and industrial land uses nearby. This location had no exceedances of the 24-hour standard in 2023.

3.2.2 Results

Of the monitoring locations reviewed, the Central Phoenix site was compared with the Koli Road TI project because of their similar land uses and roadway characteristics. The Koli Road TI project vicinity is surrounded by mixed land uses and vacant properties. The traffic volume and truck volume for I-10 and SR 51 at the Central Phoenix site are similar to those predicted for I-10 in 2050 near the Koli Road TI project area. Although PM₁₀ concentrations at the Central Phoenix site had one exceedance of the 24-hour standard in 2023, it was flagged as exceptional event and pending EPA's approval. It is unlikely that the proposed Koli Road TI project improvements would cause or contribute to an exceedance of the PM₁₀ standards. This conclusion is based on the following reasons:

- Diesel exhaust is not a major contributor to ambient concentrations of PM₁₀.
- ADT volume and truck volume are predicted to be similar on Koli Road TI project in the design year compared to Central Phoenix site.
- Fugitive dust sources in Maricopa County are the largest contributors to ambient concentrations of PM₁₀. Fugitive dust emissions may be reduced as the area changes from undeveloped properties to a more urban and suburban area.
- The proposed Koli Road TI project would reduce travel time and traffic congestion on nearby arterial streets in the area.
- Per FHWA, the 2060 diesel PM emission is projected to reduce approximately 85% of the 2020 value.

This conformity analysis meets all of the applicable CAA Section 176(c) requirements for federally funded or approved transportation projects. Specifically, the requirements for particulate matter hot-spot analyses are codified in 40 CFR § 93.116 and § 93.123. By meeting these regulatory requirements, as well as other requirements in the conformity regulations, FHWA issued a conformity determination on September 19th, 2025, demonstrating compliance with the requirements of CAA Section 176(a)(1) (Appendix A).

3.3 MSAT NEPA Analysis

3.3.1 Methodology

On February 3, 2006, FHWA released Interim Guidance on Air Toxic Analysis in NEPA Documents (FHWA 2006a). This guidance was superseded on October 18, 2016, by FHWA's Updated Interim Guidance Update on Air Toxic Analysis in NEPA Documents (FHWA 2016). The purpose of FHWA's guidance is to

advise on when and how to analyze MSATs in the National Environmental Policy Act (NEPA) environmental review process for highways. This guidance is considered interim, since MSAT science is still evolving. As the science progresses, FHWA will update the guidance.

The FHWA has outlined a tiered approach for analyzing MSATs in NEPA documents, with three tiers representing the levels of potential impacts from projects.

Depending on specific project circumstances, the FHWA has identified three levels of analysis:

- No analysis for projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; or
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

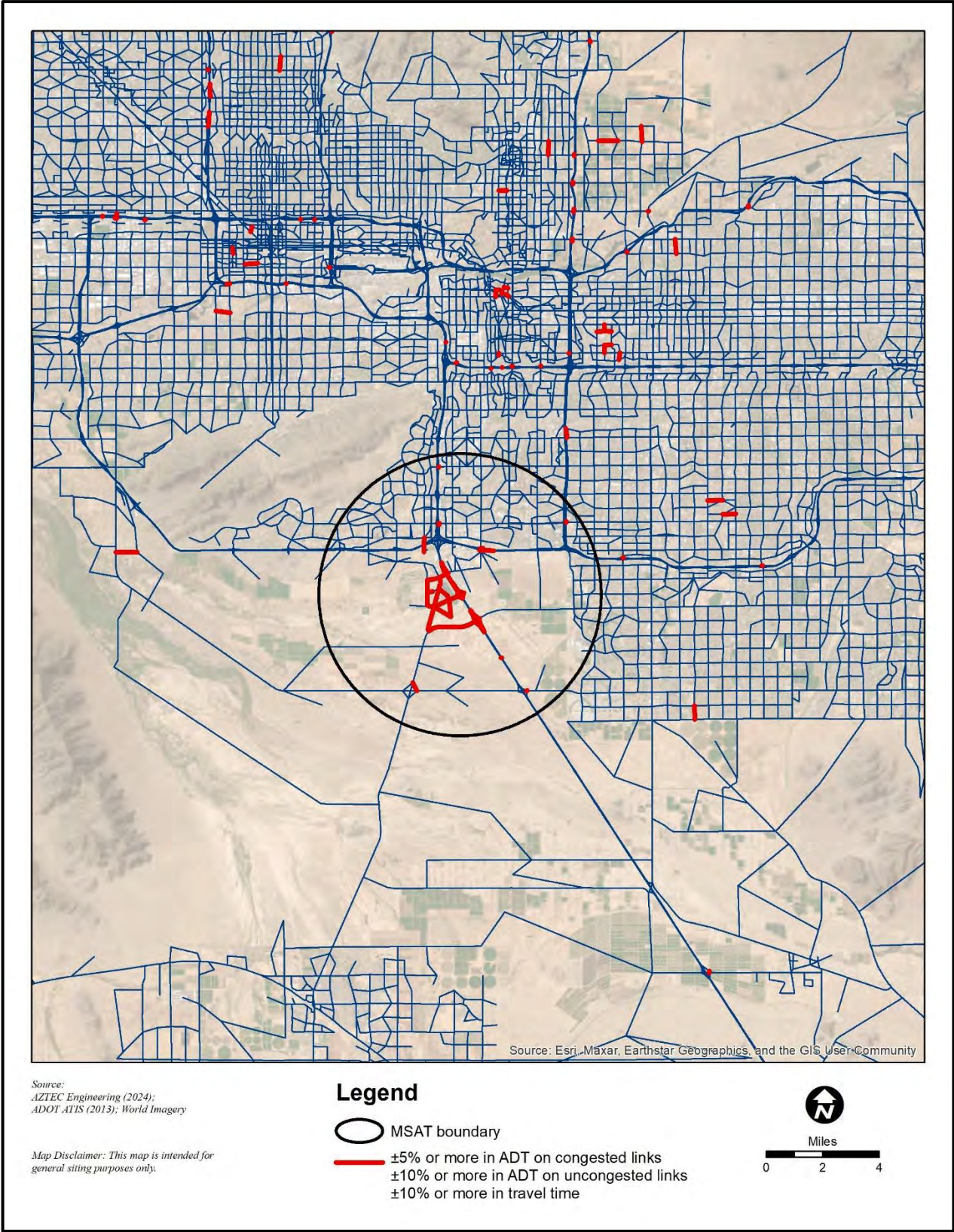
Based on FHWA's recommended tiering approach, the project falls within the Tier 3 approach (i.e., for projects with a high potential for MSAT effects). In accordance with FHWA's guidance, EPA's MOVES3 was used to calculate annual MSAT emissions for the No-Build Alternative and the Build Alternative.

Draft Guidance from the Council on Environmental Quality recommends that agencies quantify a proposed action's projected direct and reasonably foreseeable indirect GHG emissions when it is practicable to quantify them using available data and tools (CEQ 2019). Based upon consultation with FHWA, it was agreed upon that direct GHG emissions would be calculated using the MSAT study area and methodology. Indirect GHG emissions were not quantified.

3.3.2 Identify the Affected Transportation Network

The analysis began with a review of projected traffic volumes on arterial streets, and the I-10 freeway during existing 2023, 2050 No Build, and 2050 Build Conditions in areas where traffic volumes are expected to change as a result of the project. The MSAT Study Area was refined to focus on the portion of the Study Area substantially impacted by the project. FHWA recommends analyzing all segments associated with the project, plus those segments expecting meaningful changes in emissions because of the project (e.g., ± 5 percent or more in AADT on congested highway links of level of service D or worse; ± 10 percent or more in AADT on uncongested highway links of LOS C or better; ± 10 percent or more in travel time; or ± 10 percent or more in intersection delay). The Study Area was refined by conducting a comparison between the No Build and Build traffic volumes for all links in the regional model. Because intersection delay data is not available regional wide, this metric was not used. Using the recommendations described above, along with a level of judgment and local knowledge, a roadway network within a defined boundary as shown in Figure 7 was developed.

Figure 7. Roadway Network Used to Calculate Total MSAT & GHG Emissions



3.3.3 Compile Project-specific Traffic Data

A spreadsheet was created using traffic data supplied by Maricopa Association of Governments (MAG) for the areas of interest. The spreadsheet contained 2023 and 2050 traffic information within the MSAT study area. Each segment of the network was given a unique number and is identified by facility type, length, link hourly capacity, link hourly volumes, peak hour AM and PM volumes, ADT volumes, and average speeds. Local streets and neighborhood streets were not included in the spreadsheet. The number of links developed for the No Build/Build Conditions in 2050 was approximately 90. Project-specific traffic data were compiled from the affected transportation network as input files to the emission model. Average speed distribution was summarized according to categories of source type, road type, and hour-day. Annual VMT was entered for each HPMS vehicle class. VMT fraction was calculated based on each road type by a source type.

3.3.4 MOVES3

EPA's Motor Vehicle Emissions Simulator (MOVES) model version MOVES3 was used to estimate emissions from the MSAT network. MOVES input files were provided by MAG, consistent with their regional emissions analysis. MAG data were used to represent regional conditions, and link-by-link traffic data was used to develop project-specific input files to demonstrate the effects of the project for each scenario analyzed: 2023, 2050 No Build, and 2050 Build. Specific MOVES inputs are described in Table 5 and Table 6.

Table 5. MOVES RunSpec Options

MOVES Tab	Model Selections
Scale	County scale Inventory calculation type
Time Span	Hourly time aggregation including all months, days, and hours
Geographic Bounds	Maricopa County
Vehicles/Equipment	All on-road vehicle and fuel type combinations
Road Type	All road types in affected transportation network; not "off-network"
Pollutants and Processes	All MSAT pollutants and their precursors were selected processes included running exhaust and crankcase running exhaust

Table 6. MOVES County Data Manager Inputs

County Data Manager Tab	Data Source
Ramp Fraction	MAG
Source Type Population	MAG
Age Distribution	MAG
Fuel	MAG
Meteorology Data	MAG
Vehicle Type VMT	Created from project daily traffic data
Average Speed Distribution	Created from project daily traffic data
Road Type Distribution	Created from project daily traffic data

MOVES model was used to estimate the total emissions from the MSAT network for each scenario. The VMT and emissions of each MSAT pollutant were presented in a table and compared with the existing and no build scenarios. MSAT burdens were calculated for the following MSATs, as required by FHWA:

- 1,3 Butadiene
- Acetaldehyde
- Acrolein
- Benzene
- Diesel PM
- Ethylbenzene
- Formaldehyde
- Naphthalene
- Polycyclic Organic Matter (POM)

3.3.5 MSAT Results

The results of MSAT analysis for the existing conditions, 2050 No Build, and 2050 Build are shown in Table 7. As shown in Table 7, even if VMT increases by 77 percent in 2050 Build condition compared to that in 2023, a combined reduction of 50 percent in the total annual emissions for the priority MSAT is projected for the same time period. This is in consistency with the FHWA predicted national MSAT trends. When comparing 2050 Build MSAT burden to 2050 No-Build, the total MSATs would increase slightly, by approximately 3% because of increased VMT within the MSAT study area.

Table 7. Predicted MSAT Emission Burdens (tons/year)

Pollutant	Existing 2023	2050 No-Build		2050 Build		
		Value	% Change from Existing	Value	% Change from Existing	% Change from No-Build
MSAT Study Area Annual VMT	74,871,562	130,064,756	74%	132,859,557	77%	2%
1,3-Butadiene	0.006	0.000	-100%	0.000	-100%	0%
Acetaldehyde	0.062	0.053	-14%	0.053	-15%	-1%
Acrolein	0.006	0.002	-57%	0.002	-58%	-2%
Benzene	0.076	0.042	-45%	0.042	-46%	-1%
Diesel Particulate Matter	0.402	0.154	-62%	0.168	-58%	9%
Ethylbenzene	0.038	0.021	-45%	0.021	-46%	-1%
Formaldehyde	0.096	0.059	-39%	0.058	-39%	-1%
Naphthalene	0.000	0.000	-33%	0.000	-33%	0%
Polycyclic Organic Matter	0.001	0.000	-65%	0.000	-65%	0%
Total MSATs	0.686	0.332	-52%	0.343	-50%	3%

In summary, it is projected that there would be slightly changes in MSAT emissions in the immediate area of the project under the Build Alternative relative to the No-Build Alternative, as a result of the VMT changes associated with the project. MSAT levels could be higher in some locations than others, such as adjacent to the I-10 mainline, but current tools and science are not adequate to quantify them.

This document has provided a quantitative analysis of MSAT emissions relative to the proposed project and has acknowledged that the alternatives could increase exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain. However, available technical tools do not enable prediction of project-specific health impacts of the emission changes associated with the alternatives. Because of these limitations, the following discussion is included in accordance with the President's Council on Environmental Quality (CEQ) regulations (40 CFR 1502.22[b]) regarding incomplete or unavailable information.

3.3.6 Incomplete or Unavailable Information for Project MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the CAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is “a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effect” (EPA, <http://www.epa.gov/iris/>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, <http://pubs.healtheffects.org/view.php?id=282>) or in the future as vehicle emissions substantially decrease (HEI, <http://pubs.healtheffects.org/view.php?id=306>).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70-year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (<http://pubs.healtheffects.org/view.php?id=282>). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (<http://www.epa.gov/risk/basicinformation.htm#g>) and the HEI

(<http://pubs.healtheffects.org/getfile.php?u=395>) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the CAA to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an “acceptable” level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA’s approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weight this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities, in addition to improved access for emergency response, that are better suited for a quantitative analysis.

3.4 GHG NEPA Analysis

Global Climate Change (GCC) refers to changes in average climatic conditions on earth as a whole, including temperature, wind patterns, precipitation and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O), which are known as greenhouse gases (GHGs). These gases allow solar radiation (sunlight) into the Earth’s atmosphere, but prevent radiant heat from escaping, thus warming the Earth’s atmosphere. Gases that trap heat in the atmosphere are often called greenhouse gases, analogous to a greenhouse. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth’s temperature. Without these natural GHGs, the Earth’s temperature would be about 61° Fahrenheit cooler. Emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere.

GHGs have been at the center of a widely contested political, economic, and scientific debate surrounding GCC. Although the conceptual existence of GCC is generally accepted, the extent to which GHGs

contribute to it remains a source of debate. GCC refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. GCC may result from natural factors, natural processes, and/or human activities that change the composition of the atmosphere and alter the surface and features of land.

To date, no national standards have been established regarding GHGs, nor has EPA established criteria or thresholds for ambient GHG emissions pursuant to its authority to establish motor vehicle emission standards for CO₂ under the CAA. However, there is a considerable body of scientific literature addressing the sources of GHG emissions and their adverse effects on climate, including reports from the Intergovernmental Panel on Climate Change, the U.S. National Academy of Sciences, EPA, and other federal agencies. GHGs are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for CO₂ and other GHG emissions is the entire planet. In addition, from a quantitative perspective, global climate change is the cumulative result of numerous and varied emissions sources (in terms of both absolute numbers and types), each of which makes a relatively small addition to global atmospheric GHG concentrations. In contrast to broad-scale actions such as those involving an entire industrial sector or very large geographic areas, it is difficult to isolate and understand the GHG emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions.

The results of GHG analysis for the existing conditions, 2050 No Build, and 2050 Build are shown in Table 8. As shown, in 2050 No Build and Build conditions, GHG emission burdens would be greater compared to Existing GHG burdens because of increased VMT. Build GHG burdens would be approximately slightly higher than No Build burdens in the year 2050 because of increased VMT in the GHG study area.

Table 8. Predicted GHG Emission Burdens (metric tons/year)

Pollutant	Existing 2023	2050 No-Build		2050 Build		
		Value	% Change from Existing	Value	% Change from Existing	% Change from No-Build
GHG Study Area Annual VMT	74,871,562	130,064,756	74%	132,859,557	77%	2%
CO ₂ e	30,903	44,715	45%	44,822	45%	0%

CO₂e – carbon dioxide equivalent

3.5 Environmental Commitments and Mitigation Measures

The discussion of environmental commitments and mitigation measures in this document does not obligate ADOT to their implementation. ADOT may choose to modify, delete, or add to these measures.

Contractor Responsibility

- Fugitive dust generated from construction activities must be controlled in accordance with Maricopa County Rule 310, the Gila River Indian Community Air Quality Ordinance (GRIC Code – Title 17, Chapter 9), and the Arizona Department of Transportation’s *Standard Specifications for Road and Bridge Construction*, Section 104.08 (2021 edition), special provisions, and other local rules and ordinances.

4 Conformity

Section 176c of the CAA requires that transportation projects conform to the approved air quality SIP for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments. The conformity determinations for federal actions related to transportation projects must meet the requirements of 40 CFR Parts 51 and 93. This project is included in the conforming metropolitan transportation plan and TIP for project-level conformity determination. On September 25, 2023, a Finding of Conformity was made on the MAG MOMENTUM 2050 Regional Transportation Plan and FY 2022-2025 TIP and 2040 Regional Transportation Plan Update. Interagency consultation occurred on this project determining quantitative hot-spots are not required under 40 CFR 93.123 (Appendix A). FHWA issued a project level conformity determination on September 19th, 2025 (Appendix A). This air quality report demonstrates that the project does not cause or contribute to any new localized CO, PM₁₀ violations, increase the frequency or severity of any existing CO, PM₁₀, or delay timely attainment of any NAAQS project level conformity requirements under 40 CFR 93.116 Criteria and procedures: Localized CO, PM₁₀, and PM_{2.5} violations (hot-spots):

“(a)..This criterion is satisfied without a hot-spot analysis in PM₁₀ and PM_{2.5} nonattainment and maintenance areas for FHWA/FTA projects that are not identified in § 93.123(b)(1). This criterion is satisfied for all other FHWA/FTA projects in CO, PM₁₀ and PM_{2.5} nonattainment and maintenance areas if it is demonstrated that during the time frame of the transportation plan no new local violations will be created and the severity or number of existing violations will not be increased as a result of the project, and the project has been included in a regional emissions analysis that meets applicable §§ 93.118 and/or 93.119 requirements. The demonstration must be performed according to the consultation requirements of § 93.105(c)(1)(i) and the methodology requirements of § 93.123.”

5 References

Arizona Department of Transportation, 2021. *Standard Specifications for Road and Bridge Construction*. Phoenix.

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Federal Highway Administration, Accessed in 2024. *Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents*.
https://www.fhwa.dot.gov/Environment/air_quality/air_toxics/policy_and_guidance/msat/fhwa_nepa_msat_memo_memo_2023.pdf

Maricopa Association of Governments, December 1, 2021. *Regional Transportation Plan – MOMENTUM 2050*

Maricopa Association of Governments, January 22, 2025. FY 2025-2030 MAG Transportation Improvement Program (TIP). <https://azmag.gov/Portals/0/Transportation/TIP/FY-25-30-TIP-Report-Final-Signed-with-Errata.pdf?ver=Qv3l6JK3i0LjSdHa2gDtoA%3d%3d>

United States Department of Transportation (Federal Highway Administration [FHWA]), 1993. *Air Quality Analysis for NEPA Documents – A Discussion Paper*. Washington, D.C.

United States Environmental Protection Agency, Accessed in 2024. National Ambient Air Quality Standards (NAAQS). <https://www.epa.gov/criteria-air-pollutants/naaqs-table>

Appendix A. Interagency Consultation Documentation



U.S. Department
of Transportation
**Federal Highway
Administration**

Arizona Division
September 19, 2025

4000 N. Central Ave, Suite 1500
Phoenix, Arizona 85012-3500
(602) 379-3646
(602) 382-8998 (FAX)
<http://www.fhwa.dot.gov/azdiv>

In Reply Refer to:
888-A(219)S
010 MA 166 F0701 01L
I-10: Koli Road Traffic Interchange Study

SENT ELECTRONICALLY

Jennifer Toth
Director
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, AZ 85007
Via Email: pobrien@azdot.gov

Attention: Paul O'Brien

Dear Ms. Toth:

This letter is in response to the Arizona Department of Transportation's (ADOT) August 22, 2025, request that the Federal Highway Administration (FHWA) issue a project-level air quality conformity determination for the I-10: Koli Road Traffic Interchange (TI) project. Based on our review of the information provided we have determined that this project meets the air quality conformity requirements listed in 40 CFR Part 93.

The project proposes to construct a new TI on I-10 around milepost 163.5, or roughly halfway between the existing TI's at Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road. The stated purpose of the proposed I-10 Koli Road TI is to:

- Provide efficient access to the Gila River Indian Community (Community) to and from I-10,
- Improve emergency vehicle response times from the Community Fire Station,
- Improve traffic management on I-10 during incidents, and
- Accommodate growth in population and employment.

The project is non-exempt and located within the Maricopa Association of Governments (MAG) nonattainment area for Particulate Matter (PM₁₀). Through Interagency Consultation the consultation parties determined that the project was not a project of air quality concern and therefore did not require a quantitative hot-spot analysis.

On July 21, 2025 FHWA and FTA issued a conformity determination for the FY 2025-2030 MAG Transportation Improvement Program (TIP) and the amended MOMENTUM 2050 Regional Transportation Plan as approved by MAG Regional Council on June 25, 2025.

If there are any questions on this determination, please contact me directly at 602-382-8989 or anthony.sarhan@dot.gov.

Sincerely,

**ANTHONY
NASSER
SARHAN**

Digitally signed by
ANTHONY NASSER
SARHAN
Date: 2025.09.19 09:27:18
-07'00'

Anthony N. Sarhan, P.E.
Deputy Division Administrator

cc:
Jennifer Acuña, FHWA
Beverly Chenausky, ADOT
Lindsay Wickersham, EPA Region IX

Project Level PM Quantitative Hot-Spot Analysis

– Project of Air Quality Concern Questionnaire

Project Setting and Description

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept memo and an environmental assessment (EA) for the Interstate 10 (I-10) Koli Road traffic interchange (TI) (Project). The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. In addition, the Gila River Indian Community will construct Koli Road from the proposed I-10/Koli Rd traffic interchange to Maricopa Road in parallel with the proposed traffic interchange. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10, generally between the Wild Horse Pass Blvd and SR 347/ Queen Creek Rd (Figure 1 – Vicinity Map). Within the Koli Road TI Project study area limits, I-10 currently consists of three through lanes in each direction at the Wild Horse Pass Blvd TI and transitions to two through lanes in each direction right before Queen Creek Road TI, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, will add one general purpose lane and a high-capacity vehicle lane. The I-10 Wild Horse Pass Corridor Project is a separate project and its EA received a finding of no significant impact in March 2024. As a result, implementation of the I-10 improvements represents the existing condition for the proposed Koli Road TI and these improvements were included in both the No-Build and Build scenarios for the proposed Koli Road TI project. The Koli Road TI would accommodate the 5-lane configuration along I-10.

Figure 2 shows the diverging diamond interchange (DDI) configuration, which is the recommended Build alternative. On the west side of I-10, the Koli Road TI would connect with an extension of Koli Road from Maricopa Road to I-10, just south of the existing Firebird Lake. On the east side of I-10, the Koli Road TI would connect with an extension of Kyrene Road to the south. The Kyrene Road extension has not yet been defined; however, it is reasonably foreseeable based on information provided by the Community. The construction of these local roadway extensions would be privately funded by the Community and they are, therefore, outside the scope of any required ADOT approvals.

The purpose of the proposed Project is to provide new and improved access to I-10 in the vicinity of Koli Road. This new access would accommodate traffic for current and future land use and development, would help relieve future congestion at the adjacent TIs, and would relieve congestion on the local roadway network that occurs following Wild Horse Pass events.

The scope of work for this Project includes:

- Construct new TI between the existing Wild Horse Pass Boulevard TI and SR 347/Queen

Creek Road TI

- Acquire new easement on Gila River Indian Community lands to accommodate the TI
- Modify drainage features, if necessary
- Relocate utilities, if necessary
- Evaluate weaves between Koli Road and adjacent TIs
- Install signing, pavement striping, and lighting
- Remove vegetation, including trees, and revegetate areas disturbed by construction

The Project limits are generally located within ADOT's existing I-10 easement; however, additional easement would likely be needed for the Project.

These projects are within the Phoenix PM10 nonattainment area. The proposed project is included in the *Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) MOMENTUM 2050*. In addition, the combined project is included in the *FY 2022-2025 MAG Transportation Improvement Program*.

Figure 1. Project Vicinity Map

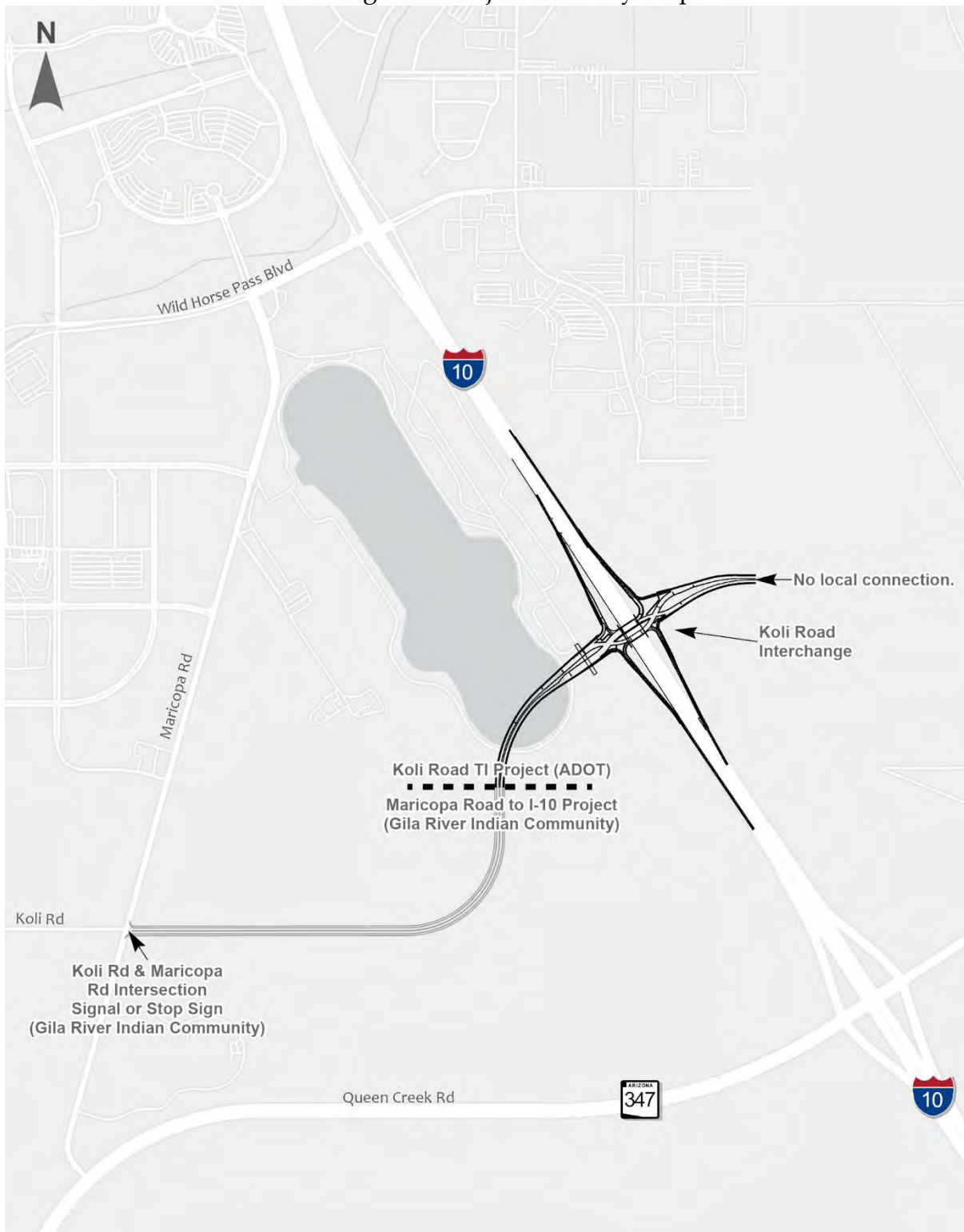
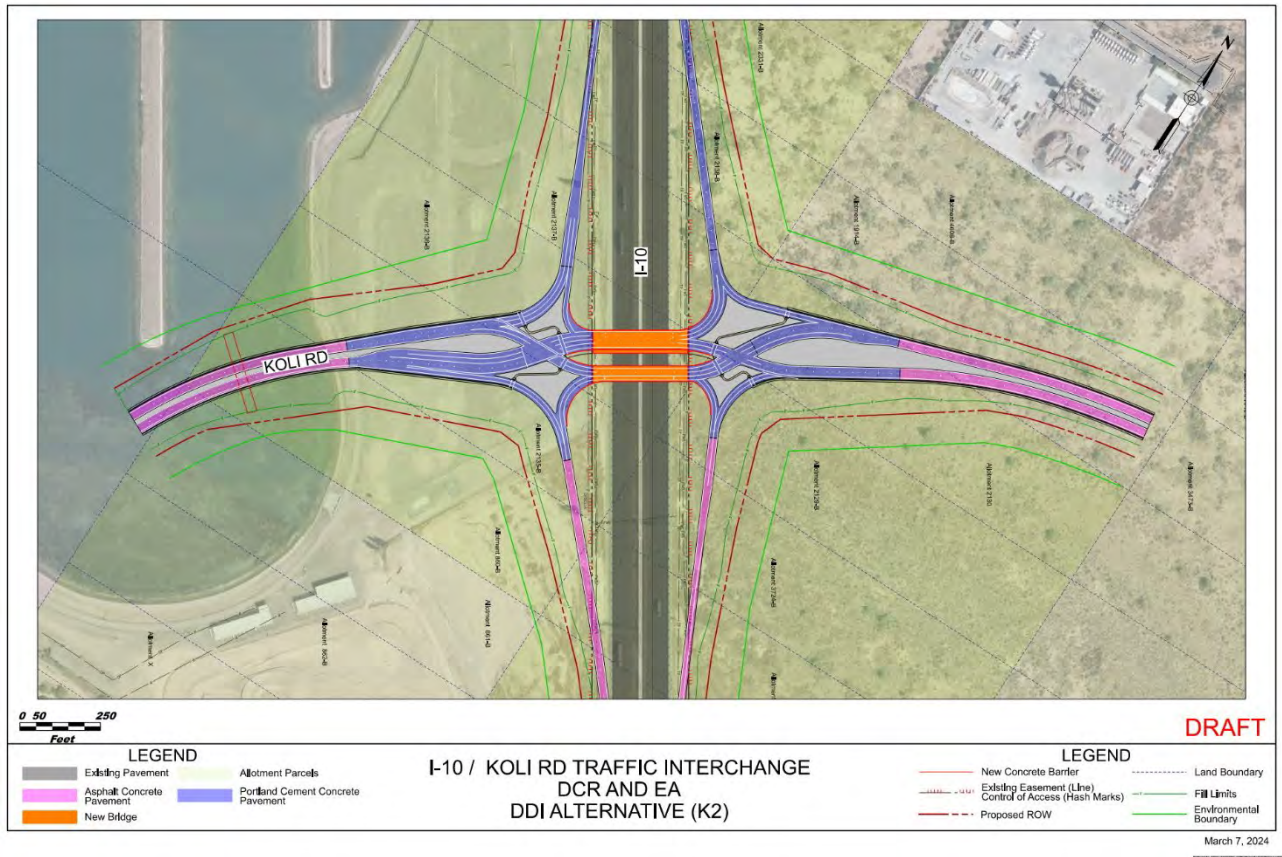


Figure 2. Preferred Traffic Interchange DDI Alternative



Project Assessment

The following questionnaire is used to compare the proposed project to a list of project types in 40 CFR 93.123(b) requiring a quantitative analysis of local particulate emissions (Hot-spots) in nonattainment or maintenance areas, which include:

- i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of an increase in traffic volumes from a significant number of diesel vehicles related to the project;
- iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

If the project matches one of the listed project types in 40 CFR 123(b)(1) above, it is considered a project of local air quality concern and the hot-spot demonstration must be based on quantitative analysis methods in accordance to 40 CFR 93.116(a) and the consultation requirements of 40 CFR 93.105(c)(1)(i). If the project does not require a PM hot-spot analysis, a qualitative assessment will be developed that demonstrates that the project will not contribute to any new localized violations, increase the frequency of severity of any existing violations, or delay the timely attainment of any NAAQS or any required emission reductions or milestones in any nonattainment or maintenance area.

On March 10, 2006, EPA published *PM_{2.5} and PM₁₀ Hot-Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM_{2.5} and Existing PM₁₀ National Ambient Air Quality Standards; Final Rule* describing the types of projects that would be considered a project of air quality concern and that require a hot-spot analysis (71 FR 12468- 12511). Specifically on page 12491, EPA provides the following clarification: "Some examples of *projects of air quality concern* that would be covered by § 93.123(b)(1)(i) and (ii) are: A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;" "... Expansion of an existing highway or other facility that affects a congested intersection (operated at Level-of-Service D, E, or F) that has a significant increase in the number of diesel trucks;" These examples will be used as the baseline for determining if the project is a project of air quality concern.

New Highway Capacity

Is this a new highway project that has a significant number of diesel vehicles? *Example: total traffic volumes $\geq$ 125,000 annual average daily traffic (AADT) and truck volumes $\geq$ 10,000 diesel trucks per day (8% of total traffic).*

NO – This is a “new” connection project. However, this project does not have a significant number of diesel vehicles. Traffic modeling and analysis confirm project improvements re-distribute existing truck traffic, and there is no capacity increase along I-10. Adding lanes to I-10 and improvements to Wild Horse Pass Blvd TI and Queen Creek Rd TI are part of I-10 Wild Horse Pass Corridor Project, a separate and independent project.

This highway project will not result in a significant increase in the number of diesel vehicles. The total AADT and truck AADT for the Build alternative were compared to the No Build alternative on roadway segments along the project corridor, as summarized in Table 1 below. Please note that the improvements from the I-10 Wild Horse Pass Corridor Project are the baseline existing condition in both the No Build and Build alternatives for the proposed Koli Road TI project. As can be seen in Table 1, only minor truck AADT difference would occur on roadway segments. For example, truck AADT differences range from -695 to 840 vehicles on I-10 mainline segments in 2050 Build alternative, compared to the No-Build alternative. On Koli Road from Maricopa Road to I-10, the highest truck AADT increase would be 1,745 vehicles within the study area. The truck AADT increase on the Koli Road is the result of traffic re-distribution in the network with the addition of the Koli Road extension to I-10, there is no capacity increase on the I-10 mainline. In addition, according to available data, around 75% of medium trucks utilize diesel fuel. This means that the actual diesel truck AADT absorbed by Koli Road itself would be even less.

Based on traffic data shown in Table 1, the project is not expected to result in a significant increase in the number of diesel vehicles. Koli Road extension between Maricopa Road to I-10 was not included and analyzed in Koli Road TI project because ADOT does not include projects that are not administered in ADOT project level conformity analysis. Only federal projects require project level conformity.

Table 1 – Roadway Average Daily Traffic and Truck Volumes

Segment	2023 Existing				2050 No-Build Alternative				2050 Build Alternative				Total Truck AADT Difference (Build - No-Build)
	AADT	Total Truck AADT	MT AADT	HT AADT	AADT	Total Truck AADT	MT AADT	HT AADT	AADT	Total Truck AADT	MT AADT	HT AADT	
I-10: Wild Horse Pass Blvd to Koli Rd	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	189,375	47,130	22,370	24,760	840
I-10: At the Koli Rd TI	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	170,855	45,595	21,060	24,535	-695
I-10: Koli Rd to Queen Creek Rd	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	174,675	45,805	21,265	24,540	-485
Koli Road: Between I-10 Ramps	0	0	0	0	0	0	0	0	11,055	885	760	125	885
Koli Road: I-10 EB Off-Ramp	0	0	0	0	0	0	0	0	9,445	765	655	110	765
Koli Road: I-10 EB On-Ramp	0	0	0	0	0	0	0	0	1,840	95	90	5	95
Koli Road: I-10 WB Off-Ramp	0	0	0	0	0	0	0	0	1,985	110	105	5	110
Koli Road: I-10 WB On-Ramp	0	0	0	0	0	0	0	0	9,080	775	655	120	775
Notes: AADT – Annual average daily traffic MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds). HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds). Source: MAG													

Notes: Traffic data provided by HDR on October 25, 2024.

Expanded Highway Capacity

Is this an expanded highway projects that have a significant increase in the number of diesel

vehicles? Example: the build scenario of the expanded highway or expressway causes a significant increase in the number of diesel trucks compared with the no-build scenario, truck volumes > 8% of the total traffic.

NO – This is not an expanded highway project. Adding lanes to I-10 and improvements to Wild Horse Pass Blvd TI and Queen Creek Rd TI are part of I-10 Wild Horse Pass Corridor Project as a separate project. The improvements from the I-10 Wild Horse Pass Corridor Project are considered baseline existing conditions in both the No Build and Build alternatives for the proposed Koli Road TI project.

Projects with Congested Intersections

Is this a project that affects a congested intersection (LOS D or greater) that has a significant number of diesel trucks, OR will change LOS to D or greater because of an increase in traffic volumes from a significant number of diesel trucks related to the project?

NO – This project does not have congested intersections. None of the intersections would experience LOS D or greater in 2050 Build alternative for the preferred DDI TI configuration, as shown in Table 2 – Intersections LOS and Peak-Hour Volume. For information purposes, Wild Horse Pass Blvd TI and SR347 Queen Creek Road TI were analyzed in the I-10 Wild Horse Pass Corridor Project, and they would operate at LOS B in 2050 design year.

As shown in Table 3 – Intersection AADT and Truck Volumes, only minor truck difference would occur at these three intersections. At the Koli Road & I-10 EB Ramps intersection, the truck AADT would increase 1,745 vehicles. However, only 240 vehicles are heavy trucks and the majority of the truck AADT are medium trucks. At the Koli Road & I-10 WB Ramps intersection, the truck AADT would increase 220 vehicles with only 10 heavy trucks. At the Koli Road & Maricopa Road intersection, the truck AADT would increase 630 vehicles. Only 200 vehicles are heavy trucks and the majority of the truck AADT are medium trucks.

Table 2 – Intersections LOS and Peak-Hour Volume

Intersection	Peak Hour	2050 No-Build Alternative				2050 Build Alternative				Total Truck Volume Difference (Build Alternative - No Build Alternative, vph) ¹
		LOS (delay, sec.)	Volumes (vph)	Medium Truck Volumes (vph)	Heavy Truck Volumes (vph)	LOS (delay, sec.)	Volumes (vph)	Medium Truck Volumes (vph)	Heavy Truck Volumes (vph)	
Koli Road & I-10 EB Ramps	AM	N/A	0	0	0	B (13.7)	1,430	110	20	130
	PM	N/A	0	0	0	B (10.4)	1,645	130	25	155
Koli Road & I-10 WB Ramps	AM	N/A	0	0	0	A (1.4)	945	50	10	60
	PM	N/A	0	0	0	A (1.2)	705	80	20	100

¹ Truck Volume Difference includes both MT and HT
 MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds) HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).

Notes: Traffic data provided by HDR on October 25, 2024.

Table 3 – Intersection AADT and Truck Volumes

Intersection	Veh Class	2050 No-Build Alternative					2050 Build Alternative					Difference (Build - No-Build)
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	
Koli Road & I-10 EB Ramps	Total AADT	0	0	0	0	0	10,920	1,975	0	9,445	22,340	22,340
	MT AADT	0	0	0	0	0	745	105	0	655	1,505	1,505
	HT AADT	0	0	0	0	0	125	5	0	110	240	240
Koli Road & I-10 WB Ramps	Total AADT	0	0	0	0	0	1,975	0	1,985	0	3,960	3,960
	MT AADT	0	0	0	0	0	105	0	105	0	210	210
	HT AADT	0	0	0	0	0	5	0	5	0	10	10

Notes: AADT – Annual average daily traffic
 MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds).
 HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).
 Source: MAG

Notes: Traffic data provided by HDR on October 25, 2024.

New Bus and Rail Terminals

Does the project involve construction of a new bus or intermodal terminal that accommodates a significant number of diesel vehicles?

NO – This project does not construct any new bus or rail terminals.

Expanded Bus and Rail Terminals

Does the project involve an existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses (or trains) increases by 50% or more, as measured by arrivals?

NO – This project does not expand any bus or rail terminals.

Projects Affecting PM Sites of Violation or Possible Violation

Does the project affect locations, areas or categories of sites that are identified in the PM₁₀ or PM_{2.5} applicable plan or implementation plan submissions, as appropriate, as sites of violation or potential violation?

NO – The project location is not listed in MAG's 2012 SIP as a site of violation or potential violation.

POAQC Determination

The traffic analysis does not show a significant increase in the number of diesel vehicles due to the project. Therefore, ADOT is presenting this project for interagency consultation in accordance with 40 CFR93.105 that this project is not a Project of Air Quality Concern and thereby will not require a PM hot-spot analysis.

Interagency Consultation Comments

Project Name:		Koli Road Traffic Interchange		Name: Lindsay Wickersham Agency: US EPA Region IX	
Project Number(s):		F0701			
Document Name:		F0701_Koli Road Traffic Interchange_PM Consultation_12202024.pdf			
Document Date:		12/20/2024			
					COMMENT RESOLUTION
					For ADOT USE
					Response Notes
Page Number	Paragraph	Table	Other	Comment	
1	2			This paragraph states that the I-10 consists of 2 lanes in each direction, however when looking at the I-10 on google maps within the project area, I-10 appears to be 3 lanes in each direction, and then transitions to 2 lanes right before E Queen Creek Road (around exit 164). Please update this language and clarify if the 2 additional lanes will be added to the entirety of I-10, so that some areas will be a 5-lane highway or if the entire project will be expanded to 4 lanes on each side. Further, we would like to note that adding these lanes adds capacity to I-10 that should be considered in this analysis.	The existing and future I-10 lane configuration language has been updated. The approved Wild Horse Pass Corridor improvements are included in both the No-Build and Build scenarios for the Koli Road TI project, as they are imminent regardless of the study.
3			Figure 2	Please include more information and/or additional figures detailing the path of the new roads following the proposed Koli Road Traffic interchange. Please also add descriptions of the new/expanded intersections and connections to existing roads, and expanded TI's within the entire project area (i.e. Koli Rd Traffic interchange to Maricopa Road)	An updated graphic has been provided for reference only. ADOT's study scope is limited to the Koli Rd TI, other portions are independent of the study.
5	1			It is stated that this project is not a "New Highway Project", however adding a new traffic interchange at Koli road will create new roads that does not currently exist in each direction of this intersection, therefore we argue that project is a new highway project. We suggest amending this statement.	This is a new connection / interchange project as stated in the consultation document, there are not a significant number of diesel vehicles per guidelines. Adding lanes to I-10 and improvements to Wild Horse Pass Blvd TI and Queen Creek Rd TI are part of a separate and independent project. These improvements were included in both the No-Build and Build scenarios for Koli Road TI project.
5	2			It is stated that, "The AADT increase on the Koli Road is the result of traffic re-distribution in the network with the addition of the Koli Road TI because there is no capacity increase on the I-10 mainline." However, this project proposes to add two additional lanes to the I-10 corridor, which should increase capacity. Further, the "I-10 Koli Road Traffic Interchange Traffic Memo" states that there is an EA for the increased capacity of these road ways and intersections. Please include the additional capacity in this analysis and adjust the traffic numbers to reflect this change in capacity.	This project only focuses on Koli Road TI, improvements to Wild Horse Pass Blvd TI and SR 347 Queen Creek Road TI are part of a separate and independent project. These improvements were included in both the No-Build and Build scenarios for Koli Road TI project.
5	2			There is a misleading statement in this paragraph, "The total AADT is far lower than 125,000 and truck volumes are far less than 10,000 to be considered significant." The example referenced is an extreme case, and not the benchmark that should be used for a significant number of trucks. We recommend deleting or amending this statement.	Statement has been deleted.
5	4			On page 5, it states that this is not an expanded highway project, however there are new lanes being added to the project. We think this should be an expanded highway project and that this text should be amended.	The study scope is limited to the Koli Road TI, improvements to Wild Horse Pass Blvd TI and SR 347 Queen Creek Road TI are part of and independent project. These improvements were included as baseline existing conditions in both the No-Build and Build scenarios for Koli Road TI project.
5		1		There is traffic data included in this table for North and South of Koli Road on Maricopa Road, however there is no map or mention of where Koli road will meet Maricopa in this document. Please document where this road will be, and what type of interchange will be created to accommodate this new road.	New graphic provides project and "by-others" roadway network, i.e. north and south of Maricopa Rd connection (based on best available information). Additionally, figure 2 in the traffic memo provides traffic model segment and node connections.
6		2		Please amend to include the LOS of the other intersections in the project area, "Wild Horse Pass Blvd TI" and the "SR 347 Queen Creek Road TI"	For information purposes, the LOS of the Wild Horse Pass Blvd TI and SR347 Queen Creek Road TI were analyzed in the I-10 Wild Horse Pass Corridor Project, and they would operate at LOS B in 2050 design year. This project scope is limited to Koli Road TI.





Beverly Chenausky <bchenausky@azdot.gov>

Re: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

1 message

Beverly Chenausky <bchenausky@azdot.gov>

Thu, Feb 6, 2025 at 1:58 PM

To: Matthew Poppen <mpoppen@azmag.gov>, "Wickersham, Lindsay" <wickersham.lindsay@epa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, ryan.eberle@gric.nsn.us, Lisa Gover <Lisa.Gover.DEQ@gric.nsn.us>
Cc: Steven Olmsted <solmsted@azdot.gov>, Joonwon Joo <jjoo@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>, MPD Programming - ADOT <mpdprogramming@azdot.gov>, "Gabiou, Dan (FHWA)" <dan.gabiou@dot.gov>, Clifton Meek <meek.clifton@epa.gov>, Karina O'Conner <oconnor.karina@epa.gov>, "Unger, Audrey C." <Audrey.Unger@hdrinc.com>, Dean Giles <dgiles@azmag.gov>, Adam Xia <Axia@azmag.gov>, "Jackson, Jeremy L." <jeremy.jackson@hdrinc.com>, David Shu <DShu@aztec.us>, "Sanchez, Ever" <Ever.Sanchez@hdrinc.com>, Caitlyn Zarembo <zarembo.caitlyn@azdeq.gov>, Trent Kelso <tkelso@azdot.gov>, Myrna Bondoc <mbondoc@azdot.gov>

Please find attached a revised consultation document with response to comments received. This project will be discussed next week for those interested in any additional clarifications, the meeting link is provided below. Thank you for your time in reviewing the documents. Let me know if you have any questions or concerns. Beverly

ADOT Transportation Conformity Coordination

Thursday, February 13 · 11:00am – 12:00pm

Time zone: America/Phoenix

Google Meet joining info

Video call link: <https://meet.google.com/usc-ivuz-eof>

Or dial: (US) +1 585-667-0052 PIN: 813 049 123#

More phone numbers: <https://tel.meet/usc-ivuz-eof?pin=9640464285692>

----- Forwarded message -----

From: **Beverly Chenausky** <bchenausky@azdot.gov>

Date: Fri, Dec 20, 2024 at 3:35 PM

Subject: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

To: Matthew Poppen <mpoppen@azmag.gov>, Wickersham, Lindsay (she/her) <wickersham.lindsay@epa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>, Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>, <Lisa.Grover.DEQ@gric.nsn.us>, <ryan.eberle@gric.nsn.us>

Cc: Steven Olmsted <solmsted@azdot.gov>, Joonwon Joo <jjoo@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>, MPD Programming - ADOT <mpdprogramming@azdot.gov>, Gabiou, Dan (FHWA) <dan.gabiou@dot.gov>, Clifton Meek <meek.clifton@epa.gov>, Karina O'Conner <oconnor.karina@epa.gov>, Unger, Audrey C. <Audrey.Unger@hdrinc.com>, Dean Giles <dgiles@azmag.gov>, Adam Xia <Axia@azmag.gov>, Jackson, Jeremy L. <jeremy.jackson@hdrinc.com>, David Shu <DShu@aztec.us>, Sanchez, Ever <Ever.Sanchez@hdrinc.com>, Caitlyn Zarembo <zarembo.caitlyn@azdeq.gov>, Trent Kelso <tkelso@azdot.gov>, Myrna Bondoc <mbondoc@azdot.gov>

To All:

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ADOT Monthly Air Quality Coordination Meeting Agenda

Thursday, February 13, 2025

Google Meet

ADOT Transportation Conformity Coordination

Thursday, December 12 · 11:00am – 12:00pm

Time zone: America/Phoenix

Google Meet joining info

Video call link: <https://meet.google.com/usc-ivuz-eof>

Or dial: (US) +1 585-667-0052 PIN: 813 049 123#

More phone numbers: <https://tel.meet/usc-ivuz-eof?pin=9640464285692>

Notes added within each agenda item.

1. WELCOME & INTRODUCTIONS

Attendees: [Amanda Luecker](#), George Noel, Chris Dresser, Dan Gabiou, Katie Rodriguez, [Beverly Chenausky](#), David Shu (Aztec), Greta Halle, Jason James, Leigh Osterling

2. REVIEW PROJECTS

Active Projects (General Updates/Discussion)

- **F0701 Interstate 10/Koli Road Traffic Interchange**

- Project Team Discussion of final documents provided 2/6/2025
- Aztec went over the response to comments
 - EPA has no further comments on the comment resolution documents
 - FHWA has no further comments on the comment resolution documents
- ADOT will document the response to comments on 1/6/2025
 - Next Steps - ADOT will start efforts to prepare the AQ report and anticipate to have that ready by May 2025. The Draft EA is anticipated for Fall 2025 and will be included with the EA.

ADOT Monthly Air Quality Coordination Meeting Agenda

Upcoming Projects

- **T0428 City of Peoria - El Mirage Road, Loop 303 to Jomax Road**

- Discussion of schedule and use of Atypical Events Report from L303 Project
- Public Open House February 26, 2025

<https://www.elmirageroadextension.com/>

1. ADOT inquired what needs to be done for CO noting it is not an applicable requirement in the region anymore.
 - a. FHWA recommended that when submitting the documents, ADOT make a note of the approach and just clarify to interagency consulting parties why CO is not included
 - b. ADOT provided overview of approach to AQ - PM10 hot spot analysis would be provided through Workfront, consultation will be initiated late February
 - c. ADOT has tentative meeting set for 3/20 to discuss the approach to modeling for this project
 - d. ADOT discussed possibly using the same background monitor (Zuni Hills) for this project that was used for F0561/F0562
 - i. EPA suggested that it would be appropriate to use the same analysis, but would need to resubmit as an atypical event again as it's a separate project and action.
 - ii. FHWA agreed with EPA, asked what years were used for older project
 1. Aztec confirmed for the 303 project they used 2021-2023 data, MAG has not published 2024 data yet.
 2. FHWA said that was acceptable to use the 2021-2023 data.
 - e. EPA said they are almost complete with review of F0561/F0562 and will be submitting final comments soon that are overall minor. Send documents to Lindsay Wickersham, Will, and Amy. EPA will provide comments on documents through the interagency consultation meeting.

ADOT Monthly Air Quality Coordination Meeting Agenda

- **F0719 SR 24, SR202L to Ironwood Drive**

- Discussions of schedule and general approach

- Discussed timing of consultation documents, MAG programming to be adopted

327 MOU Major Studies Monitoring Spreadsheet (General Updates)

- General Discussions on approaching April 3, 2025 CO conformity no longer applicable - No longer consulting on CO
- Is any additional information needed on ADOT projects on 327 Major Studies Spreadsheet?
 - ADOT noted T0558 new project
 - EPA commented on the two major projects (SR30 and North South) and discussed the timing of the projects and information
 - FHWA made a comment about future SR30 project and MAG changes to programming for future 3rd segment.
- Are there any project specific breakout meetings needed?

3. OPEN DISCUSSION

- PROCESS/PROGRAM UPDATES
- ROUNDTABLE

- i. Future meetings

1. March 20th, 2025
2. Meetings after March will not shifted due to the daylight saving time changes.

the project and describe why the project should be treated as a project of air quality concern. Please forward to those as needed and let me know if you have any additional questions.



Beverly Chenausky
ASSISTANT ENVIRONMENTAL
ADMINISTRATOR
**ARIZONA DEPARTMENT OF
TRANSPORTATION**

MD EM02, 206 S. 17th Ave.
Phoenix, AZ 85007

480.390.3417

Website: azdot.gov

2 attachments



F0701_Interagency Consultation Comment Form_EPA_1.03.25_Response_v3 (1).xlsx
415K



F0701_I10_Project-Level-PM-Questionnaire_20250130 (1).docx
1094K

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Appendix B. MSAT and CO_{2e} MOVES Modeling Files (Model Files by Request)

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Appendix C. Public Comments on Air Quality

There were no public comments on the air quality report.

Interagency review of draft Air Quality Report



Beverly Chenausky <bchenausky@azdot.gov>

RE: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

1 message

David Shu <DShu@aztec.us>

Wed, Apr 30, 2025 at 12:12 PM

To: Beverly Chenausky <bchenausky@azdot.gov>

Cc: Steven Olmsted <solmsted@azdot.gov>, "audrey.unger@hdrinc.com" <audrey.unger@hdrinc.com>

Hi Beverly,

Please review the revised AQ report addressing GRIC's comments (only Section 2.5 was revised per GRIC comments. GRIC comments a and b were addressed. For comment c, the third column in Table 3 is "averaging time", which shows if there are maximum 8-hr or 24-hr average concentrations.

Please let me know if you have any questions. Thanks,

David

From: Beverly Chenausky <bchenausky@azdot.gov>**Sent:** Monday, April 28, 2025 9:52 AM**To:** David Shu <DShu@aztec.us>**Cc:** Steven Olmsted <solmsted@azdot.gov>**Subject:** Fwd: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

David - Please address GRIC comments, make sure you modify the report that was provided to the group sent by me on March 25, 2025.

**Beverly Chenausky**

Assistant Environmental Administrator

ENVIRONMENTAL PLANNING**205 South 17th Ave.****Phoenix AZ 85007**480.390.3417 | azdot.gov

----- Forwarded message -----

From: **Ryan Eberle** <Ryan.Eberle@gric.nsn.us>

Date: Mon, Apr 28, 2025 at 9:41 AM

Subject: RE: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

To: Beverly Chenausky <bchenausky@azdot.gov>, Matthew Poppen <mpoppen@azmag.gov>, Wickersham, Lindsay <wickersham.lindsay@epa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>, Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>, Lisa Gover <Lisa.Gover.DEQ@gric.nsn.us>

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Hi, Beverly. I have a few comments on this document, which should also apply to the draft EA:

1. Section 2.5

- a. The 3rd paragraph states that the Casa Blanca (CB) monitor collects PM10 and Ozone data; however, the CB monitor only collects PM10 data.
- b. The CB monitor is only ~0.5 mile closer to the project than the GRIC St Johns (SJ) monitor. The CB monitor is located in Pinal County and in an unclassified PM10 area and only monitors PM10. The SJ monitor is located in Maricopa County in the PM10 NonAttainment Area and monitors Ozone and PM10. Consider including the SJ monitor in the discussion.
- c. In Table 3, it is not clear what the "concentrations" are - are they maximum 8-hr or 24-hr average concentrations for the calendar year? Table 4 seems to have the PM10 data better presented.

2. I've attached the 2023 Network Review.

Please let me know if you have any questions.

Thanks.

Ryan Eberle, P.E.

Air Program Manager

Gila River Indian Community

Department of Environmental Quality

c| 480.622-3326

d| 520.796.3781

Mailing Address: P.O. Box 2139

Sacaton, AZ 85147

Physical Address: 124 Skill Center Rd.

Sacaton, AZ 85147

Website: <http://www.gricdeq.org/>



From: Beverly Chenausky <bchenausky@azdot.gov>

Sent: Tuesday, March 25, 2025 4:11 PM

To: Matthew Poppen <mpoppen@azmag.gov>; Wickersham, Lindsay <wickersham.lindsay@epa.gov>;
Transportationconformity <transportationconformity@azdeq.gov>; Hansen, Alan (FHWA)
<Alan.Hansen@dot.gov>; Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>; Ryan Eberle
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Subject: Re: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

CAUTION: The sender bchenausky@azdot.gov is from outside of GRIC. Do not open attachments or click on any links if you do not recognize the sender.

Please find attached a draft air quality report for this project, please provide any comments on this report by April 25th, 2025. A blank comment form is also provided, thank you.



ADOTAirNoise - ADOT <adotairnoise@azdot.gov>

RE: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

1 message

Wickersham, Lindsay <wickersham.lindsay@epa.gov>

Fri, Apr 25, 2025 at 11:09 AM

To: Beverly Chenausky <bchenausky@azdot.gov>, Matthew Poppen <MPoppen@azmag.gov>, Transportationconformity <transportationconformity@azdeq.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, "Johanna.Kuspert@maricopa.gov" <Johanna.Kuspert@maricopa.gov>, "ryan.eberle@gric.nsn.us" <ryan.eberle@gric.nsn.us>, Lisa Gover <Lisa.Gover.DEQ@gric.nsn.us>
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Hi Beverly,

Thank you for the opportunity to review the draft air quality report for this project. At this time we have no additional comments.

Thank you,

Lindsay

Lindsay Wickersham | 415-947-4192

Physical Scientist | Planning Section | Air and Radiation Division | US EPA - Region 9

From: Beverly Chenausky <bchenausky@azdot.gov>**Sent:** Tuesday, March 25, 2025 4:11 PM

To: Matthew Poppen <MPoppen@azmag.gov>; Wickersham, Lindsay <wickersham.lindsay@epa.gov>; Transportationconformity <transportationconformity@azdeq.gov>; Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>; Johanna.Kuspert@maricopa.gov; ryan.eberle@gric.nsn.us; Lisa Gover <Lisa.Gover.DEQ@gric.nsn.us>

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Assistant Environmental Administrator

ENVIRONMENTAL PLANNING

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Phoenix AZ 85007

480.390.3417 | azdot.gov

On Thu, Feb 6, 2025 at 1:58 PM Beverly Chenausky <bchenausky@azdot.gov> wrote:

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From: **Beverly Chenausky** <bchenausky@azdot.gov>

Date: Fri, Dec 20, 2024 at 3:35 PM

Subject: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

To: Matthew Poppen <mpoppen@azmag.gov>, Wickersham, Lindsay (she/her) <wickersham.lindsay@epa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>, Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>, <Lisa.Grover.DEQ@gric.nsn.us>, <ryan.eberle@gric.nsn.us>

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[Phoenix, AZ 85007](#)

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Website: azdot.gov



Beverly Chenausky

Assistant Environmental Administrator

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I-10 Koli Rd Air Quality Tech Report_2025-04-29_complete.pdf

4262K