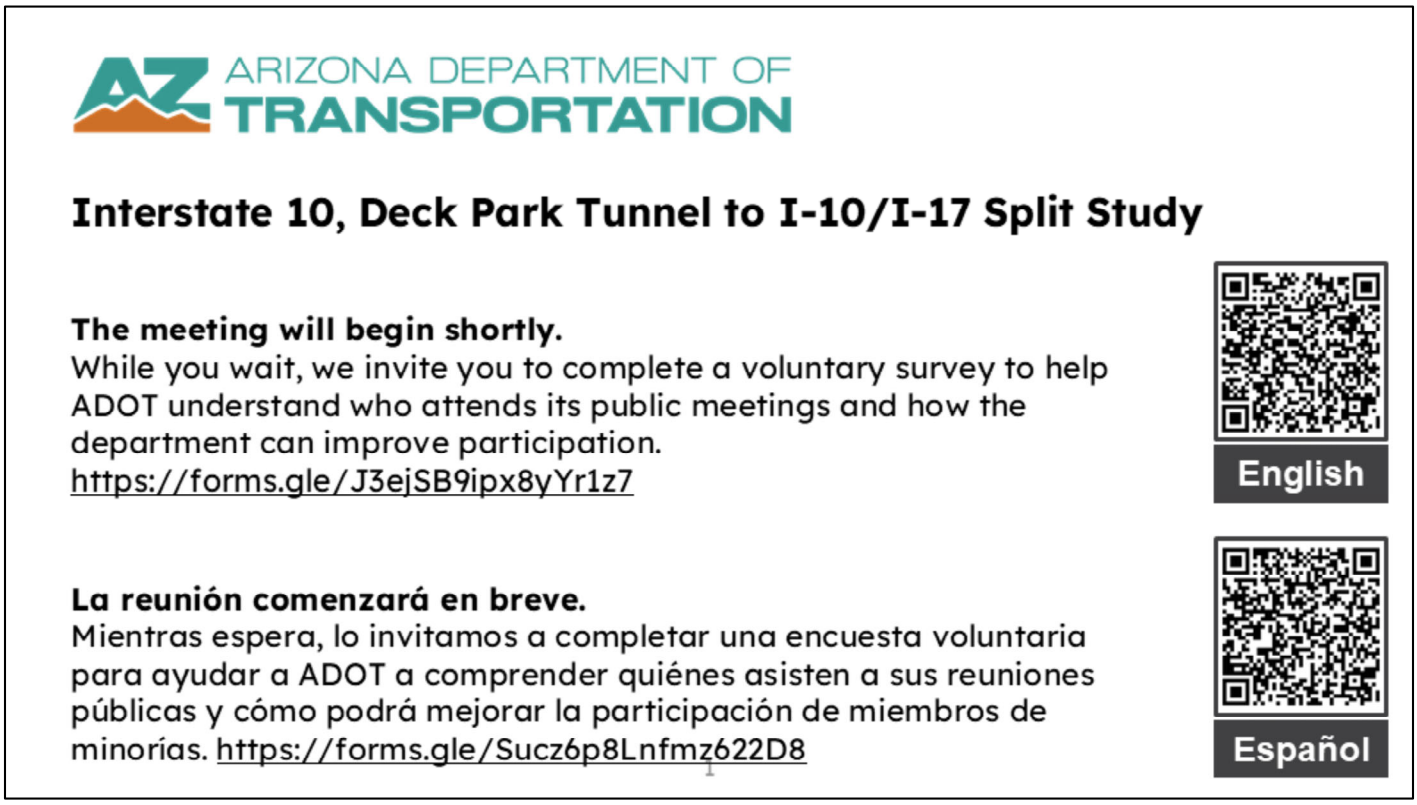


Good evening. The meeting will begin shortly. If you did not take the Self ID survey at the check-in table, we invite you to take it while you wait by visiting the link on the screen or scanning the QR code.

When you came in tonight, you should have received a question card. We ask that you write down your questions or comments, and our project team will collect these cards for use during Q&A after the presentation.

All of the materials for tonight's meeting are available in Spanish. Please see a team member at the check-in table for these materials.

Buenas tardes. La reunión comenzará en breve. Si aún no ha completado la encuesta de autoidentificación en la mesa de registro, le invitamos a hacerlo mientras espera, accediendo al enlace que aparece en la pantalla o escaneando el código QR.

Al llegar esta noche, debería haber recibido una tarjeta para preguntas. Le pedimos que anote en ella sus preguntas o comentarios; nuestro equipo del proyecto recogerá estas tarjetas para utilizarlas durante la sesión de preguntas y respuestas posterior a la presentación.

Todos los materiales para la reunión de esta noche están disponibles en español. Por favor, diríjase a un miembro del equipo en la mesa de registro para obtenerlos.



Good evening. Thank you for joining us for the I-10 Deck Park Tunnel to I-17 Split Study public meeting.

We have a short presentation and then we'll cover questions and comments

ARIZONA DEPARTMENT OF TRANSPORTATION

Tonight's Presenters

- Cynthia Wolfe, ADOT Community Relations Project Manager
- Trent Kelso, ADOT Study Manager
- Jason Pagnard, Consultant Study Manager



Our other presenters tonight include Trent Kelso, ADOT Study Manager, and Jason Pagnard, Consultant Study Manager.

ARIZONA DEPARTMENT OF TRANSPORTATION

Purpose of Tonight's Meeting

- Provide study background
- Share an overview of the study and present alternatives
- Review the study schedule and project timeline
- Receive input to help refine the study alternatives



The purpose of tonight's meeting is to provide an overview of the study, the alternatives we're considering and the study schedule and project timeline. And most importantly to receive your input that will help us further refine the Build Alternative.

ARIZONA DEPARTMENT OF TRANSPORTATION

Study Area

- I-10, Deck Park Tunnel to I-17 Split
- Connecting freeways
  - State Route 51
    - I-10 to Campbell Avenue
  - Loop 202
    - I-10 to 24th Street



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The study area includes I-10 from the Deck Park Tunnel to the I-17 Split, along with two connecting freeways - State Route 51 south of Campbell Avenue and Loop 202 west of 24th St, including the interchanges, ramps and the HOV system. The green area on the map extends beyond these limits to account for signing and traffic control needs outside of the core study area.

ARIZONA DEPARTMENT OF TRANSPORTATION

Study Purpose

Address safety and traffic operations on I-10 and its system connections within the study area, while maintaining access to downtown Phoenix and Sky Harbor Airport.



6

ADOT is preparing an Environmental Assessment and Design Concept Report for the study. As part of an Environmental Assessment, we determine the purpose and need for the project, and how well the proposed improvements meet that purpose and need.

The purpose of the study is to address safety and traffic operations on I-10 and its system connections within the study area, while maintaining access to downtown Phoenix and Sky Harbor International Airport.

ARIZONA DEPARTMENT OF TRANSPORTATION

Study Need

Reduce the numerous weaves and lane drops that result in collisions and maintain efficient regional commerce connectivity.



The project is needed to improve traffic flow and safety on I-10 by addressing current and future congestion, merging and weaving conflicts, unreliable travel times and high-crash areas. It would preserve regional and local access to key destinations, including downtown Phoenix, the Airport, major employment centers and regional freeways, while supporting reliable commerce and freight movement through the Phoenix urban core.

ARIZONA DEPARTMENT OF TRANSPORTATION

Study Purpose & Need: Safety

2020-2024:

- Average of 6 crashes per day
- 24 fatal crashes
- Rear-end and sideswipe crashes occurred most frequently



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From 2020 through 2024, the study area averaged approximately six crashes per day. Over that five-year period, 24 crashes involved a fatality. Rear-end and sideswipe crashes were the most common types. These crashes can be influenced by congestion, differences in speed, and vehicles merging or changing lanes.

ARIZONA DEPARTMENT OF TRANSPORTATION

Study Purpose & Need: Congestion

2026 to 2050

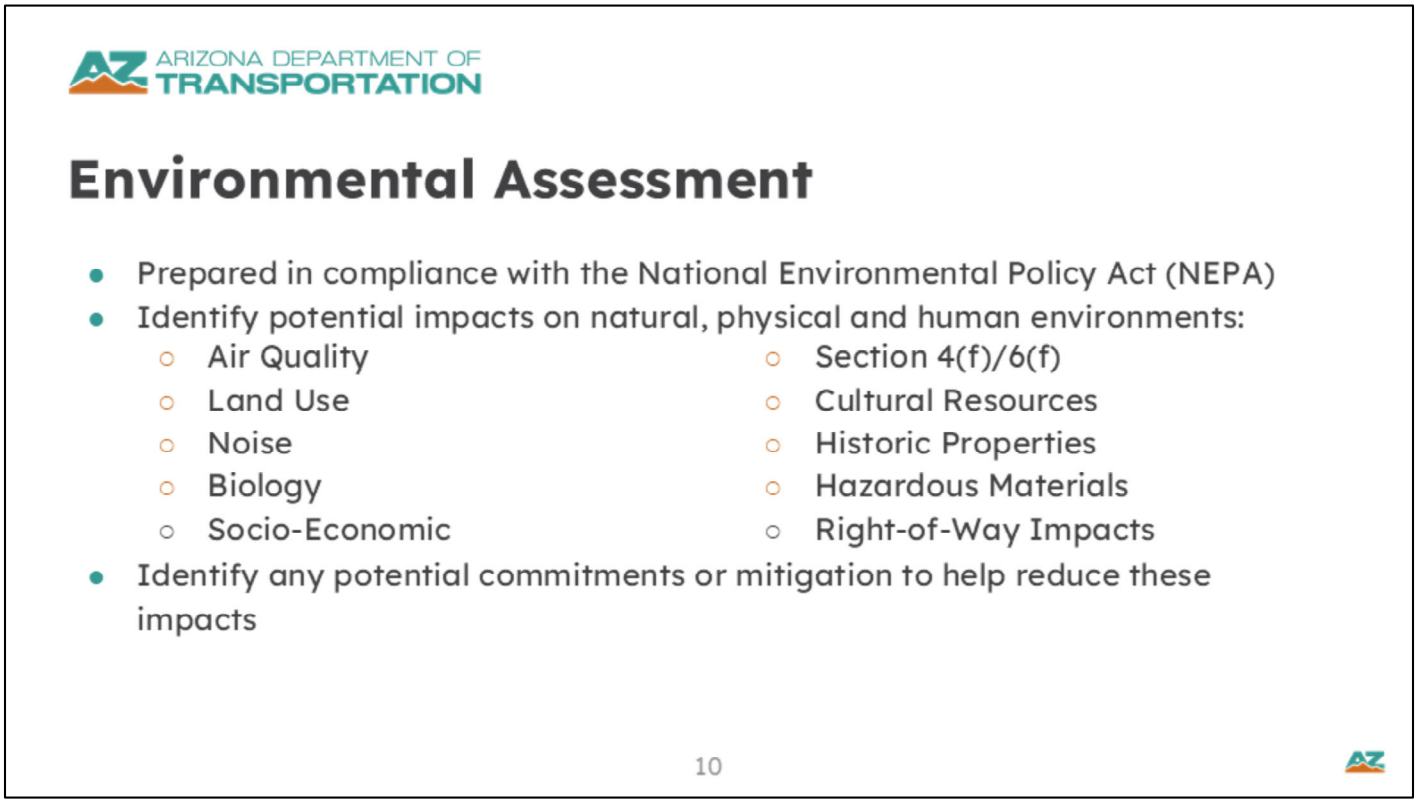
- Daily traffic on I-10 is projected to increase 12–15%
- Average travel delay is projected to more than double.
- Growing traffic could intensify merging and weaving conflicts



9

Traffic on I-10 in the study area is heavily congested during rush hours, and it is expected to worsen in the future.

- Traffic on I-10 near 7th and 16th Street is projected to grow from about 350,000 vehicles per day to 392,000 by 2050. Overall, study area traffic volumes will increase by 12-15%.
- Average travel delay in the study area is projected to more than double by 2050.
- Heavy congestion occurs on I-10 between the tunnel and the Mini Stack interchange, with the heaviest areas near 7th Street and the Mini Stack interchange ramps. Another heavily-congested area on I-10 is near the west entrance of the Airport.
- By 2050, growing traffic volumes will worsen the congestion and intensify the merging and weaving conflicts.



This study's environmental assessment will be prepared in compliance with the National Environmental Policy Act or NEPA. It will evaluate the Build and No Build alternatives and their potential effects on people and the environment, including air quality, noise and cultural resources. The evaluation will also consider potential effects on historic and non-historic properties, neighborhoods, community connections, and all other environmental resources.

The study will also identify ways to avoid or reduce potential adverse effects on these resources. These findings, together with the engineering evaluation and public input, will inform the project decision.

ARIZONA DEPARTMENT OF TRANSPORTATION

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 USC 327 and a Memorandum of Understanding dated 06/25/24 and executed by FHWA and ADOT.



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ADOT has assumed the Federal Highway Administration's responsibility for carrying out the NEPA environmental reviews and approvals per the executed agreement dated June 25, 2024, between the FHWA and ADOT. As a result, ADOT serves as the lead agency and has the authority to approve this project.



The study will compare Build and No Build alternatives using a variety of factors. These factors include safety and traffic operations along with environmental, utility, drainage, right-of-way (including property impacts), airport, constructability and cost considerations, as well as public and agency input.

The results of these comparisons will be used to develop ADOT's future recommendation for the project.

ARIZONA DEPARTMENT OF TRANSPORTATION

Study Background: MAG Study

I-10 Freeway Corridor Study: Deck Park Tunnel to I-10/I-17 Split:

- MAG partnership with ADOT, City of Phoenix, FHWA and FAA
- Considered 108 unique design ideas for the project area
- Public outreach:
  - Interactive online survey: Winter 2023
  - Public meeting: October 2024



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This study builds on the recent I-10 Corridor Study completed by the Maricopa Association of Governments, known as MAG, in partnership with ADOT, City of Phoenix, FHWA and Federal Aviation Administration.

The MAG study considered a universe of alternatives with 108 unique design concepts for the project area, including:

- Interchange improvements
- Ramp connections
- HOV expansion
- and other freeway improvements

Public outreach for the MAG study included an interactive online survey in winter 2023 and a public meeting in October 2024.

ARIZONA DEPARTMENT OF TRANSPORTATION

MAG Study Recommendations

- Made recommendations to serve as the basis for future projects in this corridor
  - Braided Ramps
  - Collector-Distributor (CD) Roads
  - HOV Lane Modifications



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The MAG study identified concepts for further evaluation, which served as the starting point for this project. Improvement strategies included braided ramps, collector-distributor roads, and other operational improvements intended to address safety, reduce merge/weave conflicts, and improve traffic flow. These concepts will be described in further detail by Jason.

The MAG recommendations focused on improvements that could be made within the existing ADOT I-10 right of way wherever possible to reduce impacts to adjacent neighborhoods and properties.

ARIZONA DEPARTMENT OF TRANSPORTATION

Pre-Scoping Outreach in June 2026

- 47,000+ mailers
- 15 community presentations
- 2,300+ responses to the online survey
- Feedback incorporated into design concepts



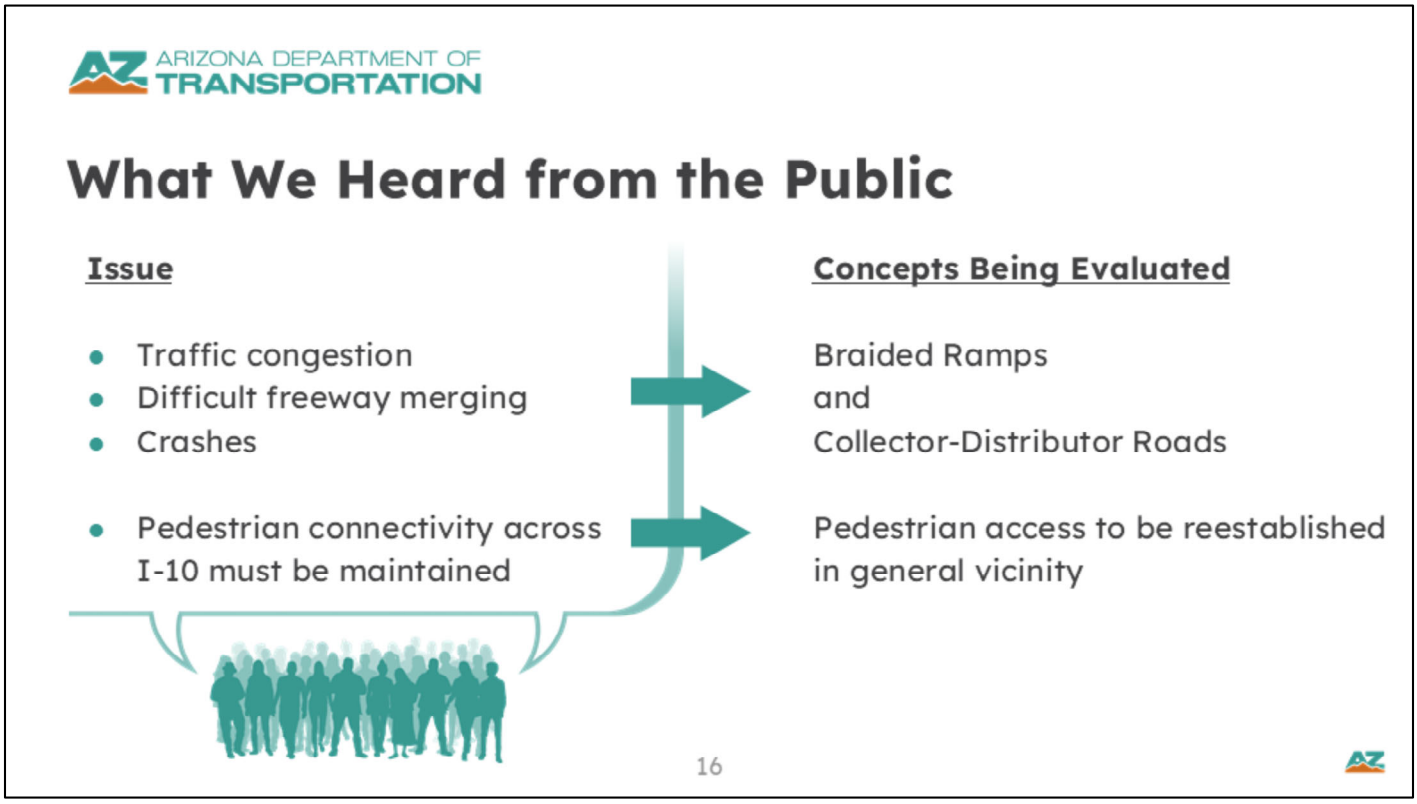
15

To gather input directly from those most likely to be affected by the project, the study team conducted pre-scoping outreach in June. The purpose of this effort was to introduce the ADOT study and gather key input to inform the study.

This outreach effort included:

- More than 47,000 mailers were sent to businesses and residences within a one-mile radius of the study area to inform them of the study and the opportunity to provide input.
- 15 presentations to neighborhood and community organizations and the Phoenix Village Planning Committees with nearly 300 attendees in total.
- More than 2,300 responses were received from the online survey and input provided via email, phone and mail.
- Input primarily came from frequent corridor users, including drivers, nearby residents and people who work or attend school in the study area.

The input helped inform the development and refinement of the Build Alternative we're sharing tonight. We are continuing to gather public input as the engineering and environmental evaluations move forward.



The most frequent concerns identified during the pre-scoping outreach were traffic congestion, difficult freeway merging and crashes. The study is evaluating how braided ramps and collector-distributor roads, or CD roads, could help address these concerns. We will explain how these features work in the next few slides.

We also heard concerns about pedestrian connections across I-10. The Build Alternative could affect existing pedestrian bridges, and the study is evaluating options to maintain pedestrian and bicycle connections across I-10. We will discuss those options shortly.

A summary of this outreach effort is available on the project website

ARIZONA DEPARTMENT OF TRANSPORTATION

Alternatives

No-Build Alternative

- Existing configuration without changes

Build Alternative

- Refined MAG Study recommendations

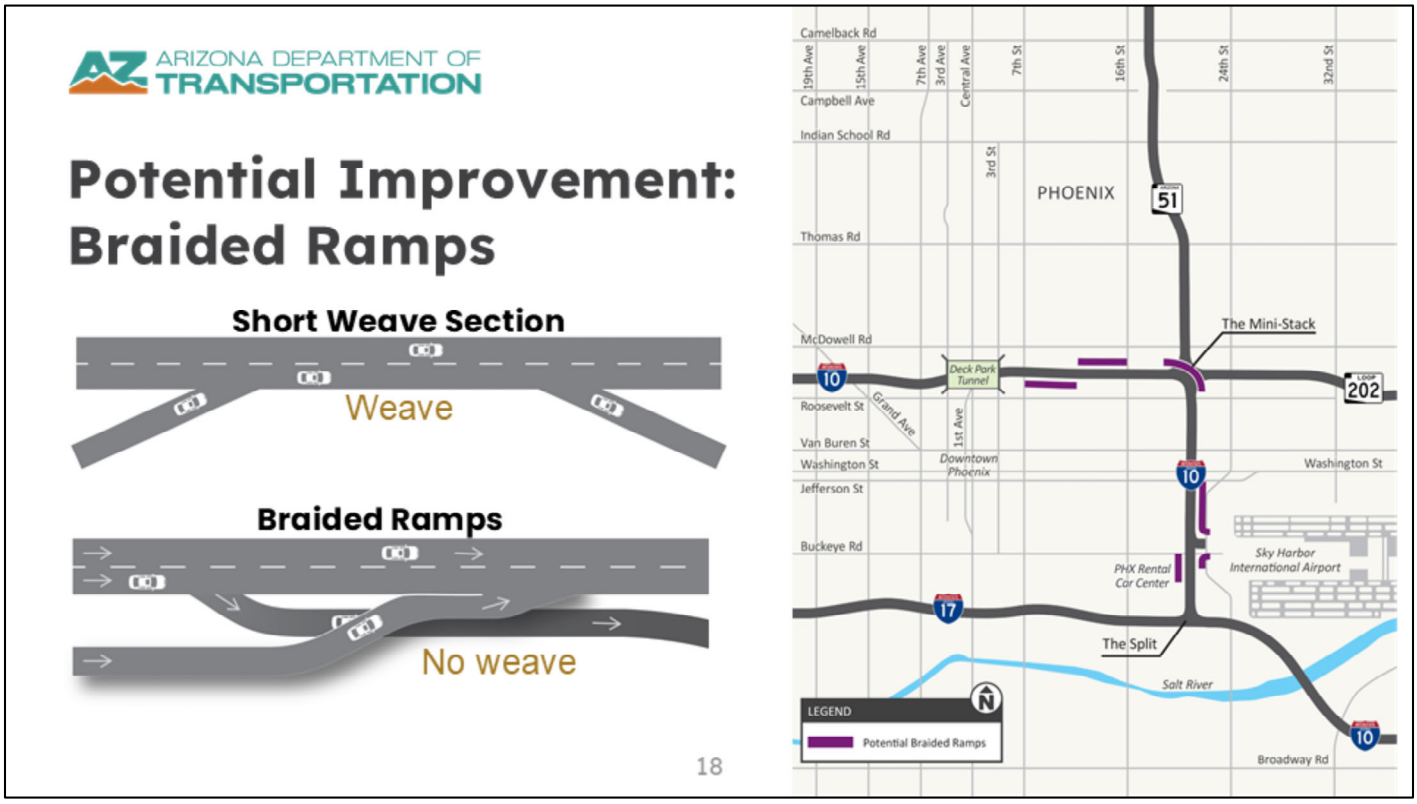


17

This ADOT study is evaluating a No Build Alternative and a Build Alternative. The No Build Alternative looks at future conditions without the improvements proposed by this study and provides a basis for comparing the potential benefits and effects of the Build Alternative.

The Build Alternative being presented tonight is a refinement of the recommendations developed earlier through the MAG study. These changes were developed through additional engineering analysis and coordination between ADOT and other agencies.

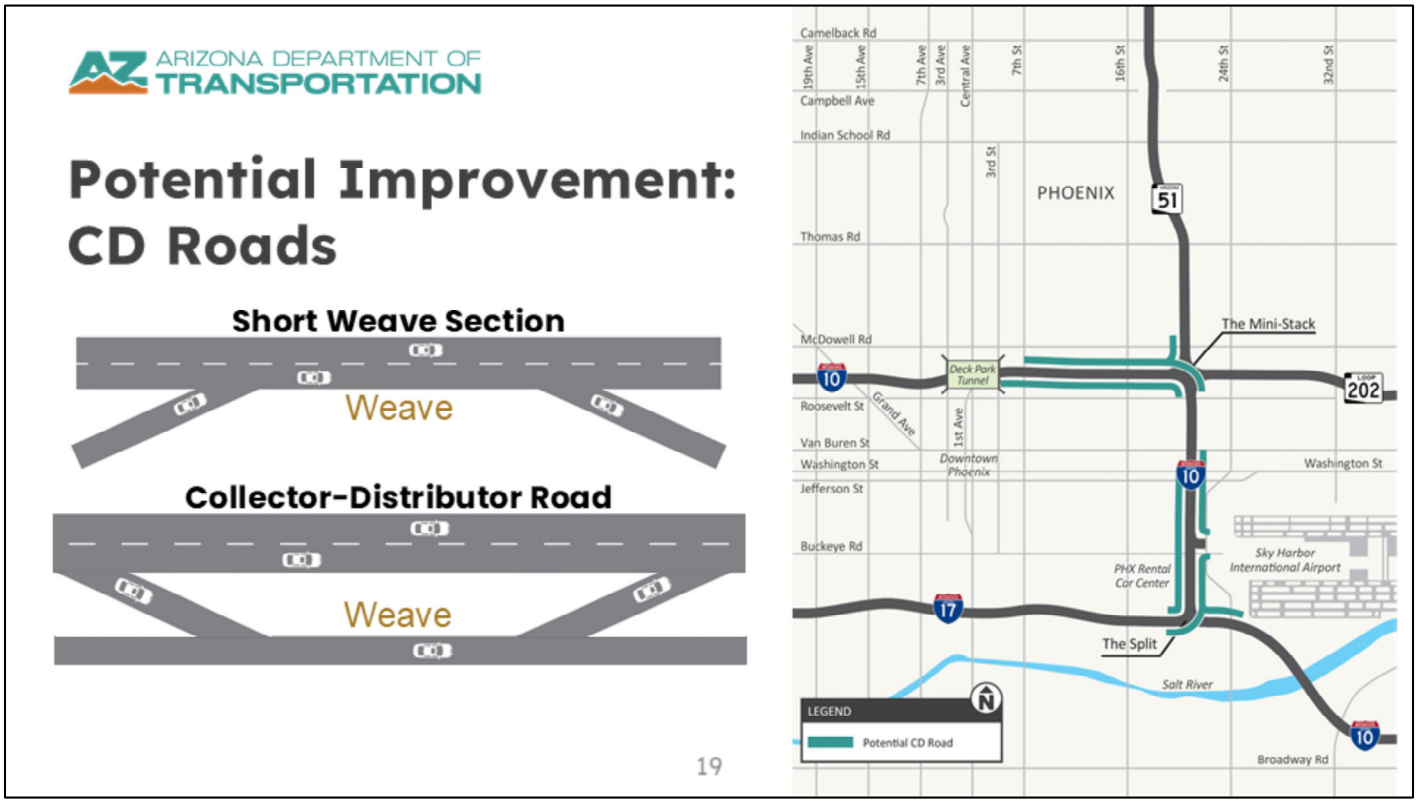
The Build Alternative remains under study and may change as the engineering and environmental evaluations continue. No final decision has been made on which potential improvements or alternative would move forward. We welcome your input on the current alternatives and other ideas we should consider as we move forward in the study.



In the next few slides, several improvement concepts will be described that serve as the building blocks for the Build Alternative. The idea is to reconfigure the roadway within the corridor to efficiently address traffic and safety needs.

In several locations, drivers entering and exiting the freeway must cross paths within a short distance. These merge/weave areas can create traffic flow conflicts, contributing to sudden braking, speed differences and crashes.

One building block concept being evaluated is a braided ramp. A braided ramp separates entering and exiting traffic by allowing one ramp to pass over or under another. This can reduce the need for drivers to cross paths in a short distance to improve safety and traffic flow.



Another building block concept being evaluated is a collector-distributor road, often called a CD road. A CD road is a roadway that is barrier separated from the freeway that allows the merging of entering and exiting traffic to occur off the main freeway lanes. CD roads were included on the recently completed I-10 Broadway Curve project.

This does not eliminate every merge, but it can move some merge or weave activity away from the higher-speed mainline lanes and into a lower-speed area designed for those movements.

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Build Alternative Overview: I-10 Eastbound



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We will now move through the corridor and highlight key locations where the building block concepts we just discussed are being applied in the Build Alternative.

We'll start eastbound on I-10 near 3rd Street and continue to the I-10/I-17 Split. Then we'll turn around and travel westbound toward the Deck Park Tunnel.



Starting eastbound near 3rd Street, the Build Alternative would add a second HOV lane extending to the Loop 202 HOV ramp.

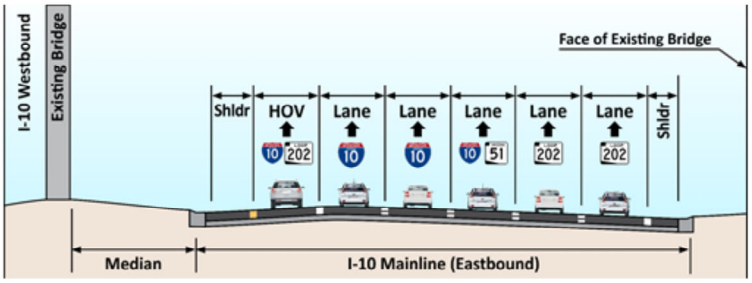
A new collector-distributor road would begin near 7th Street and serve the exits to 16th Street, SR 51 and Loop 202, along with traffic entering from 7th Street. The 7th Street on-ramp and CD road would be braided to reduce merging and weaving conflicts.

A barrier would separate the CD road from the main I-10 lanes, further reducing these conflicts. Similar to the I-10 Broadway Curve project, this separation would also change some existing freeway connections and how drivers reach certain destinations.

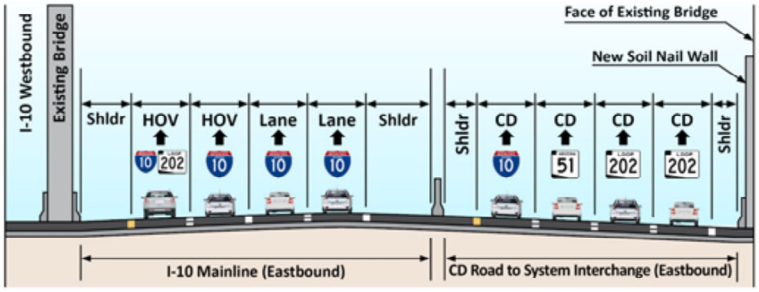
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I-10 Eastbound Lane Configuration





Existing (6 Lanes)



Proposed (8 Lanes)

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A dominant traffic pattern in the study area is the east-west movement of vehicles between I-10 and Loop 202.

The cross sections here display the existing eastbound I-10 on top and the Build Alternative on the bottom, at the 16th Street bridge. In the existing condition, the I-10 mainline includes one HOV lane, two general purpose lanes for I-10 traffic, one lane for both I-10 and SR 51, and two lanes for Loop 202 eastbound.

The Build Alternative on the bottom includes two HOV lanes, two general purpose lanes continuing on I-10 and four lanes on the CD road serving SR 51 and Loop 202. The CD road also provides access to I-10 from 7th Street.

The idea is to separate traffic by destination before it reaches the Mini-Stack interchange. We are evaluating the lane configuration against future traffic demand and the physical constraints in this part of the corridor.



Due to the lane reconfiguration, the Build Alternative could also affect portions of the existing curved walls between the Deck Park Tunnel and the Mini-Stack. Roadside areas and some walls may need to be reconstructed to accommodate the proposed roadway.

The study will evaluate these changes, including opportunities to address the appearance of reconstructed walls in accordance with applicable ADOT requirements.



Continuing eastbound through the Mini-Stack and now looking south, the Build Alternative would add a third lane to the ramp from southbound SR 51 and westbound Loop 202 to eastbound I-10.

The additional lane would continue on eastbound I-10 beyond the Mini-Stack to better accommodate traffic entering from these freeway connections and help reduce congestion on I-10, SR 51 and Loop 202.



Continuing eastbound toward the I-10/I-17 Split, the Build Alternative would add a new exit ramp serving both Sky Harbor Circle and Sky Harbor Boulevard. The existing exit to Sky Harbor Boulevard would be relocated to branch off this new ramp.



Approaching the I-10/I-17 Split, the Build Alternative would reconstruct the ramps connecting eastbound I-10 to northbound I-17.

Looking more closely at the Buckeye Road area, the Build Alternative includes a new ramp that allows drivers on Buckeye Road to connect directly to I-10 westbound, Loop 202 eastbound, and SR 51 northbound. This ramp starts on the west side of I-10, crosses under the I-10 mainline and other ramps near the I-10/I-17 Split, separating conflicting traffic movements and bypassing traffic signals, providing a new connection from the Sky Harbor Airport area. Access to eastbound I-10 would be from the same location on Buckeye Road.

These ramps would be braided with the Buckeye Road ramps. This would help separate entering and exiting traffic to reduce merging and weaving conflicts.

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Build Alternative Overview: I-10 Westbound



Now we will turn around at the I-10/I-17 Split and head westbound on I-10 toward the Deck Park Tunnel, highlighting additional improvements being considered in this direction.



Starting westbound at the I-10/I-17 Split, the Build Alternative would add a new exit ramp and CD road serving Buckeye Road and Sky Harbor Circle



Continuing westbound, the Build Alternative would add a new CD road and braided ramps near Jefferson and Washington streets to separate traffic entering and exiting I-10 from the main freeway lanes.

These improvements would replace the existing frontage road between Sky Harbor Circle and Jefferson Street, changing how drivers access nearby streets.



Now looking west from the Mini-Stack, the Build Alternative would separate traffic continuing westbound on I-10 from traffic headed to 7th Street.

A new CD road would connect traffic from SR 51, Loop 202 and 16th Street toward the 7th Street exit, helping reduce merging and weaving conflicts on the main I-10 lanes. This new CD road would be braided with the ramp from Loop 202 to help reduce merging and weaving conflicts.



Continuing westbound toward the Deck Park Tunnel, the Build Alternative would include braided ramps near 16th Street and 7th Street to help reduce merging and weaving conflicts.

The CD road would be separated from the main I-10 lanes by a barrier, reducing the need for drivers to cross multiple lanes to reach their exits.

The Build Alternative would also add a second HOV lane from Loop 202 to 3rd Street.

ARIZONA DEPARTMENT OF TRANSPORTATION

Pedestrian Bridges Impacted by Build Alternative





Under the Build Alternative, the existing pedestrian bridges near 10th Street and 18th Street would be impacted by the proposed roadway improvements.

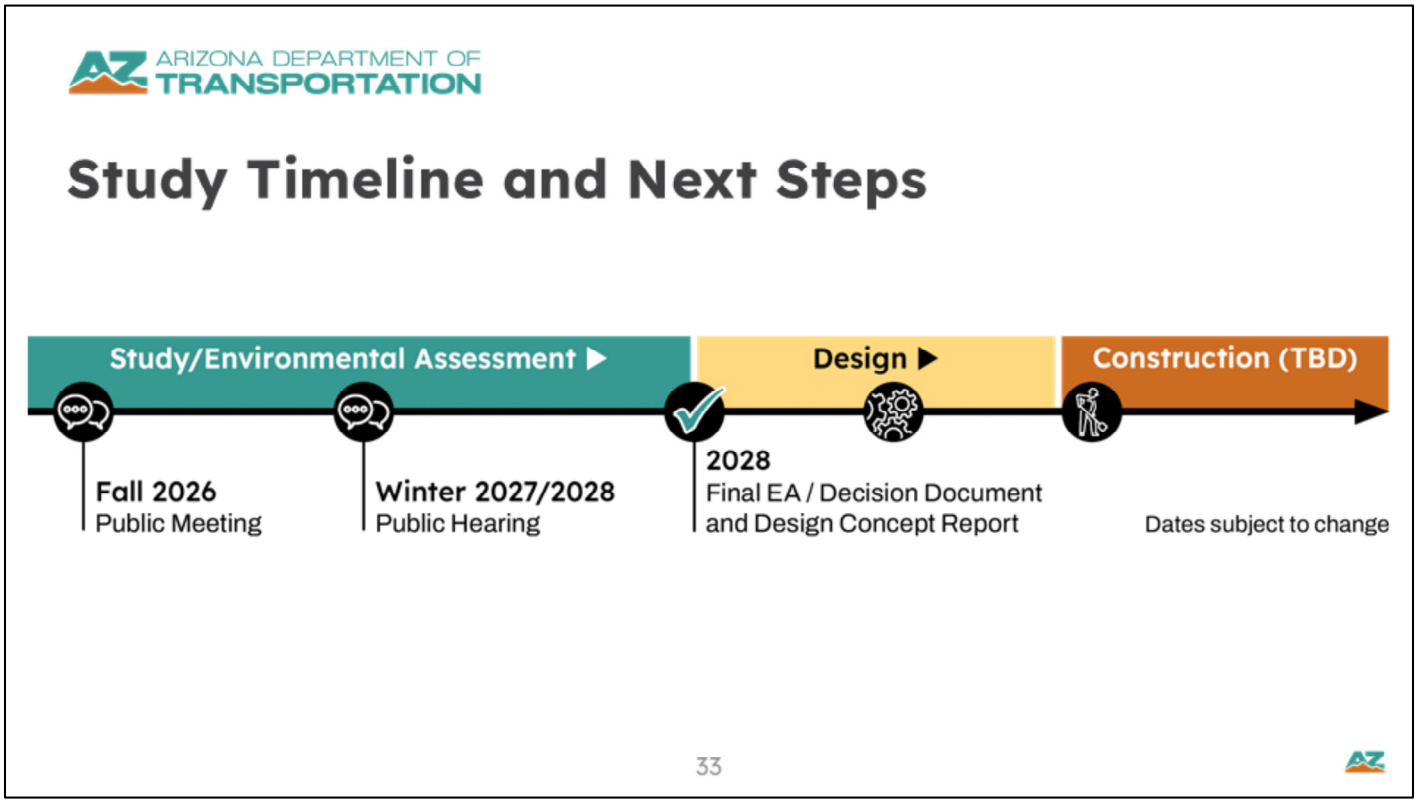
ADOT recognizes that these bridges provide important connections for people walking, bicycling, and using mobility devices.

We are evaluating options to maintain these connections, including replacing the bridges at or near their current locations.

We want to understand how the community uses these crossings, which potential locations would best serve your travel needs, and what concerns you may have.

In the back of the room, we have a few boards that show potential locations for each bridge, and this information is included in the comment form, which you should have received when you came in tonight. It's also available online - we'll provide more details at the end of this presentation.

Your input will be considered along with accessibility, engineering feasibility, property impacts, and connections to the surrounding street and sidewalk network.



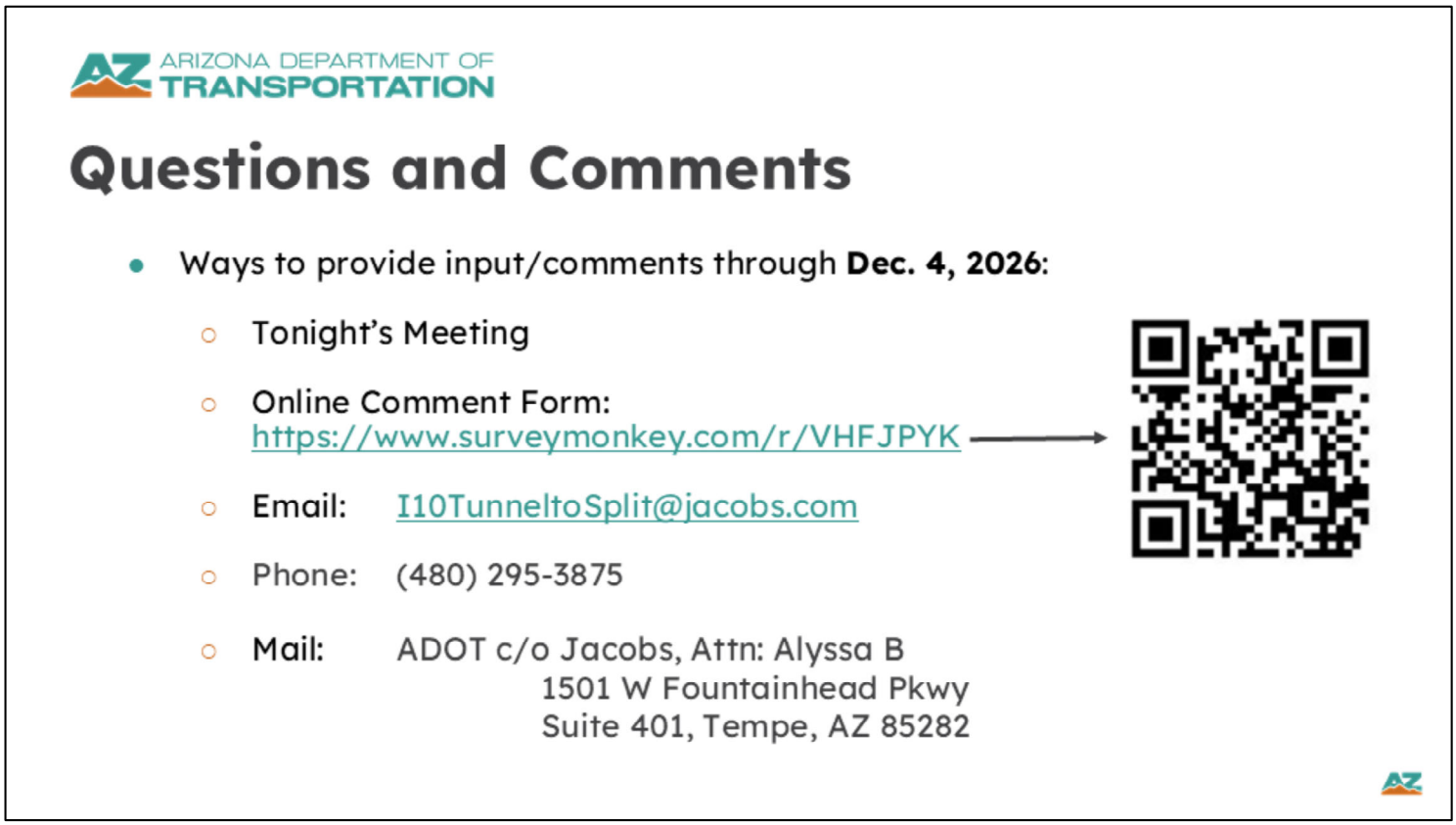
We are currently in the study and environmental assessment phase. During this phase, we have three major public involvement opportunities – the pre-scoping outreach conducted in June, this public meeting, and the public hearing planned for late 2027/early 2028.

At that time, the Draft Environmental Assessment and supporting study information about the alternatives, including any preliminary recommendation, will be available for review and comment before a final project decision is made.

We anticipate completing the study in 2028 with a Final Environmental Assessment and associated decision document and a Design Concept Report.

Pending a final decision to move forward, any improvements would likely be designed and constructed in phases, based on available funding. The construction timing for improvements has not been determined.

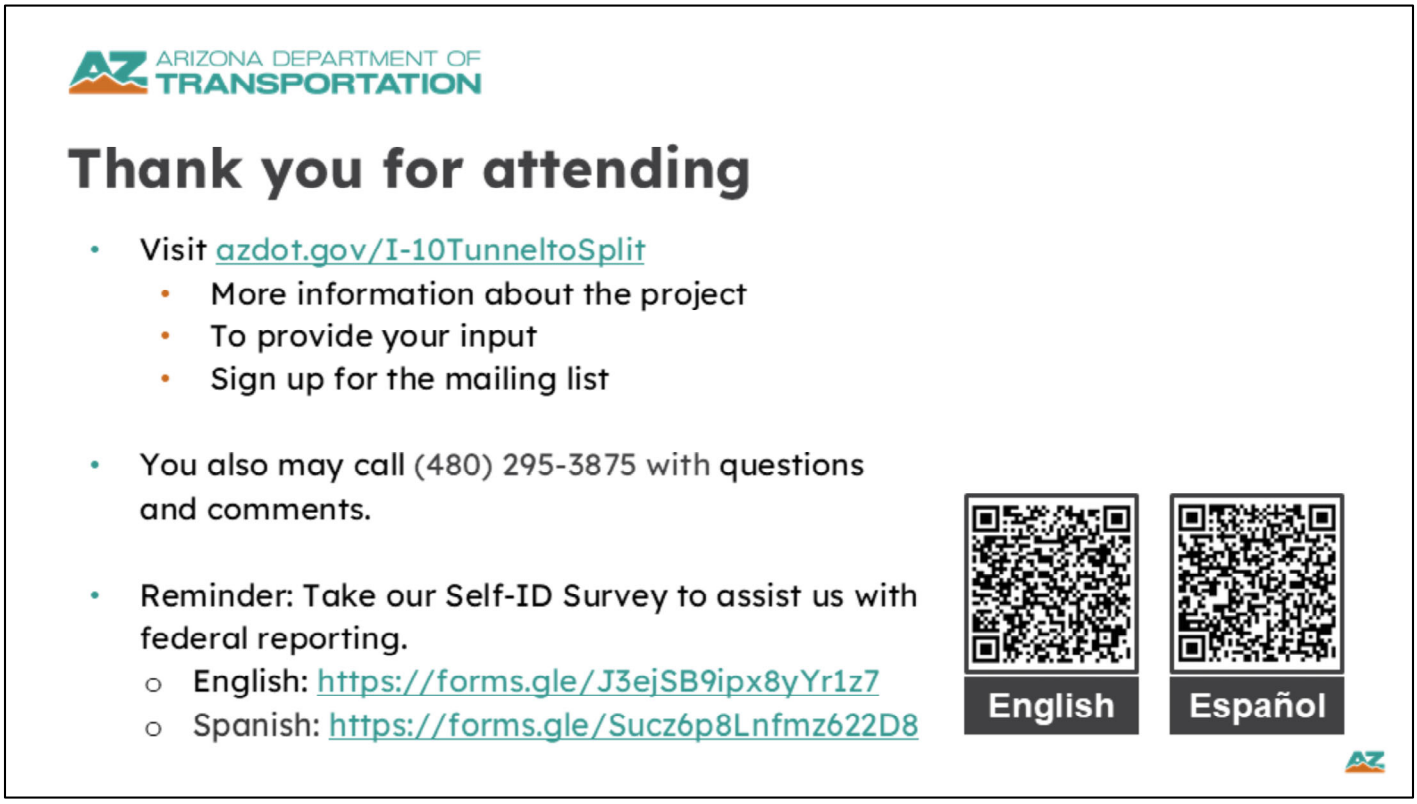
That concludes tonight's presentation.



We will now begin the question and comment portion of the meeting. If you have a question card that has not been collected by a member of our team, please raise your hand.

If you do not wish to ask a question or make a comment tonight, you can do so anytime through December 4 in the following ways:

- Through the online comment form, available at this link or by scanning the QR code shown here. Copies of this comment form are also available at tonight's meeting.
- By email, phone or mail



Thank you again for joining us tonight.

We encourage you to visit the website for more information, to make a comment and to sign up for the mailing list.

You may also call the number shown here with any questions or comments.

Comments will be accepted through December 4.

Also, if you have not already done so, please take the one question, anonymous Self-ID Survey.

Thank you again for your interest and participation.

Members of the project team are positioned at each of the stations in the back of the room and will be around until 7pm to discuss the project and answer any additional questions.

Have a good night!