



**Interstate 10 / Baseline Road Traffic Interchange Study
ADOT Project No. F0523 01L**

**Public Meeting Summary Report
June 27, 2023**

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

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

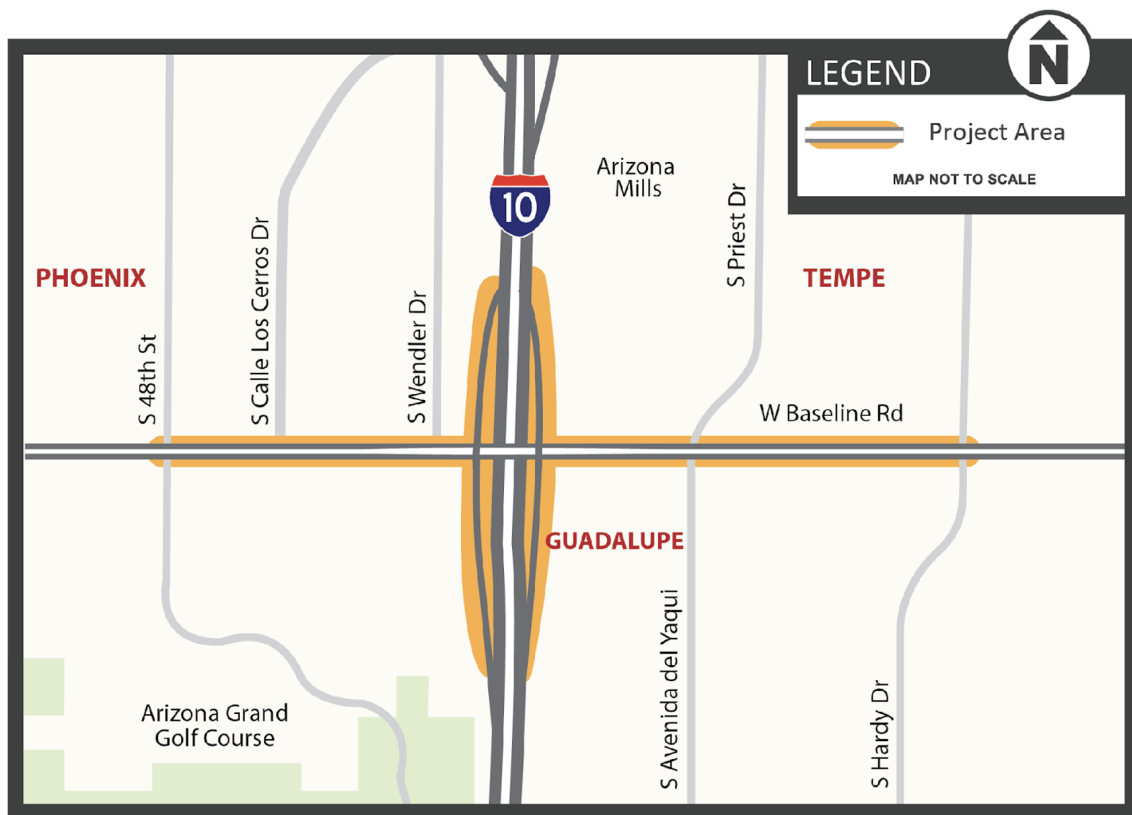
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1. INTRODUCTION

Baseline Road at Interstate 10 is a major arterial road serving approximately 60,000 vehicles per day and experiences heavy congestion and delays. There are several intersections and numerous driveways along the corridor serving adjacent commercial and residential development, which contribute to congestion and crashes. Additionally, the corridor has heavy pedestrian and bicycle traffic, with connectivity and safety challenges, including curb and driveways that do not meet current standards, intersections without marked crosswalks on all legs and lack of dedicated bike lanes.

Due to these issues, the current infrastructure and interchange design may no longer be adequate to meet the needs of the diverse traveling public. The development and evaluation of alternatives to address these concerns were found to be necessary. A feasibility study completed in May 2020 by the Maricopa Association of Governments (MAG) identified alternatives to enhance regional travel and safety in this corridor with various improvements to the Interstate 10/Baseline Road Traffic Interchange and serves as the basis for the current study. The purpose of this study and project is to further evaluate the two design options for the interchange and select a preferred alternative for further action.

Project Map



2. PUBLIC MEETING

The Arizona Department of Transportation (ADOT) and AZTEC Engineering (AZTEC) held a virtual public scoping meeting on Wednesday, May 9, 2023, from 6 – 7:30 p.m. The purpose of the meeting was to share information about the project and the potential improvements to be considered. It also was intended to allow for public input on the scope of the study as well as gather input on concerns and desires related to the project area before the team presents potential improvement alternatives. The meeting provided options for the public to ask questions and make comments.

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

Project team members from ADOT, partner organizations and AZTEC Engineering served as panelists to hear comments and respond to questions at the meeting. Panelists included:

- Olivier Mirza (ADOT)
- Nancy Becerra (ADOT)
- Daina Mann (ADOT)
- Nikki Green (ADOT)
- Dennis Haley (ADOT)
- Mark Gilliland (AZTEC)
- Daniel Voight (AZTEC)
- Diana Dunn (AZTEC)
- Ravi Ambadipudi (Jacobs)
- Catherine Hollow (City of Tempe)
- Jeff Kulaga (Town of Guadalupe)
- Myesha Harris (City of Phoenix)
- Quinn Castro (MAG)

Additional project team staff and a Spanish interpreter were present to assist in facilitating the online meeting and Q&A session. Participants were notified that comments and questions about the project could also be submitted during the public comment period ending May 23, 2023, through email, telephone, USPS mail or online survey/comment form. Participants were notified that project-related materials, including the presentation, were available online.

The public meeting presentation was recorded in English and Spanish and posted to the project website. During the meeting, the Spanish interpreter let the audience know where they could find the project website and that she would be available for the Q&A portion of the meeting. The interpreter also read

the explanation of the Title VI Nondiscrimination Notice to the Public, which was included in Spanish on a separate slide, as well as how to take the self-ID survey.

Seventy-seven (77) people were recorded as attending the virtual public meeting and 215 people completed the online survey/comment form during the survey period.

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

2.1. Public Meeting Notification

2.1.1. Project Website

ADOT hosts a project website <https://azdot.gov/i10baseline>, which was launched on April 10, 2023. The project website provides a project overview, including a list of the project elements, a timeline, the public meeting date, recordings in English and Spanish, project fact sheets in English and Spanish and information on how to ask questions or make comments. A link to an online survey/comment form was also included through May 23. All materials related to the public meeting are posted on the project website, including:

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

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

2.1.2. GovDelivery Emails

Information on how to participate in the virtual public meeting and reminder notices were distributed by ADOT on April 19, 25 and May 3, 8, 16 and 22 via GovDelivery. A total of 172,152 emails were sent out with an average of nearly 24,600 recipients per distribution.

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

2.1.3. Print Ads and E-blast

The virtual public meeting was advertised with English print ads in the *Tempe/Ahwatukee Republic Zone 10* (see zone map below) on April 26, 28 and 29, along with an *AZ Republic* E-blast on April 27. The E-blast went to an estimated 15,034 households within the project area but outside of Zone 10.

site visit was held on February 24. Virtual meetings with project stakeholders to plan for the public meeting were held on February 10, March 10 and 30, and April 6, 13, 14, 20 and 27.

In addition, the ADOT Community Relations team created a contact list that included stakeholders in the project area, such as businesses, HOAs, schools and churches. The team communicated with these 114 contacts via email to provide information about the project and the public meeting. Information about the public meeting was emailed to these stakeholders on April 24, May 8 and May 16.

A copy of the emails can be found in Appendix C.

2.1.7. Direct Mail

Bilingual (English and Spanish) self-mailers were sent via Presorted Standard postage to all businesses and residential properties within one mile of the project area, as well as any property owners of record with addresses outside the area (12,938 total). The 8.5" x 4.67" tri-fold mailer included information about the project, how to participate in the virtual public meeting and how to provide comments. The mailer also included information, instructions and a QR code for requesting language accommodations and seeing the scoping public meeting mailer in Simplified Chinese (Mandarin) online.

The mailers were sent out on April 21 and began to arrive in-home on April 24.

A copy of the mailer can be found in Appendix C

2.2. Public Meeting Materials

A variety of public meeting materials were made available in English and Spanish to the public online via the project website. Materials also included accommodation language in Simplified Chinese, and the project webpages could be translated into over 100 languages (including Spanish and Simplified Chinese) using the browser's language tool. These public meeting materials included:

- Project Map and Information (English and Spanish)
- Fact sheet (English and Spanish)
- Presentation with script (English)
- Online survey/comment form (English and Spanish)
- Self-Identification survey (English and Spanish)

After the meeting, recordings of the presentation in English and Spanish were posted on the project website.

Copies of the materials listed above can be found in Appendix A.

2.2.1. Presentation

A presentation was made at the public scoping meeting to provide an overview of the study along with the alternatives that will be developed through the study process. The public was also given the opportunity to provide comments and ask questions to help guide the study team.

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

- Overview of Interstate 10/Baseline Road Traffic Interchange Study
- Study Area
- Study Purpose and Need
- Study Process
- Interchange Options:
 - Tight Diamond Interchange (TDI)
 - Diverging Diamond Interchange (DDI)
- Study Elements
- Study Timeline
- Project Website
- Comments and Questions

3. PUBLIC COMMENTS

This section summarizes the comments received during the public comment period from April 18 through May 23. Comments were accepted through the following methods: USPS mail, telephone, e-mail and online. A total of 284 comments were received through the following methods:

- Online survey/comment form responses: 215
- Project information telephone line comments: 6
- Email comments: 13
- Virtual public meeting comments: 13
- Virtual public meeting questions: 36
- Mail: 1

The most common questions received during the virtual public meeting were requests for more detailed information on the various interchange options. The project team informed the public that detailed alternatives are in development and more information will be shared at future meetings. Additionally, during the virtual public meeting and through the online survey, the public expressed the greatest concerns in the project area to be traffic congestion, signal timing and safety.

The public comments and questions are included in Appendix E.

3.1. Public Comment Topics

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

- Interchange options, details and alternatives = 55 questions/comments
- Traffic signals and timing = 33 questions/comments
- Traffic volume and speeds = 24 questions/comments
- Pedestrian and bike traffic and safety = 18 questions/comments
- Business access and economic impact = 17 questions/comments

- Timeline, schedule and closures = 12 questions/comments
- Broadway Curve impact = 9 questions/comments
- Freeway/ramp access = 9 questions/comments
- Turn lanes and options = 9 questions/comments
- Right of way and property impacts and questions = 8 questions/comments
- Wendler Drive options = 6 questions/comments
- Homeless and panhandling = 5 questions/comments
- Noise and sound barriers = 5 questions/comments
- Costs and funding = 4 questions/comments
- Neighborhood access and impacts = 4 questions/comments
- Road and pavement quality = 3 questions/comments
- Mass transit = 1 question/comment
-

3.1.1. Survey/Comment Form Questions

An online survey was developed to help the study team identify the public's interest in the study area, what mode(s) of transportation they use, and what concerns and/or suggestions they have around the traffic interchange. The survey/comment form was also available in print upon request. The following are the survey/comment form questions and responses:

Please tell us your interest in this project. (Check all that apply)

- Drive in the project area = 165
- Resident in the project area = 105
- Shop, dine or visit hotels and attractions in the project area = 88
- Walk or bike in the project area = 36
- Work in the project area = 26
- Business/commercial property owner in the project area = 5
- Other = 4
 - Professional civil engineer who has noticed the problems with the current configuration.
 - Resident nearby project area.
 - Interested in improving access to South Mountain Community College for pedestrians
 - 48th street and Baseline

Which of these transportation modes do you use in the project area? (Select all that apply)

- Vehicle = 211
- Bike = 33
- Walk = 27
- Bus = 2
- Wheelchair/scooter = 2
- Other = 3
 - Electric unicycle
 - Delivery truck
 - Interested in improving access to South Mtn CC for peds

Please tell us your level of concern related to the existing I-10/Baseline Road traffic interchange and the surrounding project area.

(With 1 being Not at All Concerned and 5 being Extremely Concerned)

- Traffic congestion
 - Responses = 214
 - Average = 4.5
- Number of signals/signal timing
 - Responses = 213
 - Average = 4.0
- Driver safety
 - Responses = 212
 - Average = 4.0
- Bicycle connectivity and safety
 - Responses = 208
 - Average = 3.2
- Pedestrian connectivity and safety
 - Responses = 209
 - Average = 3.4
- Ease of access to businesses/shopping centers
 - Responses = 209
 - Average = 3.5
- Neighborhood cut-through traffic
 - Responses = 210
 - Average = 3.1

How often do you access Baseline Road from Calle los Cerros Drive?

(With 1 being Never and 5 being Frequently)

- Responses = 215
- Average = 2.0

How often do you access Calle los Cerros Drive from Baseline Road?

(With 1 being Never and 5 being Frequently)

- Responses = 214
- Average = 2.0

4. TITLE VI REPORTING

4.1. Self ID Surveys

Meeting participants were asked to complete ADOT's self-identification survey for Title VI reporting purposes. A total of 17 people, out of 77 attendees, completed the self-ID survey during the meeting (excluding the panelists and ADOT/MAG/FHWA staff), which was a 22 percent response rate. Also, an additional 46 people completed the survey throughout the duration of the commenting period, for a

total of 63.

Of the 63 self-identification survey responses, seven participants (11.1%) identified as Hispanic/Latino, three (4.8%) identified as Asian, two (3.2%) identified as American Indian/Alaskan Native, one (1.6%) identified as African American/Black, one (1.6%) as Native Hawaiian/Other Pacific Islander, and 49 (77.8%) identified as White.

4.2. Title VI Meeting Summary

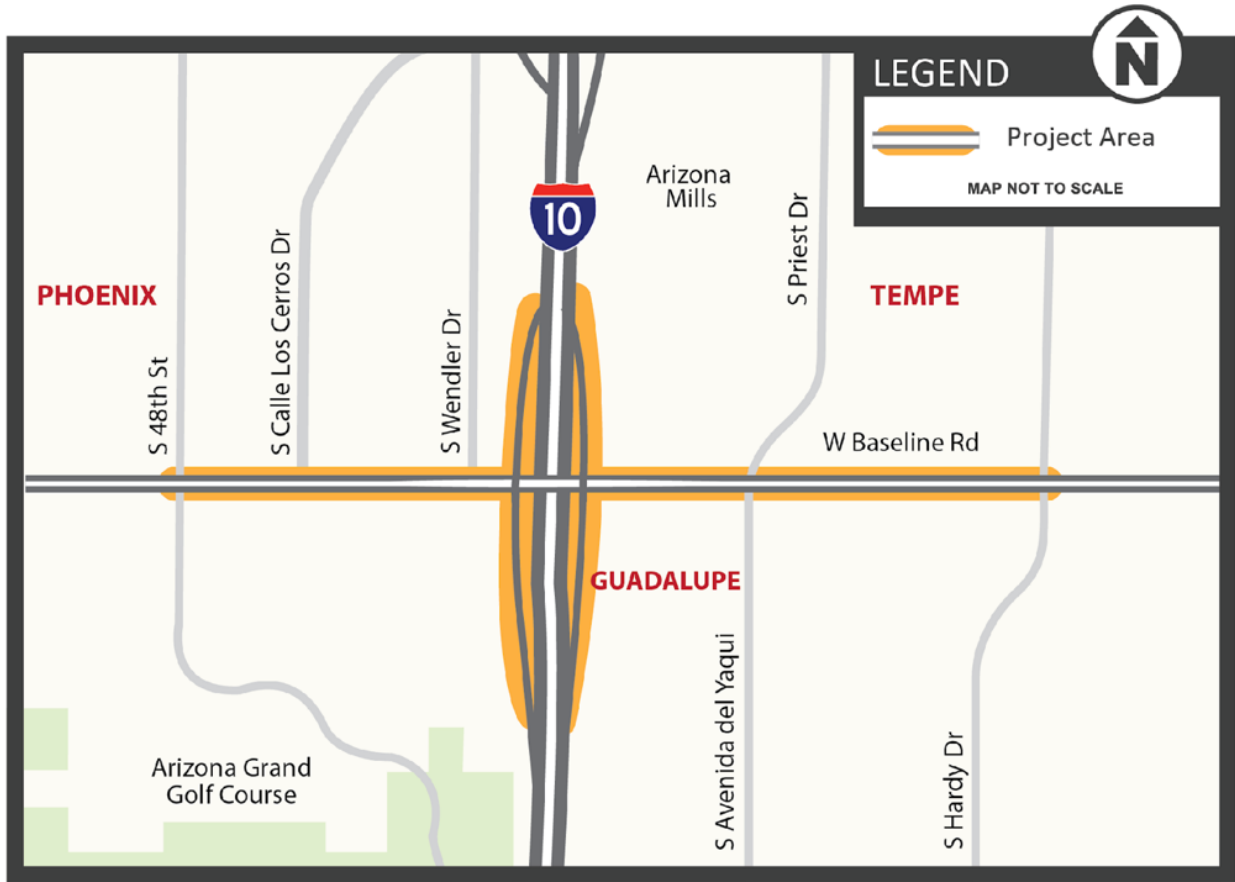
A Title VI public meeting summary documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the ADOT Civil Rights Office on May 23.



Appendix A

Public Meeting Materials

Project Area Map



Fact Sheet (English)



Interstate 10/Baseline Road Traffic Interchange Study

Overview

The Arizona Department of Transportation (ADOT) is studying potential improvements to traffic flow, pedestrian and bicycle facilities and safety at the I-10/Baseline Road traffic interchange. Due to the high traffic volume and congestion in the area, the current interchange design may no longer be adequate to meet the needs of the traveling public.

The study will develop and evaluate design concepts for the alternatives and identify the preferred design alternative as part of the Design Concept Report (DCR) and environmental study, taking into account current and future traffic volumes and existing and new surrounding development.

Project Purpose and Need

Baseline Road at I-10 is a major arterial road serving approximately 60,000 vehicles per day and experiences heavy congestion and delays. There are several intersections and numerous driveways along the corridor serving adjacent commercial and residential development, which contribute to congestion and crashes. The corridor has a higher rate of crashes compared to the region. Additionally, the corridor has heavy pedestrian and bicycle traffic, with connectivity and safety challenges.

Due to these issues, the development and evaluation of alternatives to address the interchange and infrastructure was deemed necessary. A feasibility study completed in May 2020 by the Maricopa Association of Governments (MAG) identified potential solutions to relieve congestion and improve traffic flow in this corridor with various improvements to the I-10/Baseline Road traffic interchange and serves as the basis for the current study. The purpose of this study and project is to further evaluate the two design options for the interchange and select a preferred alternative for further action.

Study Elements

The engineering study will develop, evaluate and compare preliminary roadway design alternatives and their impacts to existing traffic and environmental factors to select the preferred design option. The study will include evaluating the following items:

- Improving the existing diamond interchange or converting the existing interchange to a diverging diamond interchange.
- Consolidating driveway access on Baseline Road.
- Reducing the number of signalized intersections near the interchange.
- Improving traffic operations along Baseline Road.

The project would occur primarily within ADOT and city of Tempe right-of-way (ROW). Some ROW and/or temporary construction easements from adjacent properties are anticipated to make these improvements. ROW needs will be evaluated as part of the study but would be determined as part of a future final project design.



Schedule

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



Stay Informed

Subscribe to receive project updates at azdot.gov/i10baseline. ADOT welcomes your questions and comments. Please contact us in any of these ways:

- ▶ **Online:** <http://tinyurl.com/yv6vwbst>
- ▶ **Phone:** 855.712.8530 (English/Spanish)
- ▶ **Email:** NGBecerra@azdot.gov
- ▶ **Mail:** ADOT Community Relations, 1655 W. Jackson St., MD126F, Phoenix, AZ 85007

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要获取其他格式或语言的副本或服务，请致电 855 712 8530 或电邮至 NGBecerra@azdot.gov 联系 Nancy Becerra，或访问网站 azdot.gov/i10baseline

Fact Sheet (Spanish)



Interestatal 10/Baseline Road estudio del intercambio de tráfico

Descripción general

El Departamento de Transporte de Arizona (ADOT, por sus siglas en inglés) está estudiando mejoras potenciales para el flujo de tráfico, instalaciones para peatones y ciclistas y la seguridad en el intercambio de tráfico de la I-10 y Baseline Road. Debido al alto volumen de tráfico y la congestión en el área, puede que ya no sea adecuado el diseño del intercambio actual para las necesidades del público viajero. El estudio evaluará dos alternativas de diseño para el intercambio: un Intercambio de Diamante Estrecho (TDI) y un Intercambio de Diamante Divergente (DDI).

El estudio desarrollará y evaluará estos conceptos alternativos de diseño e identificará la alternativa preferida como parte del Informe del Concepto de Diseño (DCR) y el estudio ambiental, teniendo en cuenta los volúmenes de tráfico actuales y futuros y el desarrollo circundante nuevo y existente.

Propósito y necesidad del proyecto

Baseline Road en la I-10 es una vía principal que da servicio a aproximadamente 60,000 vehículos por día, resultando en mucha congestión y retrasos. Hay varias intersecciones y entradas de vehículos a lo largo del corredor que sirven a los negocios y residencias en el área, las que resultan en embotellamientos y choques. El corredor tiene una cantidad más alta de choques en la región. Además, el corredor tiene mucho tráfico de peatones y bicicletas, con desafíos de conectividad y seguridad.

Debido a estas cuestiones, se consideró necesario el desarrollo y la evaluación de alternativas para mejorar el intercambio y la infraestructura. Un estudio de factibilidad completado en mayo de 2020 por la Asociación de Gobiernos de Maricopa (MAG por sus siglas en inglés) identificó soluciones potenciales para aliviar el embotellamiento y mejorar el flujo de tráfico en este corredor por varias mejoras en el intercambio de tráfico de la I-10 y Baseline Road y es la base del estudio actual. El propósito de este estudio y proyecto es evaluar más a fondo las dos opciones de diseño para el intercambio y escoger la alternativa preferida para acciones futuras.

Elementos del estudio

El estudio de ingeniería desarrollará, evaluará y comparará las alternativas preliminares de diseño de la carretera, sus impactos en el tráfico existente y las consideraciones ambientales para seleccionar la opción de diseño preferida. El estudio incluirá la evaluación de los siguientes elementos:

- Mejorar el intercambio diamante existente o convertirlo en un intercambio de diamante divergente.
- Consolidar los accesos en Baseline Road.
- Reducir el número de intersecciones con semáforos cerca del intercambio.
- Mejorar las operaciones de tráfico a lo largo de Baseline Road.

El proyecto estaría principalmente dentro de los derechos de vía de ADOT y la ciudad de Tempe. Se anticipa que algunos derechos de vía y/o servidumbres de construcción temporales en propiedades adyacentes serán necesarios para realizar estas mejoras. Las necesidades del derecho de vía se evaluarán como parte del estudio, pero se determinarán como parte de un futuro diseño de proyecto final.



Cronograma

Se espera que el estudio concluya en 2024. Actualmente, el proyecto no está financiado para el diseño final y la construcción. El horario anticipado de actividades del estudio y las oportunidades para participar se incluyen en el cronograma a continuación.

Mayo de 2023
Reunión público del alcance

Otoño de 2023
Reunión pública para alternativas de diseño

2024
DCR y estudio ambiental completados

Manténgase informado

Suscríbase para recibir actualizaciones del proyecto en azdot.gov/i10baseline. ADOT atenderá con mucho gusto a sus preguntas y comentarios. Póngase en contacto con nosotros por cualquiera de estas formas:

- ▶ **En línea:** <http://tinyurl.com/yv6vwbst>
- ▶ **Teléfono:** 855.712.8530 (Inglés/español)
- ▶ **Correo electrónico:** NGBecerra@azdot.gov
- ▶ **Correo:** ADOT Community Relations, 1655 W. Jackson St., MD126F, Phoenix, AZ 85007


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Presentation and Script

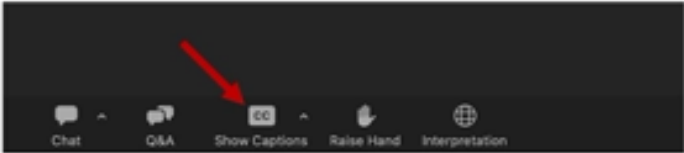


Good evening everyone and welcome to the public meeting for the Interstate 10/Baseline Road Traffic Interchange Study. My name is Nancy Becerra, Community Relations Project Manager with the Arizona Department of Transportation



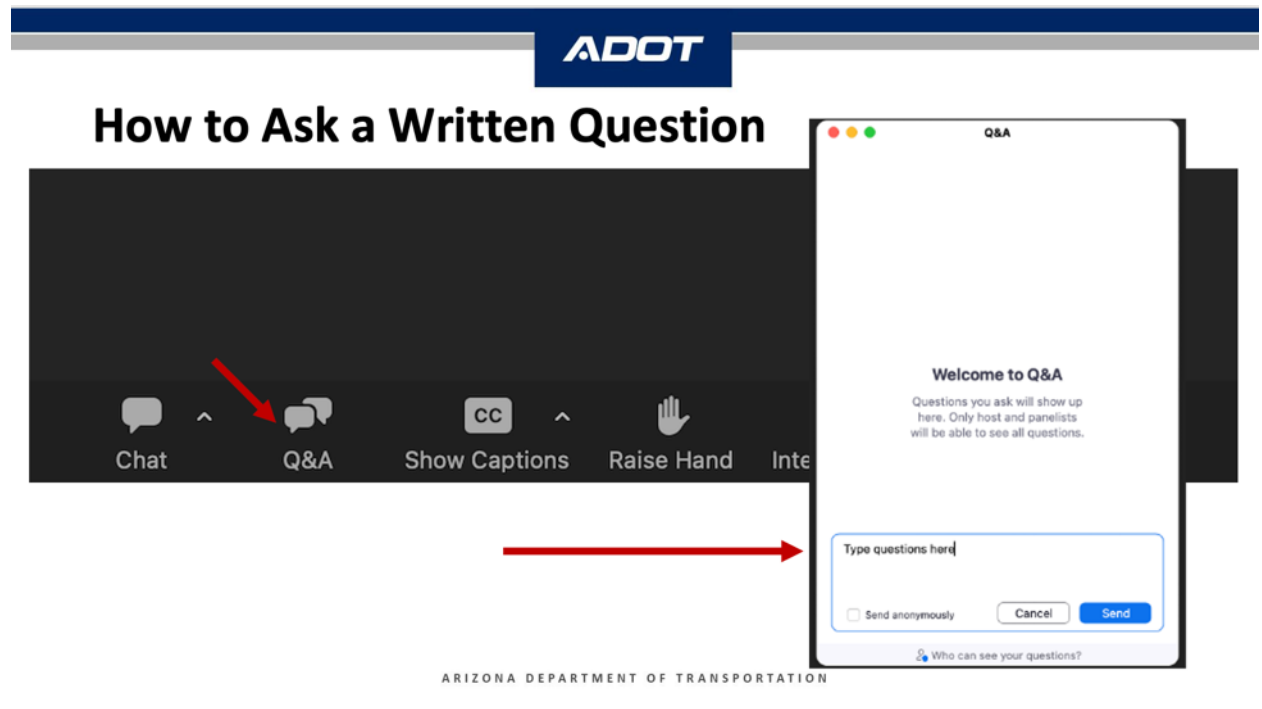
I-10/Baseline Road Traffic Interchange Study

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



ARIZONA DEPARTMENT OF TRANSPORTATION

Participants are joining us via their computers on Zoom or through their phones and are currently muted. I'll describe the meeting format and how to participate in just a moment, but first, if you are having any technical issues right now, you may need to hang up or log off, then redial or reconnect. Please note this meeting is being recorded. The recording will be posted to the project website. If you would like to turn on closed captioning, click Closed Caption on the bottom of your screen to start viewing closed captioning. Click Live Transcript, then select Show Subtitle. The format for tonight is a short presentation, followed by an open question and answer session. After the presentation, we'll provide instructions on how to ask a question or comment by phone or online. Keep in mind that after this meeting, you can continue to ask questions or provide comments through May 23. We'll tell you how at the end of the meeting.



If you are participating in the online meeting, you can submit a written question or comment using the Q&A function. Written questions can be submitted at anytime during the presentation and they don't have to wait until the presentation is completed. For our Spanish speakers when you provide comments in Spanish using the Q&A function a Spanish-speaking project team member will provide translation of both the question or comment and the response.

ADOT

ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC

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

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

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

<p>ADOT Civil Rights Office 206 S. 17th Avenue, Mail Drop 155-A Phoenix, AZ 85007 602.712.8946 FAX 602.239.6257 CivilRightsOffice@azdot.gov</p>	<p>Danielle Valentine Title VI Program Coordinator DValentine@azdot.gov</p>
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ARIZONA DEPARTMENT OF TRANSPORTATION

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

ADOT

AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT

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

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

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

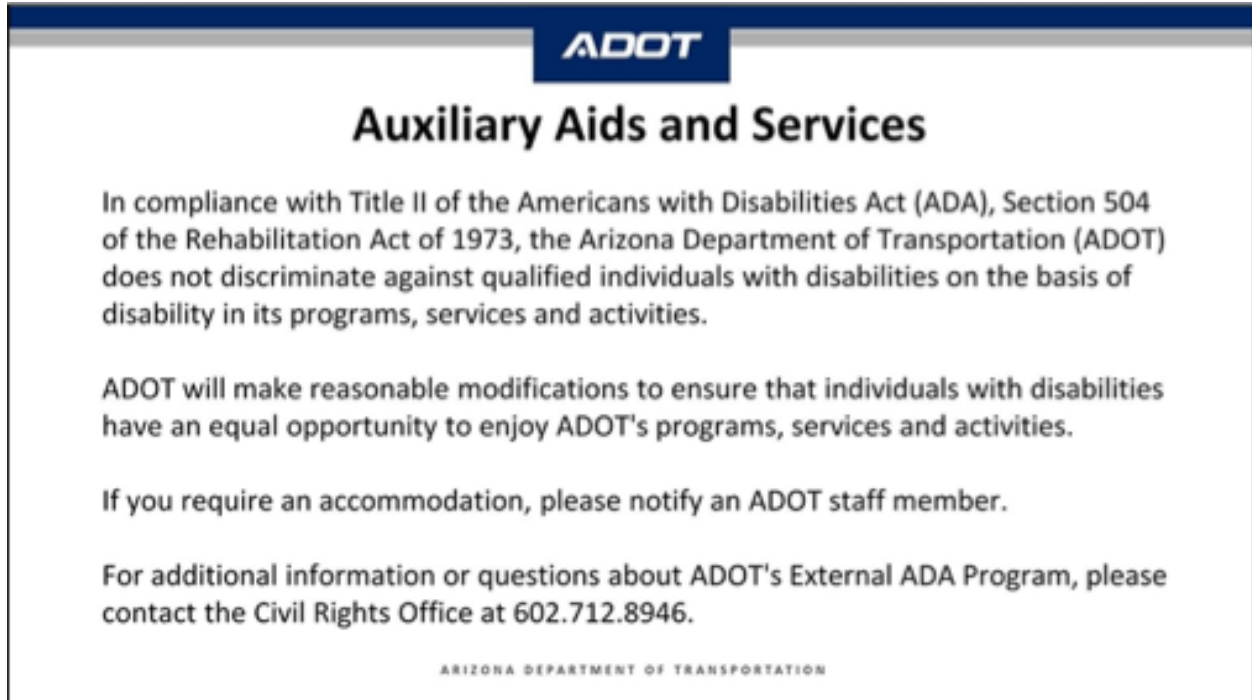
<p>ADOT Civil Rights Office 206 S. 17th Avenue, Mail Drop 155-A Phoenix, AZ 85007 602.712.8946 FAX 602.239.6257</p>	<p>Danielle Valentine Title VI Program Coordinator DValentine@azdot.gov</p>
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ARIZONA DEPARTMENT OF TRANSPORTATION

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

Interpreter in the simultaneous Spanish channel: ADOT tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

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

A graphic with a blue header containing the ADOT logo. Below the logo is the title "Auxiliary Aids and Services" in bold. The main text is centered and reads: "In compliance with Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973, the Arizona Department of Transportation (ADOT) does not discriminate against qualified individuals with disabilities on the basis of disability in its programs, services and activities." Below this is another line: "ADOT will make reasonable modifications to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services and activities." Then: "If you require an accommodation, please notify an ADOT staff member." Finally: "For additional information or questions about ADOT's External ADA Program, please contact the Civil Rights Office at 602.712.8946." At the bottom, in small letters, is "ARIZONA DEPARTMENT OF TRANSPORTATION".

ADOT

Auxiliary Aids and Services

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

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

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

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

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

If you require an accommodation, please contact Nancy Becerra at 623-695-7411 or ngbecerra@azdot.gov

ADOT

Tonight's Presenters

- Olivier Mirza, P.E., ADOT Project Manager
- Mark Gilliland, P.E., Associate Vice President, AZTEC Engineering, Design Project Manager
- Other project team members available for the Q&A

ARIZONA DEPARTMENT OF TRANSPORTATION

Before we begin the presentation, I'd like to introduce tonight's presenters. They are: Olivier Mirza, registered Professional Engineer in the state of AZ and is ADOT's Project Manager on this Study and Mark Gilliland, registered Professional Engineer and the consultant Project Manager from AZTEC Engineering. Additionally, other project team members are available for the Q&A session.

Now, I will hand the presentation off to Mark.

ADOT

Purpose of Tonight's Meeting

- Overview of Interstate 10/Baseline Road Traffic Interchange Study
- Opportunity to ask questions and provide comments

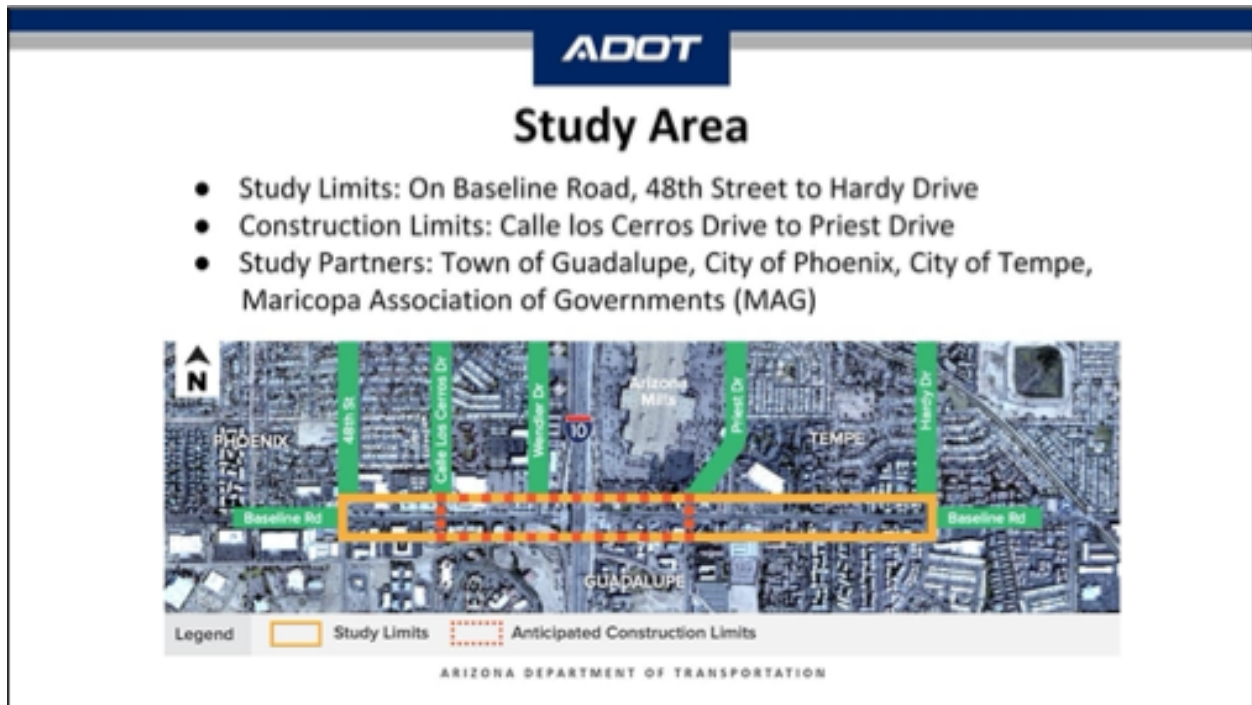


ARIZONA DEPARTMENT OF TRANSPORTATION

Thank you Nancy for the introduction,

The purpose of tonight's meeting is to give you an overview of I-10/Baseline Rd. Traffic Interchange design and concept report (DCR) that began in January. After that we will open up the presentation to the public for questions and to provide comments.

With this, I will hand over the presentation to Mark



The study limits along Baseline Road are 48th Street at the west end and Hardy Drive at the east. The construction limits along baseline road are anticipated to be between Calle Los Cerros Drive and Priest Drive. Within these limits Baseline Road touches four jurisdictions: Phoenix, Tempe, Guadalupe, and ADOT. Phoenix maintains the intersection of 48th Street and Baseline Road. Tempe maintains Baseline Road from 48th Street to Hardy Drive, while ADOT maintains the entrance and exit ramps to I-10 as well as the bridge overpass. Guadalupe’s northern-most limits are between the I-10 and Avenida del Yaqui on the south side of Baseline Road.



Study Purpose and Need

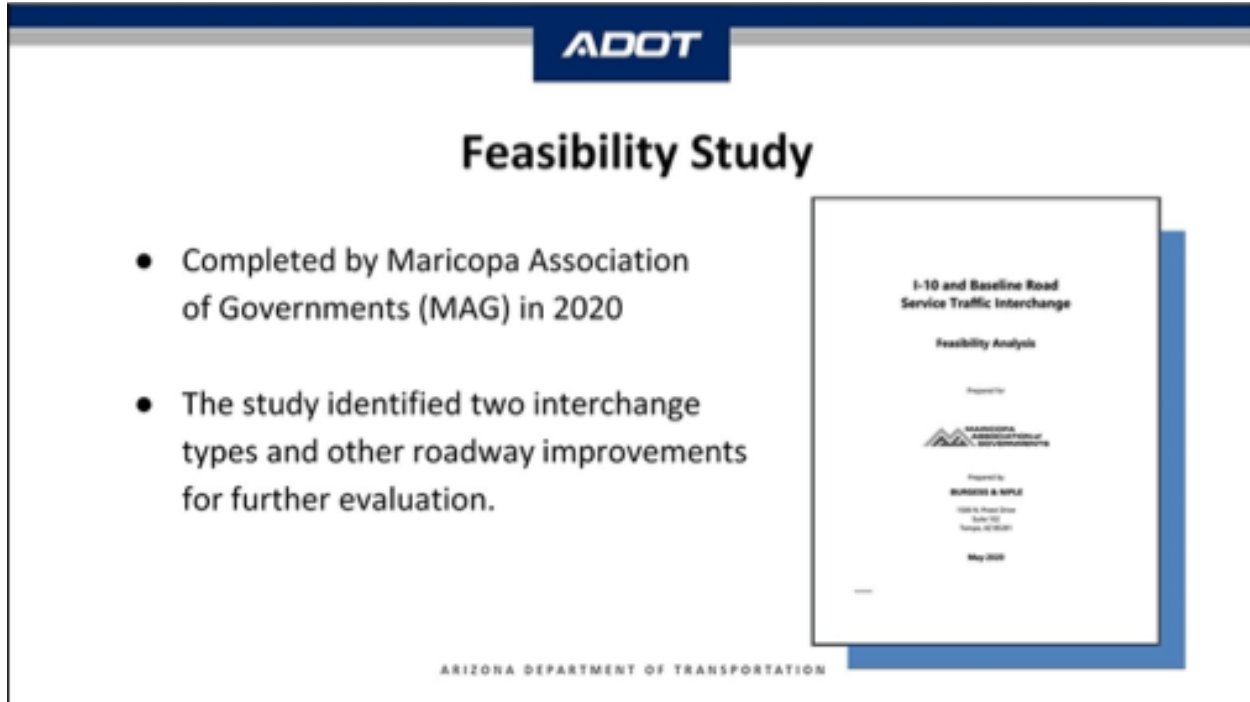
- Significant multimodal traffic volumes and congestion
- Multiple traffic signals, roads and driveways close to interchange
- High crash rate
- Heavy pedestrian and bicycle traffic, safety and connectivity concerns
- Develop alternatives and recommend an alternative for final design



ARIZONA DEPARTMENT OF TRANSPORTATION

Study Purpose and Need: Baseline Road at Interstate 10 is a major arterial road serving approximately 60,000 vehicles per day and experiences heavy congestion and delays. There are several intersections and numerous driveways along the corridor serving adjacent commercial and residential development, which contribute to congestion and crashes. The corridor has a higher rate of crashes compared to the region. Additionally, the corridor has heavy pedestrian and bicycle traffic, with connectivity and safety challenges, including pedestrian facilities that do not meet current standards, intersections without marked crosswalks on all sides and lack of dedicated bike lanes.

Due to these issues, the current infrastructure and interchange design may no longer be adequate to meet the needs of the diverse traveling public. The development and evaluation of alternatives to address these concerns was found to be necessary. The purpose of this study and project is to further evaluate the two design options for the interchange and select a preferred alternative for further action.



The slide features the ADOT logo at the top center. Below it, the title "Feasibility Study" is prominently displayed. To the left, two bullet points describe the study's completion by the Maricopa Association of Governments (MAG) in 2020 and the identification of two interchange types and roadway improvements. To the right, a thumbnail image of the study report cover is shown, which includes the title "I-10 and Baseline Road Service Traffic Interchange Feasibility Analysis", the Maricopa Association of Governments logo, and the presenter information: "Presented by BURDICK & NIPLE, 1000 N. Pinal Street, Suite 100, Tempe, AZ 85281, May 2020". At the bottom of the slide, the text "ARIZONA DEPARTMENT OF TRANSPORTATION" is visible.

ADOT

Feasibility Study

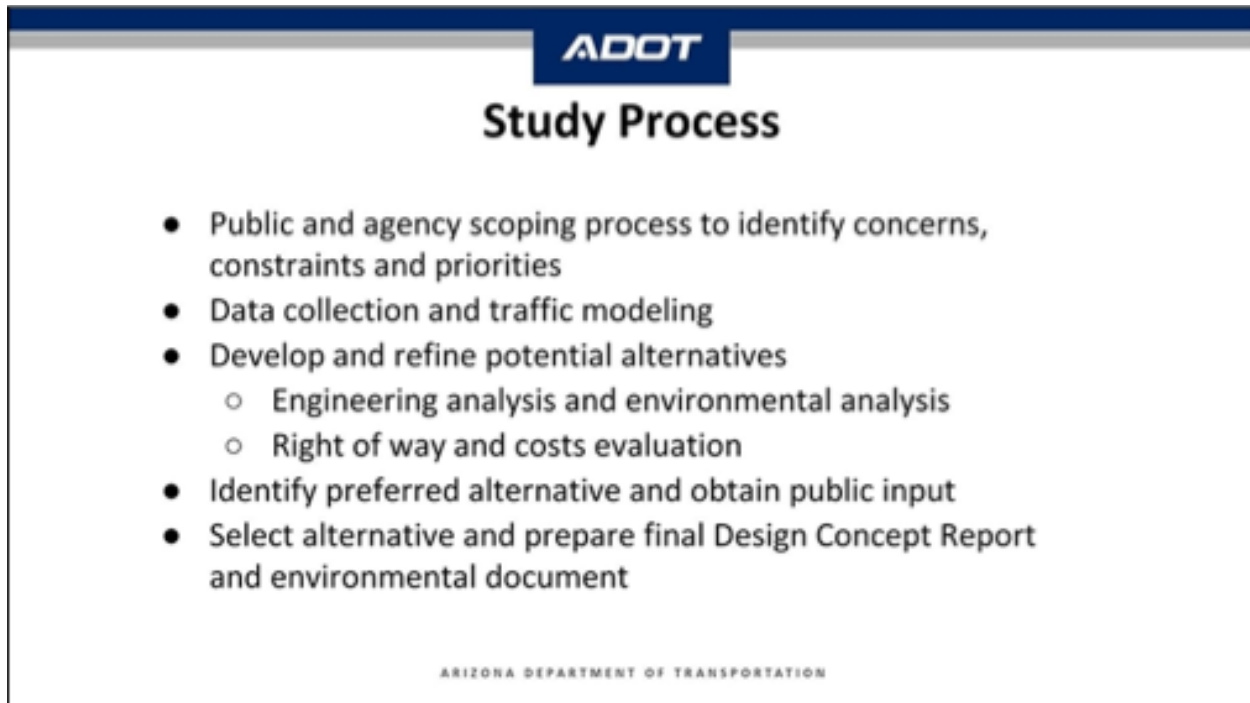
- Completed by Maricopa Association of Governments (MAG) in 2020
- The study identified two interchange types and other roadway improvements for further evaluation.

ARIZONA DEPARTMENT OF TRANSPORTATION

A feasibility study completed in May 2020 by the Maricopa Association of Governments (MAG) identified interchange types to enhance regional travel and safety in this corridor with various improvements to the Interstate 10/Baseline Road Traffic Interchange and serves as the basis for the current study.

The two types of interchanges identified for further consideration were a Tight Diamond Interchange and Diverging Diamond Interchange. I will go over those shortly.

A copy of the feasibility report can be found on the project website at azdot.gov/i10baseline

A presentation slide with a blue header bar containing the ADOT logo. Below the header, the title "Study Process" is centered. A bulleted list of six items describes the study process. At the bottom, the text "ARIZONA DEPARTMENT OF TRANSPORTATION" is centered.


ADOT

Study Process

- Public and agency scoping process to identify concerns, constraints and priorities
- Data collection and traffic modeling
- Develop and refine potential alternatives
 - Engineering analysis and environmental analysis
 - Right of way and costs evaluation
- Identify preferred alternative and obtain public input
- Select alternative and prepare final Design Concept Report and environmental document

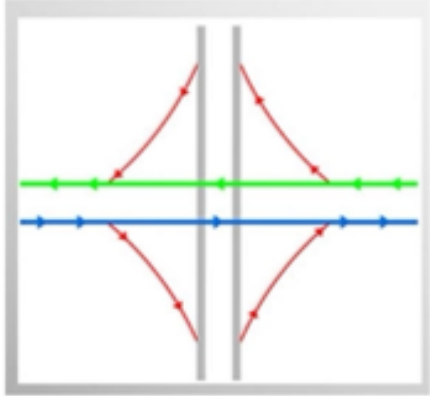
ARIZONA DEPARTMENT OF TRANSPORTATION

The study process for this effort will follow an established process. We are currently in the scoping phase of this process, looking to gather community concerns and input. We continue to collect data such as survey and traffic projections as needed to perform the traffic modelling. We are also beginning to develop potential alternatives for the interchange and Baseline Road improvements. In the future, we will be conducting engineering and environmental analyses, and evaluating right of way impacts and costs. We anticipate returning with a preferred alternative for public comments in the Fall of 2023, and completing the study in 2024.



Tight Diamond Interchange (TDI)

- Option 1: Modify existing Tight Diamond Interchange to improve traffic operations
 - Add through lanes
 - Lengthen left/right turn lanes
- Tight Diamond Interchange Considerations
 - User familiarity
 - Traditional signal configuration
 - Compact footprint




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The first option for improving the traffic interchange that was recommended for advancement in the feasibility study was for the interchange to remain a tight diamond, with features intended to improve operation of the interchange and reduce vehicle queues.

A Tight Diamond Interchange is the most common traffic interchange on freeways in the Valley

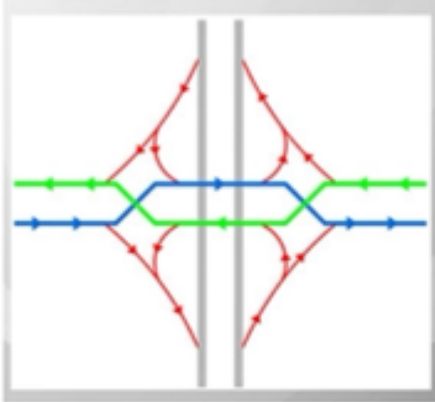
For example as you typically see when driving, the eastbound traffic will remain in the right lane and continue through the interchange but it does require northbound traffic to cross through traffic to make a left turn.

This interchange allows for a compact footprint.



Diverging Diamond Interchange (DDI)

- Option 2: Reconstruct to a Diverging Diamond Interchange (DDI) design
- Diverging Diamond Interchange features:
 - Minimizes conflict points between traffic
 - Accommodates heavy left and right turn movements
 - Traffic shifts to left side of road
 - Allows free-flowing lefts to enter freeway
 - Two phase signal configuration
 - Extended footprint




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The second option is a Diverging Diamond Interchange (DDI) with signalized ramps to and from I-10.

DDI's are increasingly used nationwide due to improved safety features and traffic flow. Their features include traffic shifts as shown in the graphic that allows left turn movements to not intersect with through traffic and simplifies the signal phasing. ADOT has several other DDIs in the valley including at Happy Valley Road and I-17.

For instance, the blue line represents eastbound traffic that needs to shift to the left side as it goes through the interchange and allows for a free left turn for northbound traffic and further requires the eastbound traffic to shift back to the right to move on.

This interchange requires a more extended footprint.



Study Elements

The study will include an engineering design concept report and environmental document that will evaluate the following items:

- Improving the existing Tight Diamond Interchange (TDI) or converting the existing interchange to a Diverging Diamond Interchange (DDI)
- Consolidating driveway access on Baseline Road
- Reducing the number of signalized intersections in close proximity to the interchange
 - Could result in realignment of minor roadways within the project limits
- Improving active transportation operations along Baseline Road
 - Bring sidewalks, ramps and driveways up to current standards

ARIZONA DEPARTMENT OF TRANSPORTATION

The study will include an engineering design concept report (DCR) and environmental document. The DCR will develop, evaluate and compare preliminary roadway design alternatives and their impacts to existing traffic and environmental factors to select the preferred alternative which includes evaluating the following items:

- Improving the existing Tight Diamond Interchange or converting the existing interchange to a Diverging Diamond Interchange,
- Minimizing right of way impact by consolidating driveway access on Baseline Road,
- Reducing the number of signalized intersections in close proximity to the interchange which could result in the realignment of some minor roadways within the project limits and
- Improving active transportation operations along Baseline Road by bringing sidewalks, ramps and driveways up to current standards




Study Timeline: We’re here tonight at the Public Scoping Meeting. The alternatives will be developed and evaluated this Summer and Fall. We anticipate bringing this information back at a second public meeting later in the Fall of this year and completing the Study in 2024. This project has been funded for the design concept report and environmental document phase only, the design and construction funding is not currently programmed.

Now I’ll turn it back over to Nancy.

ADOT

More Information and Mailing List

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



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Thank you Mark!

For more information on the study, as mentioned earlier, we will be posting the recording of tonight’s meeting on our project website at: azdot.gov/i10baseline

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

ADOT

Comments

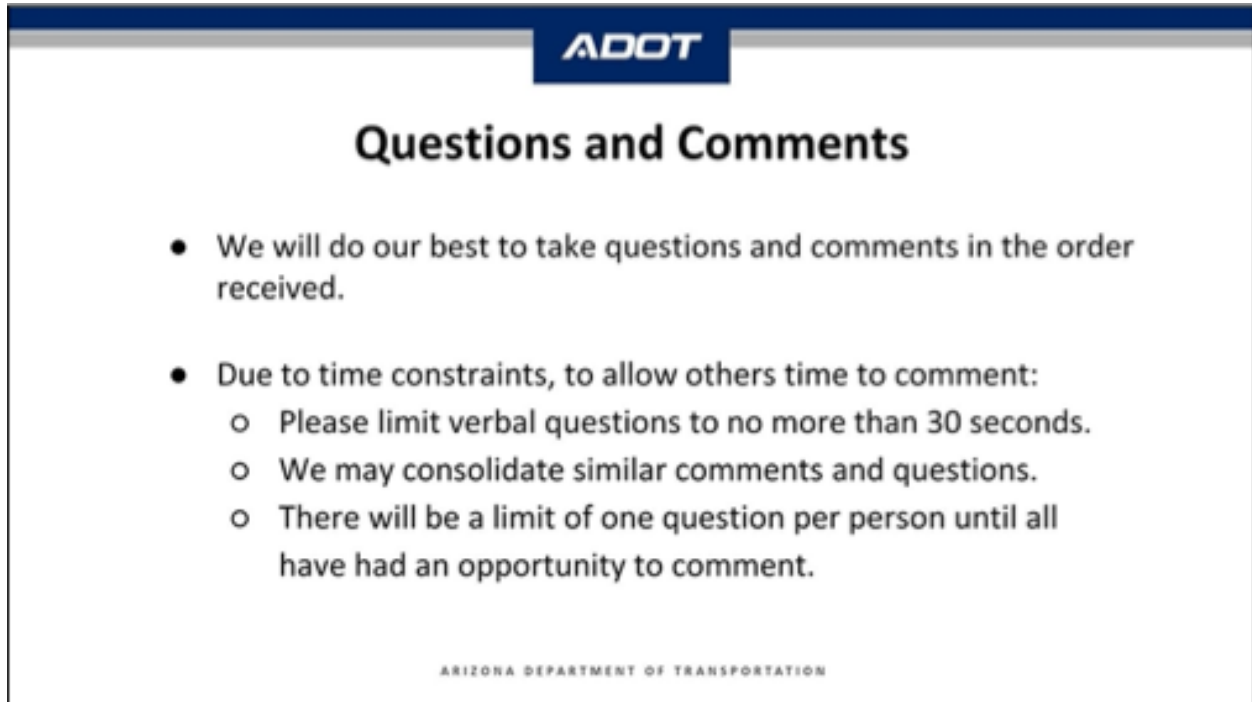
How to provide comments through May 23, 2023:

- Tonight’s meeting
- Online Survey: tinyurl.com/yv6vwbst
- Email: NGBecerra@azdot.gov
- Phone: 855.712.8530
- Mail: Nancy Becerra, ADOT Community Relations
1655 West Jackson, MD 126F
Phoenix, AZ 85007

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We will be accepting comments through May 23. There are different ways you can comment or ask questions about the project. In just a moment, we will begin the question and comment portion of tonight's meeting. You can also submit questions and comments in the following ways:

Through the online survey to share your concerns and priorities at tinyurl.com/yv6vwbst, You can email me at ngbecerra@azdot.gov. You can call: 855-712-8530. Or, you can mail your comments to me at: Nancy Becerra, ADOT Community Relations, 1655 West Jackson, MD 126F, Phoenix, AZ 85007



The slide features the ADOT logo at the top center. Below the logo, the title "Questions and Comments" is displayed in a large, bold, black font. The main content consists of a bulleted list with two primary points. The first point states that questions and comments will be taken in the order received. The second point, regarding time constraints, includes three sub-points: a 30-second limit for verbal questions, the possibility of consolidating similar comments, and a one-question-per-person limit until everyone has had a chance to comment. At the bottom of the slide, the text "ARIZONA DEPARTMENT OF TRANSPORTATION" is written in a smaller, all-caps font.

ADOT

Questions and Comments

- We will do our best to take questions and comments in the order received.
- Due to time constraints, to allow others time to comment:
 - Please limit verbal questions to no more than 30 seconds.
 - We may consolidate similar comments and questions.
 - There will be a limit of one question per person until all have had an opportunity to comment.

ARIZONA DEPARTMENT OF TRANSPORTATION

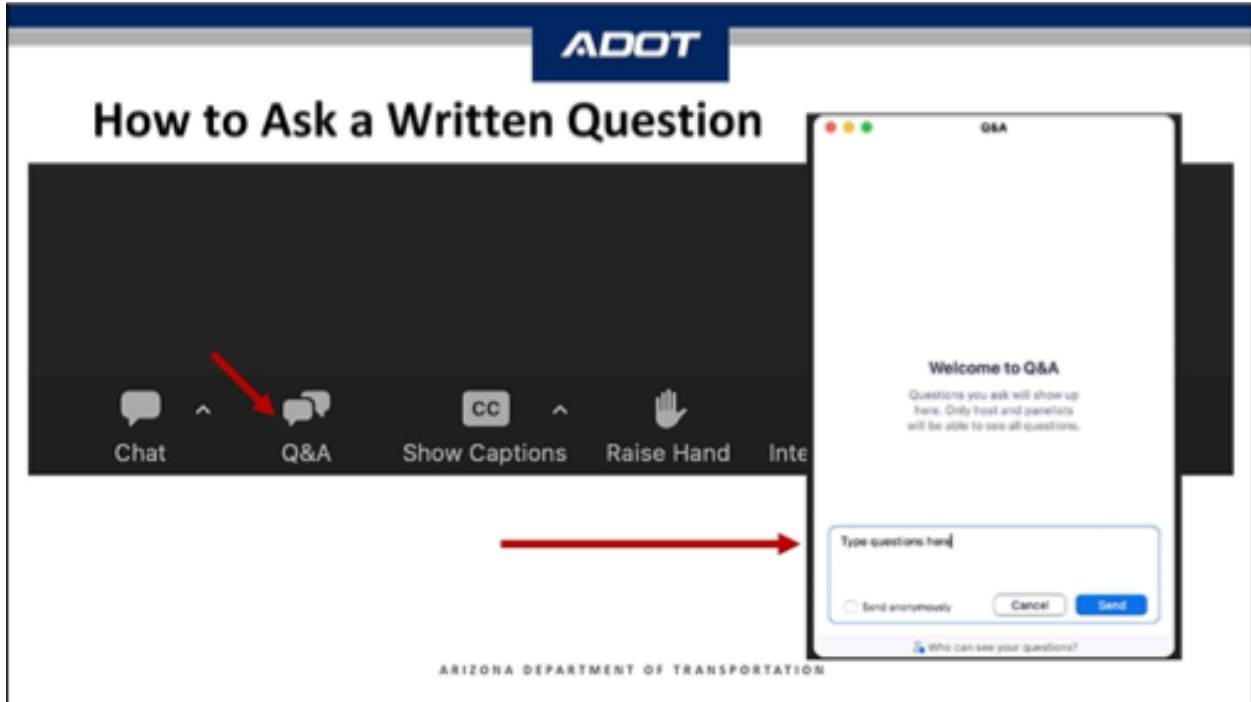
Now we'll begin the question and comments portion of the meeting.

We will do our best to respond to questions in the time available. Due to time constraints and to allow others time to comment, please be brief and limit your verbal question to no more than 30 seconds. If there are similar comments or questions received, we may consolidate them.

Additionally, please limit yourself to one question or comment until everyone has had an opportunity to comment.

If needed, we can extend our meeting time by up to 15 minutes to respond to questions. If we still have outstanding questions at that time, we will respond to written questions as part of the meeting summary and we will provide it to participants via email and post on our project web page.

For those on the phone you may submit questions or comments by phone or the other methods described previously following the meeting.



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

For our Spanish speakers when you provide comments in Spanish using the Q&A function a Spanish-speaking project team member will provide translation of both the question or comment and the response.



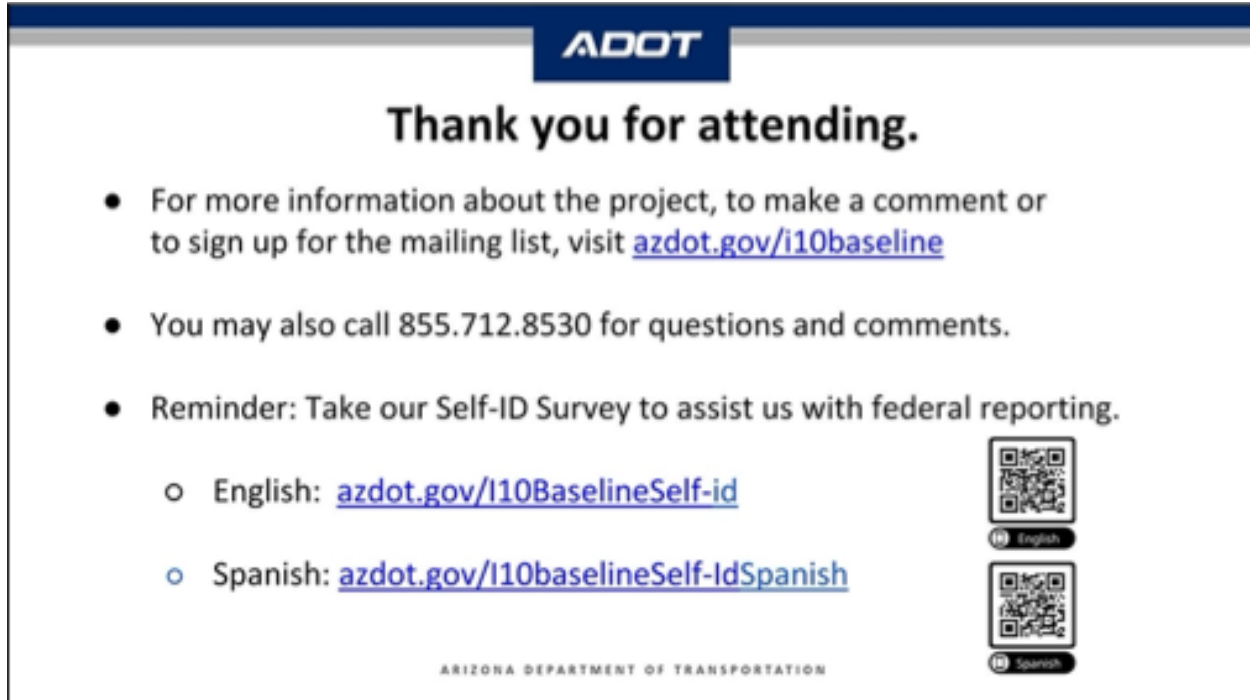
The second way to participate if you are joining the meeting online is to raise your hand by clicking on the Raise Hand icon at the bottom of your screen. When you raise your hand, the presenter will unmute you and call on you when it is your time to speak so you can be heard. Those who ask a question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

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



Thank you Nancy. Good evening, I'm Jan Gordley, a member of the outreach team for this project. I'll be helping take your questions this evening. Just as a reminder, in order to cover as many questions as possible, we may be paraphrasing and grouping some questions by similar topics in order to cover more information. And we may not have time to get to all of them but will be providing answers in the summary of this meeting that will be added to the project website. We already have a few entered in the Q&A so we'll start with those and then go to anyone with a hand raised online and then on the phone.

(Question and Answer session)




ADOT


Thank you for attending.

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

ARIZONA DEPARTMENT OF TRANSPORTATION



English



Spanish

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

We would like to encourage you to visit the website for more information and to sign up for the mailing list. We have posted the website link in the chat for your convenience. Also, if you have not already done so, please take the Anonymous Self-ID Survey. We have placed the link to the survey in the chat again for your convenience. Comments will be accepted until May 23. We will place the survey/comment form in the chat as well: tinyurl.com/yv6vwbst

If you have any follow-up questions or comments please use the contact form or contact me at Email: ngbecerra@azdot.gov

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

Survey/Comment Form

ADOT: I-10/Baseline Road Traffic Interchange - Survey

The Arizona Department of Transportation (ADOT) invites you to provide your input as it prepares an environmental and engineering study to evaluate improvements to the I-10/Baseline Road traffic interchange near the cities of Tempe, Phoenix and the town of Guadalupe.

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



Not shared

* Indicates required question

Please tell us your interest in this project (check all that apply).

- Resident in the project area.
- Business/commercial property owner in the project area.
- Work in the project area.
- Shop, dine or visit hotels and attractions in the project area.
- Drive in the project area.
- Walk or bike in the project area.
- Other: _____

Which of these transportation modes do you use in the project area? (select all that apply)

- Vehicle
- Bike
- Walk
- Wheelchair/scooter
- Other: _____

Please tell us your level of concern related to the existing I-10/Baseline Road traffic interchange and the surrounding project area? (with 1 being Not At All Concerned and 5 being Extremely Concerned)

	1	2	3	4	5
Traffic Congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Number of Signals/Signal Timing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Driver Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle Connectivity and Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian Connectivity and Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ease of Access to Businesses/Shopping Centers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Neighborhood Cut Through Traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

How often do you access Baseline Road from Calle los Cerros Drive?

	1	2	3	4	5	
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Frequently

How often do you access Calle los Cerros Drive from Baseline Road?

	1	2	3	4	5	
Never	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Frequently

What other suggestions or input do you have for the study team regarding this traffic interchange/intersection?

Your answer _____

Name *

Your answer _____

Please fill out this field.

Address

Your answer _____

City

Your answer _____

Zip Code *

Your answer _____

Affiliation (Business Name, Community Name, Organization)

Your answer _____

Email Address *

Your answer _____

Submit [Clear form](#)

Self-Identification Survey (English)

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

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

The survey will also help ADOT fulfill federal reporting requirements.

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

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

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

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



Not shared

* Indicates required question

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

Race/Ethnicity *

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

Submit

Clear form

Self-Identification Survey (Spanish)

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

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

El Título VI del Acto de Derechos Civiles, la ley 42 USC 2000d y otros reglamentos del Departamento de Transporte de los Estados Unidos, aseguran que "ninguna persona en los Estados Unidos será negada los beneficios de o será discriminado de cualquier programa o actividad que recibe asistencia de fondos federales por su raza, color de su piel u origen nacional". Otras autoridades relacionadas con la NoD iscriminación de Título VI:

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

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

aaronjohnson78@gmail.com [Switch account](#)

Not shared

* Indicates required question

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

Etnicidad/Raza *

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

Submit

Clear form



Appendix B

Public Meeting Notices / Advertising

GovDelivery Email Notices

5/25/23, 4:40 PM

Join ADOT for I-10/Baseline Road Traffic Interchange Study public meeting May 9

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Share Bulletin

Join ADOT for I-10/Baseline Road Traffic Interchange Study public meeting May 9

Arizona Department of Transportation sent this bulletin at 04/19/2023 08:43 AM MST. If you would like alerts or newsletters from us, please sign up above to receive our GovDelivery notices.



Join ADOT for I-10/Baseline Road Traffic Interchange Study public meeting May 9

ADOT will hold a virtual public meeting on May 9 to seek the public's input for a study to evaluate potential improvements at the I-10/Baseline Road traffic interchange to address traffic flow and safety.

The virtual public meeting will be held:

- Tuesday, May 9, from 6 – 7:30 p.m.
- Online (Zoom): <https://tinyurl.com/lycy8ykw>
Meeting ID: 849 4976 3354
English call-in number: 669.900.6833
Spanish call in number: 866.730.7514, pin: 984619#

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees. Following the meeting, a recording of the presentation will be available on the project website at azdot.gov/i10baseline.

ADOT is considering making improvements to the existing diamond interchange at Baseline Road and I-10. The public's input will be considered in the study of potential design options. Comments on the current study phase are being accepted through **May 23**, in the following ways:

- By completing an online survey at: <http://tinyurl.com/lyx6vwbst>
- By phone: 855.712.8530 (English/Spanish)
- By email: ngbecerra@azdot.gov
- By mail: ADOT Community Relations
1655 W. Jackson Street, MD126F, Phoenix, AZ 85007



<https://content.govdelivery.com/accounts/AZDOT/bulletins/3537d34?reqfrom=share>

1/2

5/25/23, 4:40 PM

Join ADOT for I-10/Baseline Road Traffic Interchange Study public meeting May 9

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

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For more information, visit azdot.gov



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5/25/23, 4:39 PM

ADOT seeking public's input on I-10/Baseline Road Traffic Interchange Study

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ADOT seeking public's input on I-10/Baseline Road Traffic Interchange Study

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SHARE

ADOT seeking public's input on I-10/Baseline Road Traffic Interchange Study

Public encouraged to attend May 9 virtual public meeting, provide comments through May 23

Join ADOT on May 9 for a virtual public meeting to seek the public's input for a study to evaluate potential improvements at the I-10/Baseline Road traffic interchange to address traffic flow and safety.

The virtual public meeting will be held:

- Tuesday, May 9, from 6 – 7:30 p.m.
- Online (Zoom): <https://tinyurl.com/yyc8ykw>
Meeting ID: 849 4976 3354
English call in number: 669.900.6833
Spanish call in number: 866.730.7514, pin: 984619#

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees. Following the meeting, a recording of the presentation will be available on the project website at azdot.gov/i10baseline.

ADOT is considering making improvements to the existing diamond interchange at Baseline Road and I-10. The study will evaluate two design alternatives for the interchange: a Tight Diamond Interchange (TDI) and a Diverging Diamond Interchange (DDI).

Comments on the study are being accepted through **May 23**, in the following ways:

- By completing an online survey at: <http://tinyurl.com/yv6xwbst>
- By phone: 855.712.8530 (English/Spanish)
- By email: ngbecerra@azdot.gov
- By mail: ADOT Community Relations, 1655 W. Jackson Street, MD126F, Phoenix, AZ 85007



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1/2

5/25/23, 4:39 PM

ADOT seeking public's input on I-10/Baseline Road Traffic Interchange Study

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5/25/23, 4:38 PM

I-10/Baseline Road Traffic Interchange Study virtual public meeting May 9

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I-10/Baseline Road Traffic Interchange Study virtual public meeting May 9

<https://azdot.gov/>

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I-10/Baseline Road Traffic Interchange Study virtual public meeting Tuesday, May 9

ADOT is considering making improvements to the I-10/Baseline Road traffic interchange to address traffic flow and safety. Join the May 9 virtual public meeting to learn more and provide your input.

The virtual public meeting will be held:

- Tuesday, May 9, from 6 – 7:30 p.m.
- Online (Zoom): <https://tinyurl.com/ycy8ykvw>
Meeting ID: 849 4976 3354
English call in number: 669.900.6833
Spanish call in number: 866.730.7514, pin: 984619#

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees. Following the meeting, the presentation will be available at azdot.gov/i10baseline.

Comments on the study are being accepted through May 23 in the following ways:

- By completing an online survey at: <http://tinyurl.com/yv6vwbst>
- By phone: 855.712.8530 (English/Spanish)
- By email: ngbecerra@azdot.gov
- By mail: ADOT Community Relations, 1655 W. Jackson Street, MD126F, Phoenix, AZ 85007



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1/2

5/25/23, 4:38 PM

I-10/Baseline Road Traffic Interchange Study virtual public meeting May 9

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5/25/23, 4:38 PM Reminder: ADOT hosting virtual public meeting tomorrow, May 9 to seek public input on improvements to the I-10/Baseline Road ...

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Reminder: ADOT hosting virtual public meeting tomorrow, May 9 to seek public input on improvements to the I-10/Baseline Road Traffic Interchange



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Reminder: ADOT hosting virtual public meeting tomorrow, May 9 to seek public input on improvements to the I-10/Baseline Road Traffic Interchange

ADOT will hold a virtual public meeting tomorrow, May 9, to seek the public's input for a study to evaluate potential improvements at the I-10/Baseline Road traffic interchange to address traffic flow and safety.

The virtual public meeting will be held:

- **Tuesday, May 9, from 6 – 7:30 p.m.**
- **Online (Zoom):** <https://tinyurl.com/ycy8ykw>
Meeting ID: 849 4976 3354
English call-in number: 669.900.6833
Spanish call-in number: 866.730.7514, pin: 984619#

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees. Following the meeting, a recording of the presentation will be available on the project website at azdot.gov/i10baseline.

ADOT is considering making improvements to the existing diamond interchange at Baseline Road and I-10. The public's input will be considered in the study of potential design options. Comments on the current study phase are being accepted through **May 23**, in the following ways:

- **By completing an online survey at:** <http://tinyurl.com/yv6vwbst>
- **By phone:** 855.712.8530 (English/Spanish)
- **By email:** ngbecerra@azdot.gov
- **By mail:** ADOT Community Relations 1655 W. Jackson Street, MD126F, Phoenix, AZ 85007

5/25/23, 4:38 PM Missed our public meeting for the I-10/Baseline Road Traffic Interchange Study? View the presentation and provide your comment...

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Missed our public meeting for the I-10/Baseline Road Traffic Interchange Study? View the presentation and provide your comments online

Learn more about ADOT's study to evaluate improvements to safety and traffic flow at the I-10/Baseline Road interchange.

Visit azdot.gov/i10baseline to watch the presentation and provide your comments.

Comments on the study are being accepted through **May 23**, in the following ways:

- By completing an online survey at: <http://tinyurl.com/yv6vwbst>
- By phone: 855.712.8530 (English/Spanish)
- By email: ngbecerra@azdot.gov
- By mail: ADOT Community Relations, 1655 W. Jackson Street, MD126F, Phoenix, AZ 85007



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5/25/23, 4:37 PM

Last chance to provide comments on the I-10/Baseline Road Traffic Interchange Study

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Last chance to provide comments on the I-10/Baseline Road Traffic Interchange Study



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SHARE

Last chance to provide comments on the I-10/Baseline Road Traffic Interchange Study

Tuesday, May 23, is the last day to take our survey and provide your comments on ADOT's I-10/Baseline Road Traffic Interchange Study, which is evaluating improvements to safety and traffic flow at the interchange.

Learn more on the study website at azdot.gov/i10baseline.

Provide your comments through the end of tomorrow, **May 23**, in any of the following ways:

- By completing an online survey at: <http://tinyurl.com/yv6vwbst>
- By phone: 855.712.8530 (English/Spanish)
- By email: ngbecerra@azdot.gov
- By mail: ADOT Community Relations, 1655 W. Jackson Street, MD126F, Phoenix, AZ 85007



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1/1

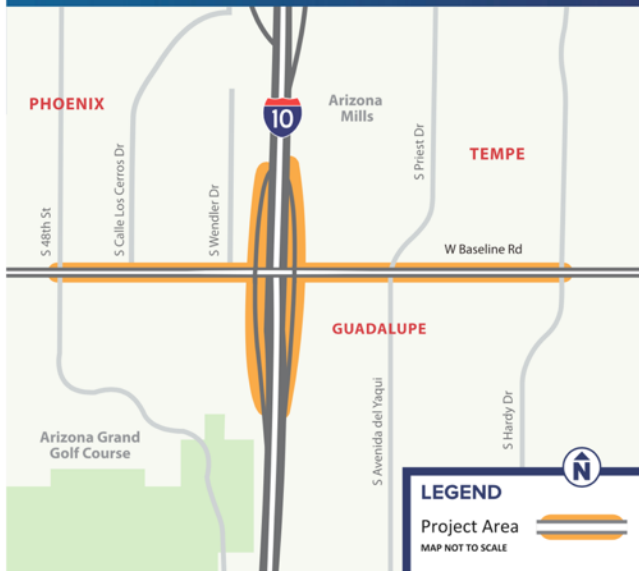
Print Ad (English)

Tempe/Ahwatukee Republic Zone 10

6 Z10 | MIDWEEK, 04.26.23 | AZCENTRAL.COM

Your Input is Requested!
Interstate 10/Baseline Road
Traffic Interchange Study
Virtual Public Meeting

The Arizona Department of Transportation (ADOT) invites you to attend a virtual public meeting to provide input on a study to evaluate improvements to the I-10/Baseline Road traffic interchange near the cities of Tempe and Phoenix and the Town of Guadalupe. Project team members will make a virtual presentation, answer questions and seek input from attendees.



ADOT ADOT Project No. F0523 01L

Virtual Public Meeting

When: Tuesday, May 9, 2023

Time: 6 – 7:30 p.m.

HOW TO PARTICIPATE

- ▶ **Online (zoom):** <https://tinyurl.com/ycy8ykvw>
Meeting ID: 849 4976 3354
- ▶ **Phone:** 669.900.6833 (English)

CAN'T ATTEND BUT HAVE INPUT?

Comments may be made by May 23, 2023, in the following ways:

- ▶ **Online:** <http://tinyurl.com/yv6vwbst>
- ▶ **Phone:** 855.712.8530 (English/Spanish)
- ▶ **Email:** ngbecerra@azdot.gov
- ▶ **Mail:** ADOT Community Relations
1655 W. Jackson Street, MD126F, Phoenix, AZ 85007

For more information, visit:
www.azdot.gov/i10baseline

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

要获取其他格式或语言的副本或服务, 请致电855 712 8530 或电邮至 NGBecerra@azdot.gov 联系Nancy Becerra, 或访问网站 azdot.gov/i10baseline

Print Ad (Spanish)
Prensa Arizona

¡Se solicitan sus ideas!
Interestatal 10/Baseline Road,
estudio del intercambio de tráfico
Reunión Pública Virtual

El Departamento de Transporte de Arizona (ADOT) los invita a una reunión pública virtual donde podrán proveer su aporte de un estudio evaluando mejoras potenciales al intercambio de tráfico de la I-10/Baseline Road cercas de Tempe, Phoenix y Guadalupe. Miembros del equipo del proyecto estarán haciendo una presentación virtual, contestando sus preguntas y buscando el aporte de los asistentes.

Reunión Pública Virtual
Cuando: martes, 9 de mayo del 2023
Horario: 6 – 7:30 p.m.

COMO PARTICIPAR

- ▶ **En Línea (zoom):** <https://tinyurl.com/ycy8ykvw>
Meeting ID (# de reunión): 849 4976 3354
- ▶ **Teléfono:** 866.730.7514 (español)
pin de participante 984619#

¿NO PUEDE ASISTIR, PERO TIENE ALGO QUE APORTAR?

Comentarios pueden hacerse hasta el 23 de mayo del 2023 por las siguientes opciones:

- ▶ **En Línea:** <http://tinyurl.com/yv6vwbst>
- ▶ **Teléfono:** 855.712.8530 (inglés/español)
- ▶ **Email:** ngbecerra@azdot.gov
- ▶ **Dirección:** ADOT Community Relations
1655 W. Jackson Street, MD126F, Phoenix, AZ 85007

Para más información, visite:
www.azdot.gov/i10baseline

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ADOT ADOT Project No. F0523 01L

E-blast

Arizona Republic



Your Input is Requested!
Interstate 10/Baseline Road
Traffic Interchange Study

Virtual Public Meeting

When: Tuesday, May 9, 2023

Time: 6-7:30 p.m.

HOW TO PARTICIPATE

▶ **Online (zoom):** <https://tinyurl.com/ycy8ykvw>
Meeting ID: 849 4976 3354

▶ **Phone:** 669.900.6833 (English)

CAN'T ATTEND BUT HAVE INPUT?

Comments may be made by May 23, 2023,
in the following ways:

▶ **Online:** <http://tinyurl.com/yv6vwbst>

▶ **Phone:** 855.712.8530 (English/Spanish)

▶ **Email:** ngbecerra@azdot.gov

▶ **Mail:** ADOT Community Relations
1655 W. Jackson Street, MD126F, Phoenix, AZ 8500

For more information, visit:

www.azdot.gov/i10baseline



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要获取其他格式或语言的副本或服务, 请致电855 712 8530
或电邮至 NGBecerra@azdot.gov 联系Nancy Becerra,
或访问网站 azdot.gov/i10baseline

ADOT Project No. F0523 01L

News Release



Email Address c.g.
 name@example.com

Share Bulletin

ADOT News: ADOT to host May 9 virtual meeting for I-10/Baseline Road study

Arizona Department of Transportation sent this bulletin at 05/03/2023 07:24 AM MST. If you would like alerts on our GovDelivery notices.

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SHARE

ADOT to host May 9 virtual meeting for I-10/Baseline Road study

Potential improvements at busy interchange being evaluated

A virtual public meeting about potential improvements at the Interstate 10 interchange with Baseline Road in Tempe will be held on Tuesday, May 9.

The Arizona Department of Transportation is hosting the virtual meeting to provide information and seek public input about a study of the busy interchange. The study will evaluate whether improvements will be made to the existing diamond interchange or if the interchange should be reconstructed using the new diverging diamond design.

The meeting details are as follows:

- Tuesday, May 9, from 6 to 7:30 p.m.
- Access the meeting online at: tinyurl.com/ycy8ykvw. The meeting ID number is: 849 4976 3354.
- Access the meeting by phone: In English call 669-900-6833. In Spanish call 866-730-7514 (Pin Number is 984619#)

The meeting will include a presentation by the project team, followed by an opportunity for participants to ask questions and provide comments. A recording of the presentation will be posted to the study website for those unable to attend.

Comments on the current study phase are being accepted through May 23. An online survey is available at tinyurl.com/yv6vwbst.

For more information about the study and other methods to provide comments, visit the study website at azdot.gov/i10baseline.

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

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Appendix C

Public Meeting Outreach

Social Media Posts

Facebook

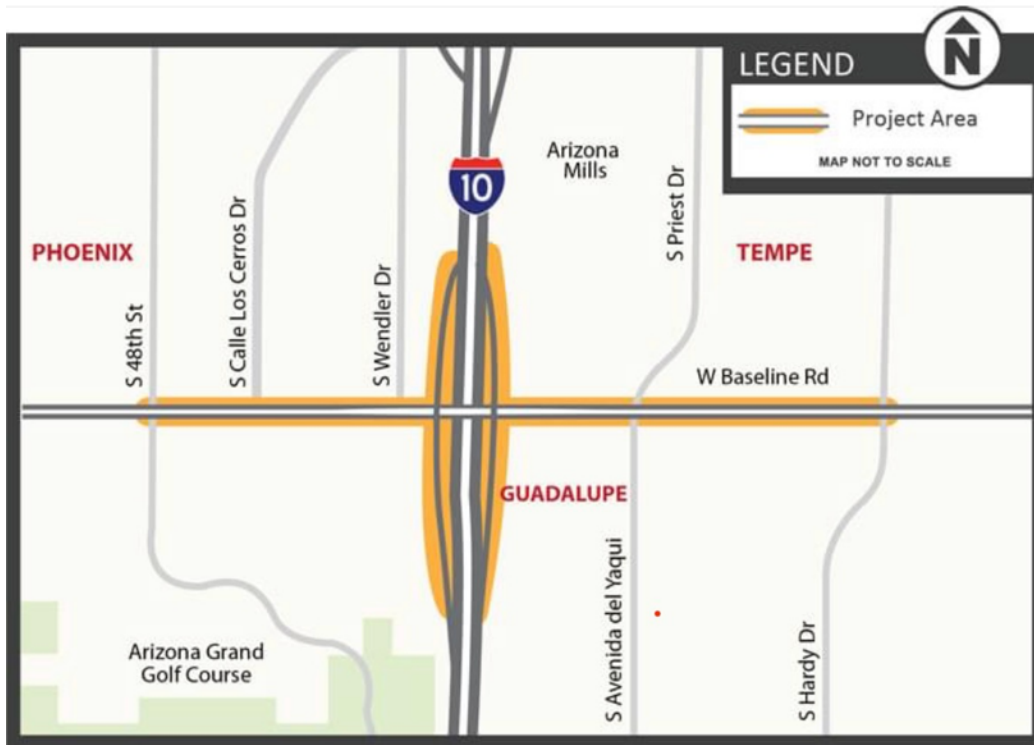


Arizona Department of Transportation

May 2 ·

ADOT is hosting a virtual meeting Tuesday, May 9, about potential improvements to the I-10/Baseline interchange in Tempe.

Click here for details and how to join: bit.ly/42kb4eQ



27

14 comments 8 shares

Like

Comment

Share

Twitter

← **Tweet**



Save the Date!

Join ADOT’s virtual public meeting on May 9 to provide your input on potential improvements at the I-10, Baseline Road traffic interchange to address traffic flow and safety.

For more details visit azdot.gov/i10baseline.



7:37 PM · Apr 19, 2023 · **5,832** Views

1 Retweet 3 Likes



← **Tweet**



Your input is needed! ADOT is considering making improvements to the I-10/Baseline Road traffic interchange to address traffic flow/safety. Attend our May 9 virtual public meeting to learn more and provide feedback. For meeting and project details visit azdot.gov/i10baseline.



3:07 PM · Apr 25, 2023 · **6,352** Views

2 Retweets **5** Likes



← **Tweet**



Arizona DOT
@ArizonaDOT



Do you use the I-10/Baseline Interchange? ADOT is hosting a public meeting May 9 for the current study of potential improvements to traffic flow and safety at the interchange and wants to hear from you. Visit azdot.gov/i10baseline to learn more and provide your feedback.



6:37 PM · May 2, 2023 · **7,568** Views

2 Retweets **1** Quote **8** Likes



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Arizona DOT
@ArizonaDOT



Reminder to join us tomorrow, May 9 at 6 p.m. for the I-10/Baseline Road virtual public meeting. For more details on how to participate and provide your input visit azdot.gov/i10baseline. Can't attend, provide input through our online survey at: tinyurl.com/yv6vwbst



11:07 AM · May 8, 2023 · **5,430** Views

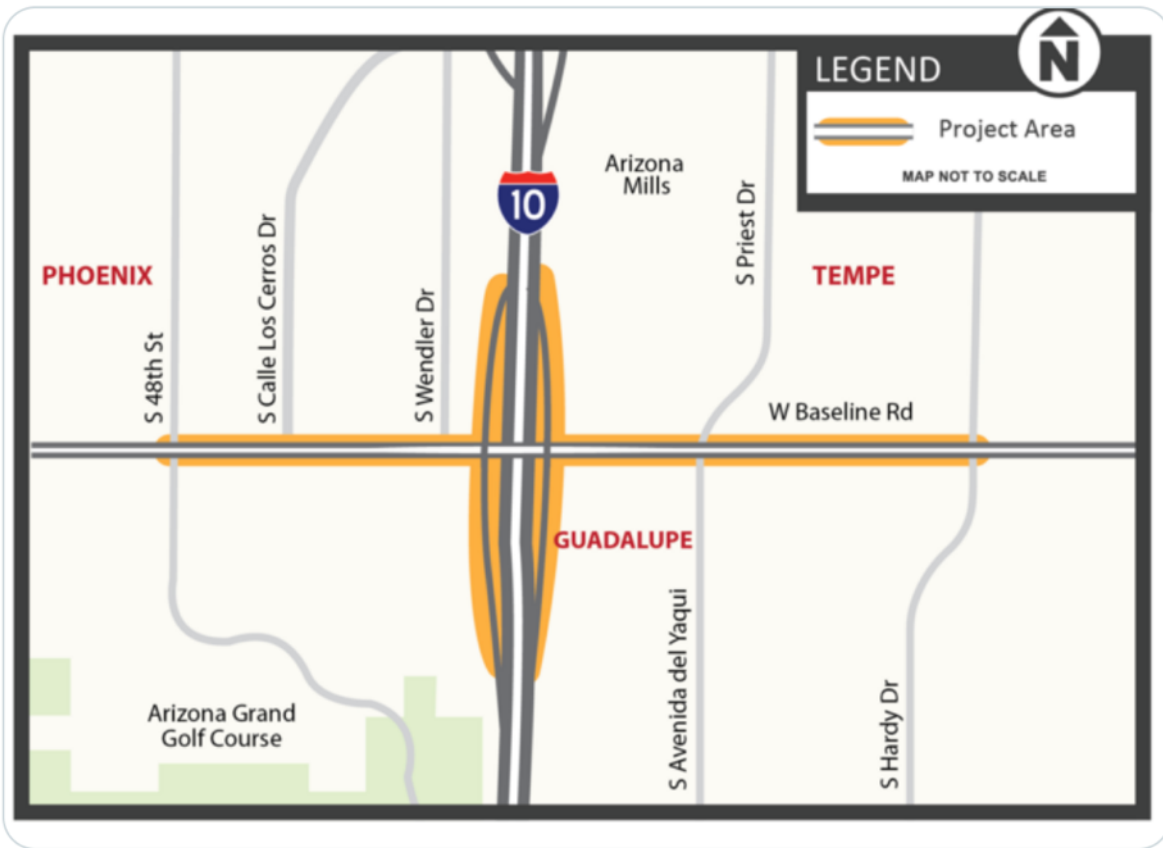
3 Likes **1** Bookmark



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Missed our public meeting for the I-10/Baseline Road Interchange Study? You can view a recording of the meeting online at azdot.gov/i10baseline and provide your input through May 23.



1:37 PM · May 12, 2023 · **5,888** Views

2 Retweets **3** Likes



← **Tweet**



Arizona DOT
@ArizonaDOT



ADOT is seeking public input as it evaluates potential improvements to address the traffic flow and safety at the I-10/Baseline Road interchange near the cities of Tempe, Phoenix and Guadalupe. Learn more and provide comments through tomorrow, May 23 at azdot.gov/i10baseline.



7:37 PM · May 22, 2023 · **8,132** Views

5 Retweets **7** Likes **2** Bookmarks



NextDoor


State of Arizona ✓
ADOT Communications Office of Community Relations • 19 Apr


Save the date! I-10/Baseline Road Traffic Interchange Study public meeting May 9

See more...


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+1 ❤️ 😊 9 · 20,735 Impressions Like Comment Share






 **State of Arizona** ✓
ADOT Communications Office of Community Relations • 25 Apr



Heads up! ADOT is seeking the public's input on a study to evaluate potential improvements at the I-10/Baseline Road traffic interchange to address traffic flow and See more...

 **Interstate 10/Baseline Road Traffic Interchange | ADOT**
azdot.gov

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  12 · 24,543 Impressions  Like  Comment  Share

State of Arizona ✓
ADOT Communications Office of Community Relations • 3 May

Do you use the I-10/Baseline Interchange? ADOT is hosting a virtual public meeting May 9 at 6 p.m. for the current study of potential improvements to traffic flow and See more...

[Interstate 10 / Baseline Road Traffic Interchange | Department ...](#)
azdot.gov

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👍👏 8 · 25,163 Impressions ❤️ Like 💬 Comment ➦ Share

State of Arizona ✓
ADOT Communications Office of Community Relations • 8 May

PHOENIX TEMPE GUADALUPE

Arizona Mills

Arizona Grand Golf Course

LEGEND

Project Area

MAP NOT TO SCALE

Reminder: ADOT hosting virtual public meeting tomorrow, May 9 to seek public input on improvements to the I-10/Baseline Road Traffic Interchange
See more...

[Interstate 10 / Baseline Road Traffic Interchange | Department ...](https://azdot.gov)
azdot.gov

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😊❤️😲 16 · 46,478 Impressions Like Comment Share

State of Arizona ✓
ADOT Communications Office of Community Relations • 16 May

PHOENIX TEMPE GUADALUPE

Arizona Mills

Arizona Grand Golf Course

S 48th St S Calle Los Cerros Dr S Wendler Dr S Avenida del Yaqui S Hardy Dr S Priest Dr W Baseline Rd


LEGEND
Project Area
MAP NOT TO SCALE


Missed our public meeting for the I-10/Baseline Road Traffic Interchange Study? View the presentation and provide your comments online to help us evaluate how we can See more...

[Interstate 10 / Baseline Road Traffic Interchange | Department ...](#)
azdot.gov


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😊❤️ 4 · 16,989 Impressions Like Comment Share


 **State of Arizona** ✓
ADOT Communications Office of Community Relations • 3 days ago






Last chance to provide comments on the initial phase of the I-10/Baseline Road Traffic Interchange Study is tomorrow, May 23.
See more...

 **ADOT: I-10/Baseline Road Traffic Interchange - Survey**
docs.google.com

Posted to **Subscribers of State of Arizona** in 1 area

 1 · 1,611 Impressions

 Like  Comment  Share

Stakeholder Outreach Emails

Hello,

The Arizona Department of Transportation would like to ensure that you have the information included below on an upcoming virtual public meeting for a study on the I-10/Baseline Road Interchange. Please let me know if you have any questions.

Nancy Becerra
Community Relations Project Manager
1655 W. Jackson St.
Phoenix, AZ 85007
623.695.7411
azdot.gov



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<https://mail.google.com/mail/u/0/?ik=69df00cbab&view=pt&search=all&permmsgid=msg-a:r4777235175784460896&simpl=msg-a:r477723517578446...> 1/3

5/25/23, 4:46 PM

State of Arizona Mail - Fwd: Join ADOT for I-10/Baseline Road Traffic Interchange Study public meeting May 9

Join ADOT for I-10/Baseline Road Traffic Interchange Study public meeting May 9

ADOT will hold a virtual public meeting on May 9 to seek the public's input for a study to evaluate potential improvements at the I-10/Baseline Road traffic interchange to address traffic flow and safety.

The virtual public meeting will be held:

- **Tuesday, May 9, from 6 – 7:30 p.m.**
- Online (Zoom): <https://tinyurl.com/ycy8ykvw>
Meeting ID: 849 4976 3354
English call-in number: 669.900.6833
Spanish call in number: 866.730.7514, pin: 984619#

The meeting will include a presentation by the project team, followed by an opportunity for questions and comments from attendees. Following the meeting, a recording of the presentation will be available on the project website at azdot.gov/i10baseline.

ADOT is considering making improvements to the existing diamond interchange at Baseline Road and I-10. The public's input will be considered in the study of potential design options. Comments on the current study phase are being accepted through **May 23**, in the following ways:

- **By completing an online survey at:** <http://tinyurl.com/yv6vwbst>
- **By phone:** 855.712.8530 (English/Spanish)
- **By email:** ngbecerra@azdot.gov
- **By mail:** ADOT Community Relations
1655 W. Jackson Street, MD126F, Phoenix, AZ 85007

Hello,

Don't forget to join ADOT's virtual public meeting tomorrow, May 9 about potential improvements at the I-10/Baseline Road traffic interchange to address traffic flow and safety. More information included below and on the project website at azdot.gov/i10baseline.

Nancy Becerra
Community Relations Project Manager

1655 W. Jackson St.
Phoenix, AZ 85007
623.695.7411

azdot.gov



Arizona Department
of Transportation

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From: **Arizona Department of Transportation** <adot@info.azdot.gov>

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<https://mail.google.com/mail/u/0/?ik=69df00cbab&view=pt&search=all&permthid=thread-a:r-3322623024282102377%7Cmsg-a:r62871542754401674...> 1/3

5/25/23, 4:47 PM

State of Arizona Mail - Reminder: ADOT hosting virtual public meeting tomorrow, May 9 to seek public input on improvements to t...

Reminder: ADOT hosting virtual public meeting tomorrow, May 9 to seek public input on improvements to the I-10/Baseline Road Traffic Interchange

ADOT will hold a virtual public meeting tomorrow, May 9, to seek the public's input for a study to evaluate potential improvements at the I-10/Baseline Road traffic interchange to address traffic flow and safety.

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Nancy Becerra
Community Relations Project Manager

1655 W. Jackson St.
Phoenix, AZ 85007
623.695.7411

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5/25/23, 4:47 PM

State of Arizona Mail - Reminder: ADOT hosting virtual public meeting tomorrow, May 9 to seek public input on improvements to t...



SHARE

Reminder: ADOT hosting virtual public meeting tomorrow, May 9 to seek public input on improvements to the I-10/Baseline Road Traffic Interchange

ADOT will hold a virtual public meeting tomorrow, May 9, to seek the public's input for a study to evaluate potential improvements at the I-10/Baseline Road traffic interchange to address traffic flow and safety.

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- **Tuesday, May 9, from 6 – 7:30 p.m.**
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- **By completing an online survey at:** <http://tinyurl.com/yv6vwbst>
- **By phone:** 855.712.8530 (English/Spanish)
- **By email:** ngbecerra@azdot.gov
- **By mail:** ADOT Community Relations 1655 W. Jackson Street, MD126F, Phoenix, AZ 85007



Mailer (Bilingual)

You're Invited!
 Tuesday, May 9, 2023 • 6 – 7:30 P.M.
 Virtual Public Meeting

HOW TO PARTICIPATE

- ▶ **Online (Zoom):** <https://tinyurl.com/jcy8ykw>
- ▶ **Meeting ID:** 849 4976 3354
- ▶ **Phone:** 669.900.6833 (English)

Following the meeting, the presentation will be available at azdot.gov/i10baseline, or a hard copy may be requested through the contact options listed inside.

¡Está Invitado!
 Martes, 9 de mayo del 2023 • 6 – 7:30 P.M.
 Reunión Pública Virtual

COMO PARTICIPAR

- ▶ **En línea (Zoom):** <https://tinyurl.com/jcy8ykw>
- ▶ **Meeting ID (# de reunión):** 849 4976 3354
- ▶ **Teléfono:** 866.730.7514 (español) pin de participante 984619#

Después de la reunión, la presentación estará disponible en azdot.gov/i10baseline, o se puede solicitar una copia impresa a través de las opciones de contacto que se enumeran a continuación.

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

Interstate 10/Baseline Road Traffic Interchange Study
 Interestatal 10/Baseline Road,
 estudio del intercambio de tráfico

Your Input is Requested!
 Interstate 10/Baseline Road
 Traffic Interchange Study

◆

¡Se solicitan sus ideas!
 Interestatal 10/Baseline Road,
 estudio del intercambio de tráfico

Virtual Public Meeting
 Tuesday, May 9, 2023 • 6 – 7:30 P.M.
Reunión Pública Virtual
 Martes, 9 de mayo del 2023 • 6 – 7:30 P.M.

The Arizona Department of Transportation (ADOT) invites you to provide your input as it prepares a Design Concept Report and environmental study to evaluate improvements to the I-10/Baseline Road traffic interchange near the cities of Tempe and Phoenix and the town of Guadalupe.

El Departamento de Transporte de Arizona (ADOT) lo invita a compartir sus ideas para ayudar a guiarlos mientras preparan un Informe de Diseño Concepto y un estudio ambiental para evaluar mejoras al intercambio de tráfico de I-10 y Baseline Road cerca de Tempe, Phoenix y Guadalupe.



You're Invited!
 Tuesday, May 9, 2023 • 6 – 7:30 P.M.
 Virtual Public Meeting

ABOUT THE PROJECT

ADOT is studying potential improvements to improve multimodal traffic flow and safety at this interchange through a Design Concept Report and environmental study and will identify and evaluate potential design options to reconstruct the interchange and recommend a preferred design concept.

The May 9 public scoping meeting is being held to provide information about the potential improvements and to seek public input on the proposed project. Members of the project team will make a virtual presentation before answering questions and taking comments from attendees.

The public's input will be considered in the study of potential alternatives. Comments on this phase of the study may be made by May 23, 2023, in the following ways:

- ▶ **ONLINE:** <http://tinyurl.com/yv6vwbst>
- ▶ **PHONE:** 855.712.8530 (English/Spanish)
- ▶ **EMAIL:** ngbecerra@azdot.gov
- ▶ **MAIL:** ADOT Community Relations
 1655 W. Jackson Street, MD126F Phoenix, AZ 85007

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

ADOT Project No. F0523 01L

Interstate 10/Baseline Road Traffic Interchange Study
 Interestatal 10/Baseline Road, estudio del
 intercambio de tráfico

FOR MORE INFORMATION, VISIT
azdot.gov/i10baseline

PARA MÁS INFORMACIÓN, VISITE
azdot.gov/i10baseline

要查看中文邀请函，请扫描此二维码：
 您也可以致电 855.712.8530 联系亚利桑那州交通部，
 咨询有关I-10和基线道路立交桥梁项目公开会议的信息。

¡Está Invitado!
 Martes, 9 de mayo del 2023 • 6 – 7:30 P.M.
 Reunión Pública Virtual

SOBRE EL PROYECTO

ADOT está estudiando mejoras potenciales para mejorar el flujo de tráfico multimodal y la seguridad en este intercambio produciendo un Informe de Diseño Concepto y un estudio ambiental. También identificará y evaluará posibles opciones de diseño para reconstruir el intercambio y recomendar el preferido concepto de diseño.

La reunión pública de alcance del 9 de mayo se llevará a cabo para brindar información sobre las posibles mejoras y buscar la opinión del público sobre el proyecto propuesto. Los miembros del equipo del proyecto harán una presentación virtual antes de responder preguntas y recibir comentarios de los asistentes.

El aporte del público se considerará durante el estudio de las posibles alternativas. Se pueden proporcionar comentarios durante esta fase del estudio antes del 23 de mayo del 2023 por las siguientes opciones:

- ▶ **EN LÍNEA:** <http://tinyurl.com/yv6vwbst>
- ▶ **TELÉFONO:** 855.712.8530 (Inglés/español)
- ▶ **CORREO ELECTRÓNICO:** ngbecerra@azdot.gov
- ▶ **CORREO:** ADOT Community Relations
 1655 W. Jackson Street, MD126F Phoenix, AZ 85007

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

Project Scoping Meeting Information (Mandarin/Simplified Chinese)

Chinese Translation

10 号州际公路/基线道路交通立交桥项目研讨

特此邀请!

虚拟公开会议

2023 年 5 月 9 日星期二下午 6 - 7:30

当前, 亚利桑那州交通部 (ADOT) 正在拟订《设计概念报告》及筹划环境研究工作, 以评估 Tempe 和 Phoenix 市与 Guadalupe 镇附近的 I-10/基线道路交通立交桥改造项目, 在此恳请您提出宝贵意见。

如何参加

线上 (Zoom): <https://tinyurl.com/ycy8ykw>

会议编号: 849 4976 3354

电话: 669.900.6833 (英语)

会议结束后, 我们会在 azdot.gov/i10baseline 发布演示文稿, 您也可通过所列联系方式索取打印文本。会议结束后, 我们会在 azdot.gov/i10baseline 发布演示文稿, 您也可通过所列联系方式索取打印文本。

当前, 亚利桑那州交通部正在拟订《设计概念报告》及筹划环境研究工作, 研究这条立交桥多模式交通流和安全性的潜在改进措施, 同时还将确定和评估这条立交桥的潜在重建设计方案, 并推荐首选设计概念。

5 月 9 日拟召开的范围界定公开会议旨在介绍潜在改造项目的相关信息, 并征询公众对拟议项目的意见。

届时, 项目团队人员将进行虚拟演示, 之后会解答相关问题, 并听取与会人员的意见。

我们会在研究潜在替代方案时考虑公众意见。

恳请您提出宝贵意见!

公众可在 2023 年 5 月 23 日前通过如下方式对现阶段研究工作提出意见:

线上: <http://tinyurl.com/yv6vwbst>

电话: 855.712.8530 (英语/西班牙语)

电邮: ngbecerra@azdot.gov

邮寄地址: ADOT Community Relations

1655 W. Jackson Street, MD126F Phoenix, AZ 85007

项目区域

地图未按比例绘制

 [I 10/Baseline Road Traffic Interchange Map](#)

根据《1964 年民权法案》第六章、《美国残疾人法案》(ADA) 及其他禁止歧视法律法规的规定, 亚利桑那州交通部 (ADOT) 不会因种族、肤色、民族血统、性别、年龄或残疾等因素而歧视任何人。

出于语言或残疾原因而需要合理便利条件的人员, 可致电 623.695.7411 或电邮至 NGBecerra@azdot.gov 联系 Nancy Becerra。

请尽早提出申请, 以便州政府有时间做出相关便利安排。

ADOT TRACS No. F0523 01L



Appendix D News Articles

News Articles ABC 15

NEWS > OPERATION SAFE ROADS

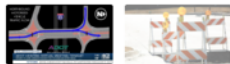


ADOT looking for feedback on possible interchange changes near I-10 at Baseline Road

Meeting to be held Tuesday, May 9



On Tuesday night, the Arizona Department of Transportation is looking for drivers to share their opinion on creating a new interchange design at Interstate 10 and Baseline Road.



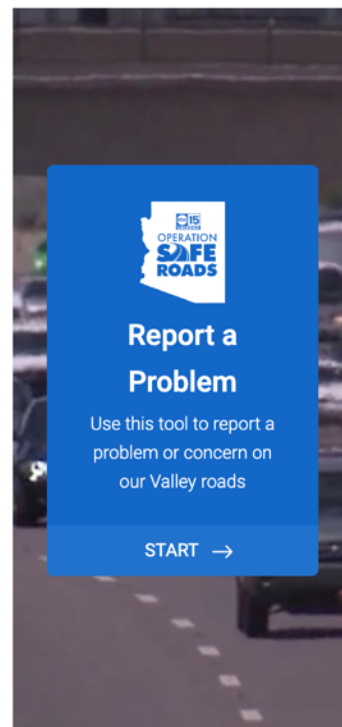
By: Megan Thompson

Posted at 5:27 AM, May 09, 2023 and last updated 5:54 AM, May 09, 2023

On Tuesday night, the Arizona Department of Transportation is looking for drivers to share their opinion on creating a new interchange design at Interstate 10 and Baseline Road.

They are looking to see if they should make improvements to the existing interchange or if it should be transformed.

Back in May 2020, the [Maricopa Association of Governments](#) conducted its own study and identified two design alternatives to improve traffic conditions: a Tight Diamond Interchange, known as a TDI, and a Diverging Diamond Interchange, known as a DDI.



Drivers are likely used to seeing a TDI. ADOT describes it as when the ramps between the interstate and crossroad form a diamond. Drivers get off the freeway, then merge with other traffic on the frontage road, and then turn in either direction or continue straight.

As for a DDI, ADOT said it is relatively new and not as common. Drivers can find this type of interchange near I-17 and Happy Valley Road.

It seems strange because it will temporarily transition drivers to the opposite side of the road and will allow through traffic and left-turning traffic to proceed through the interchange at the same time.



ADOT states the following areas where DDIs are most successful in improving safety and traffic flow:

- High volumes of left-turn traffic on and off of freeway ramps
- Left-turn-related safety challenges
- Moderate and unbalanced crossroad traffic through the interchange
- Need for additional capacity without widening

ADOT will host a virtual meeting Tuesday from 6-7:30 p.m.

Commuters can log on online or call in with presentations in both English and Spanish.

Here is the information from the agency on participation:

- Access the meeting online at: tinyurl.com/ycy8ykvw. The meeting ID number is: 849 4976 3354.
- Access the meeting by phone: In English call 669-900-6833. In Spanish call 866-730-7514 (Pin Number is 984619#)

The meeting will include a presentation by the project team, followed by an opportunity for participants to ask questions and provide comments. A recording of the presentation will be posted to the study website for those unable to attend.

Comments on the current study phase are being accepted through May 23. An online survey is available at tinyurl.com/yv6vwbst.

For more information about the study and other methods to provide comments, visit the study website at azdot.gov/i10baseline.

Have a road issue or a question for the Operation Safe Roads team? Call 833-AZ-ROADS or email roads@abc15.com.

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AZFamily (3TV/CBS 5)

ADOT to host meeting on possible improvements to the I-10 near Arizona Mills mall



The meeting will start with a presentation by ADOT, followed by a question and answer period. (WILX)

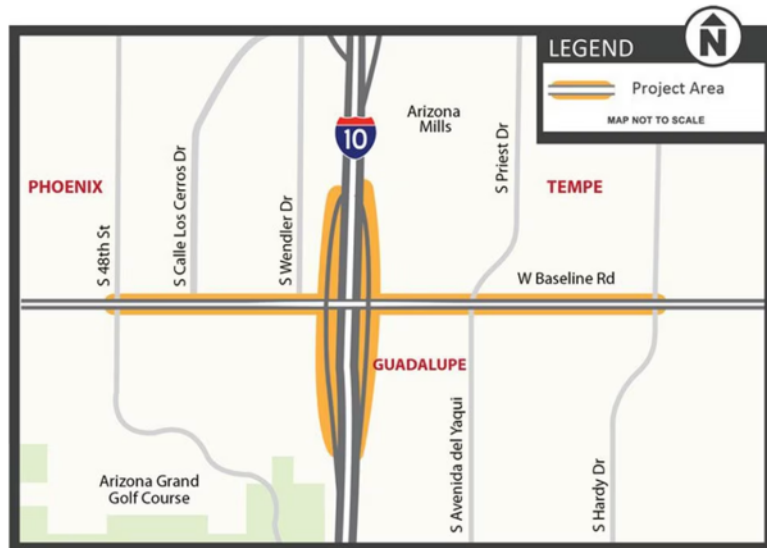
By Dani Birzer

Published: May 9, 2023 at 10:18 AM MST



TEMPE, AZ (3TV/CBS 5) - The Arizona Department of Transportation is hosting a public meeting about the heavily trafficked interchange in the East Valley on Tuesday night.

ADOT officials are expected to host a presentation on the traffic challenges and possible improvements on the stretch of I-10 near Baseline Road. Traffic engineers are specifically evaluating to see if the **diamond interchange** should be improved or whether it should be reconstructed into a **diverging diamond** pattern.



ADOT shared a photo of where traffic would be affected. (ADOT)

A meeting will be held [virtually at this link](#) from 6 p.m. until 7:30 p.m. on May 9th The meeting number for the Zoom meeting is 849 4976 3354, with the English call-in number at 669-900-6833 and the Spanish call-in number at 866-730-7514. The pin number is 984619#.

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Comments on the project will be accepted from Tuesday until May 23 [in an online survey](#), by phone at 855.712.8530, by email at ngbecerra@azdot.gov, or by mail to the ADOT Community Relations at 1655 W. Jackson Street, MD126F, Phoenix, AZ 85007.

Can't make it to the meeting but still want to watch? Check back after the meeting [for the recording here on the ADOT website](#).

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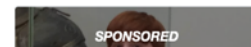
Prosecutors charge former Scottsdale hospital employee with poisoning

2 suspects arrested after DPS trooper shot in north Phoenix

Pizza sauce kept past discard date, fried chicken on trash can among violations at Phoenix-area restaurants

Docs: Wrong-way drunk driver was 4X the legal limit; charged in deadly Loop 202 crash

Social media influencer suffers traumatic head injury following horse accident in Arizona





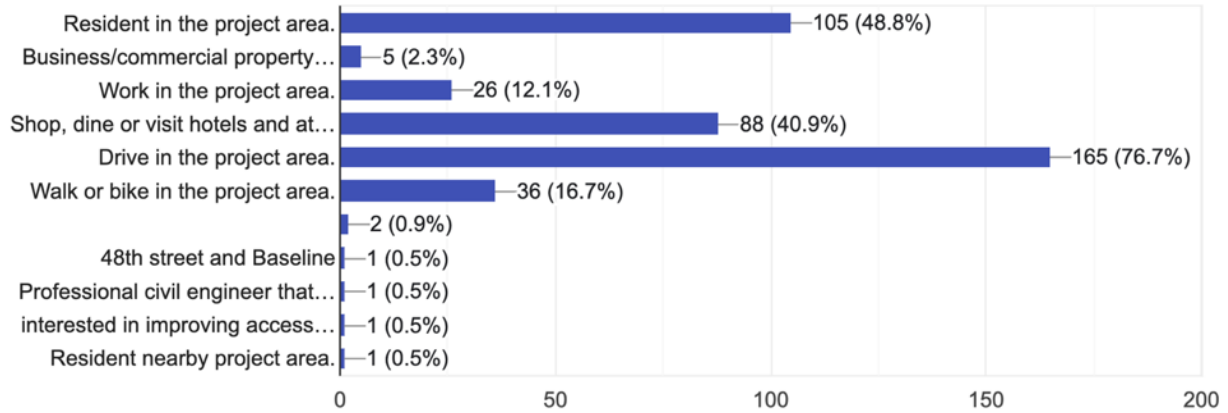
Appendix E

Public Questions and Comments

Online Survey Questions and Comments

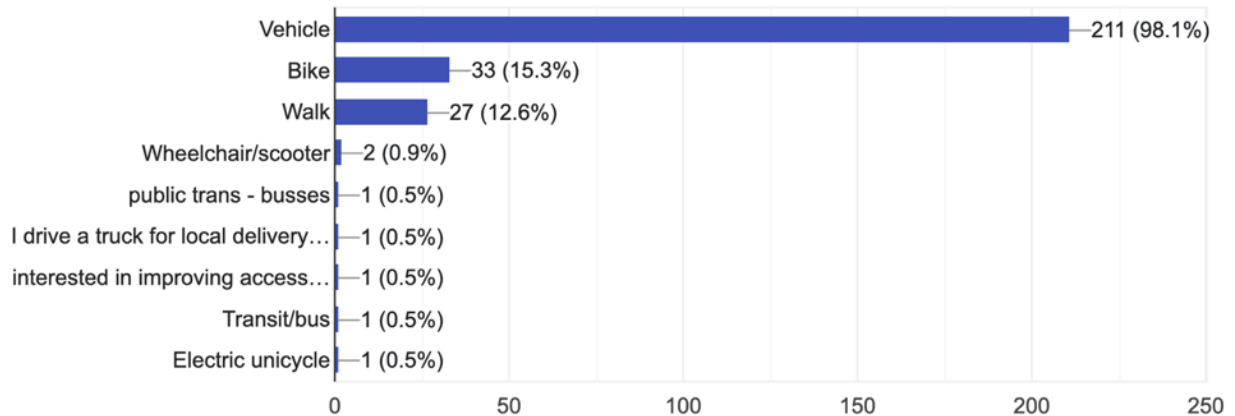
Please tell us your interest in this project (check all that apply).

215 responses

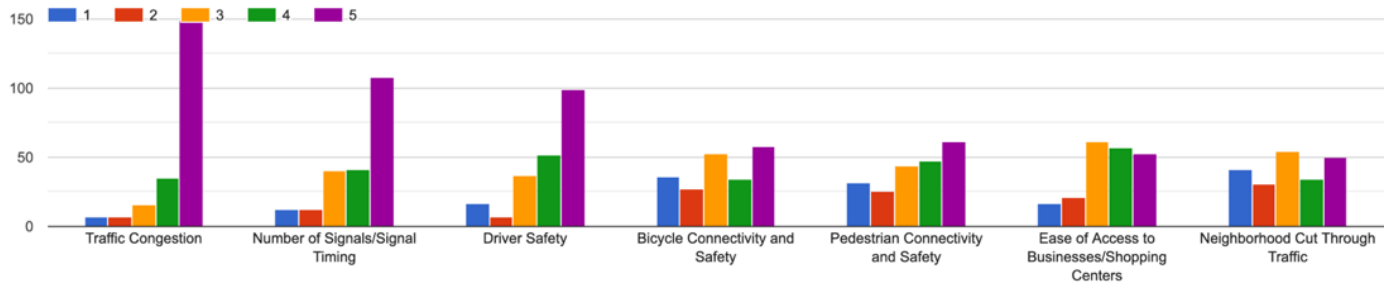


Which of these transportation modes do you use in the project area? (select all that apply)

215 responses

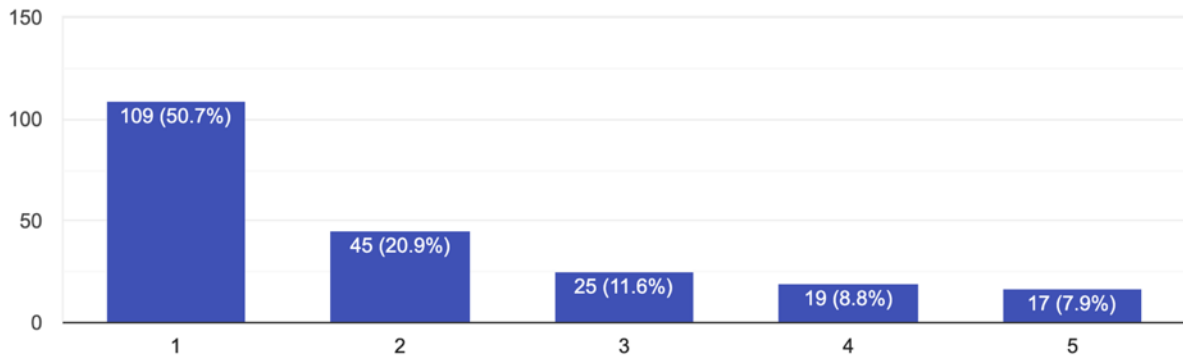


Please tell us your level of concern related to the existing I-10/Baseline Road traffic interchange and the surrounding project area? (with 1 being Not At All Concerned and 5 being Extremely Concerned)



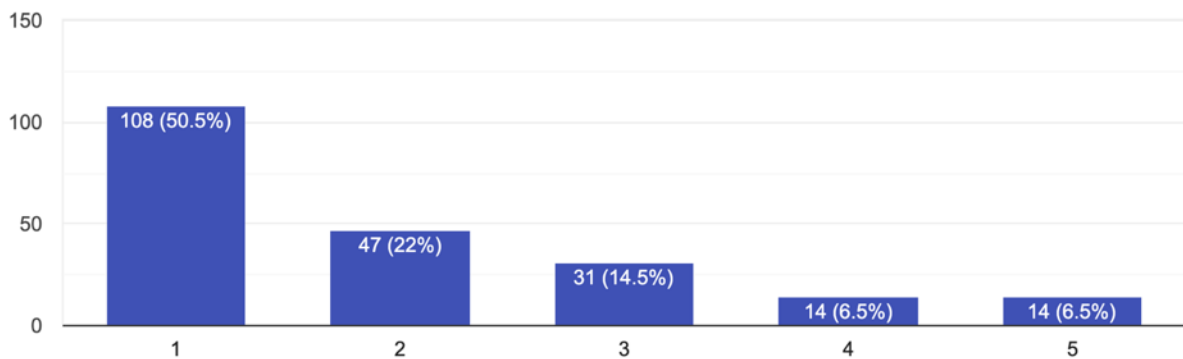
How often do you access Baseline Road from Calle los Cerros Drive?

215 responses



How often do you access Calle los Cerros Drive from Baseline Road?

214 responses



What other suggestions or input do you have for the study team regarding this traffic interchange/intersection?

<p>1) Was this not modeled and scoped as part of the Broadway Curve project? 2) What about ingress/egress into AZ Mills? 3) Are large roundabout/rotaries/etc appropriate for any of these intersections?</p>
<p>48th street has been torn-up for 2 years, and is used as a detour which make the route very time consuming to the degree of a typical 20 minute commute over an hour when used as an alternate to a freeway closure. Also the striping at the intersection of 48th street and Baseline have been un legible for over two years and I have seen accidents as a result. I think Adot has done a very pour job of informing the public</p>
<p>Add additional turning lanes from EB Baseline to EB I-10</p>
<p>Add another lane and lengthen the light going eastbound</p>
<p>All of the major issues are outside of ADOT's ROW. The number of traffic signals on either side of the I-10 are insane. Tempe capitulating to commercial development compliance run amok - all done without any common sense towards the proper timing of the signals to work in conjunction with each other.</p> <p>The one thing ADOT could do to alleviate some of the traffic is to find a way to connect Southern Avenue to I-10, being able to add that connection would pull some traffic away from Baseline.</p> <p>Knowing that this study is focused on a TI redesign, the DDI would be the more desired interchange, because it would move the volume (current and future) more freely than the current TI or a TDI.</p>
<p>Also please fix the I-10 and Warner road interchange. This interchange is way worse it's a nightmare. Most days trying to make a left onto I-10 from west bound Warner is 4 or 5 lights long and people are cutting in. Road rage is real at this interchange. Please, Please spend some time at this interchange as well.</p>
<p>Any new traffic flow design has to be an improvement. The timing of the lights is horrible at times. As a side, the homeless people begging for money has to stop.</p>

As homeowners within the adjacent Pointe South Mountain community, we are highly concerned about negative impacts due to an expanded roadway footprint for the proposed Diverging Diamond Interchange (DDI) design. Having listened to the introductory Zoom meeting on 5/9/23 and read related materials, at this point we would not support this Diverging Diamond design as it may negatively impact the 800+ homeowners in our community.

Added traffic noise due to the added roadway footprint and the increased proximity of them to the AZ Grande resort and our adjacent Residential community near 48th street and Baseline would negatively impact our property values and our ability to peacefully enjoy outdoor activities without increased noise and traffic. Illustrations show proposed new roadways that would have an expanded footprint with an undetermined and unspecified impact on homeowners and the impacted resort/golf course.

in addition to these impacts, we believe the proposed Diverging Diamond design will not be effective or well-accepted by motorists, instead creating more confusion and traffic snarls than more traditional designs.

As noted, this traffic area directly impacts different municipalities (Tempe, Phoenix, Guadalupe) where this design is not utilized elsewhere and will lead to increased confusion. This area is also in the direct center of the Phoenix metro area with a very high proportion of transient and winter visitors who have no familiarity with this Diverging Diamond design.

While full-time AZ residents 'joke' about the negative traffic impacts from confused snow bird visitors, the negative safety and traffic impact from this large group of part-year AZ drivers who are completely unfamiliar with the DDI concept can't be underestimated. I cannot imagine the confusion of them trying to enter the expanded north (west) bound I-10 freeway while traveling eastbound on Baseline Road, dodging free-flowing motorists who have just exited south (east) bound I-10 to travel east on Baseline. Likewise, morning commuters attempting this 'dance' of lanes during rush hour while squinting into the rising sun on the horizon does not sound safe or well-considered. At a time when we already struggle with fatalities caused by wrong-way drivers and see confused AZ motorists who just 'stop' in the middle of roadways, this design is asking for more problems than it solves.

While we applaud improved roadways and maintenance, and appreciate seeking public input on this matter, we believe this study and project should wait until after the completion of the I-10 Broadway Curve project in 2024. At that time, new traffic patterns and counts can be best understood, and time, money and other resources can be best utilized to understand the best routes forward for the Baseline project.

As I said in traffic which is daily taking two and three light cycles to get through an intersection can't help but notice that the light cycles seem to be working against each other. While one light may be green the others are red defeating the purpose of a green light.

Based on available information, I would support the Diverging Diamond Interchange design for this interchange. Frankly, I am stunned this project was not included in the broader Broadway Curve project. Regardless, that is water under the bridge at this point and the capacity problems remain. It is my view that the Diverging Diamond Interchange design would do a better job at handling the congestion.

Baseline eastbound leading up to accessing I-10 onramp heading eastbound

<p>Baseline Road is absolutely nuts. It takes me 10 or more minutes to go 1 mile. Why doesn't the city consider adding an access point to the freeway at Southern?</p> <p>When heading east, there should be more than one lane that can get over to the 60. It only becomes two lanes at the very end right before you get on the freeway. This causes such crazy backups. I often drive past the 10 and do a U turn at the Mills and then get on the freeway because it's much faster than waiting in the crazy long line to get on the 10 to the 60.</p>
<p>Better light timing east of the 10. I feel that I'm constantly stopping at lights between Hardy and the 10 - also exploring bringing the light rail to the area!</p>
<p>Bike lanes. Improvement to light timing.</p>
<p>Broadway and 52nd St intersection is a nightmare. Especially in the afternoon.</p>
<p>Can stop lights be programmed to move traffic more efficiently?</p>
<p>Certainly interested in hearing about how the I-10/Baseline intersections will be improved - it doesn't work well and is hazardous already, especially going west with the exit 154 traffic merging in to get to 60 East, and then having to merge into the very cramped freeway with a 2 lane ramp and short abrupt yield. Diverging diamond seems to be quite good and an intriguing solution - however, whatever is needed to make things work. There's definitely room that can be made on those four corners to make a wider, safer interchange work.</p>
<p>Check traffic signals and lights at night!!</p>
<p>Coming off of the I-10 East offramp it can be very hard to see incoming traffic from the corner and traffic moves extremely fast in this area making for a risk of vehicles pulling out in front of others. I have seen this occur many times.</p>
<p>Coming up baseline ramp to I10 or 60</p>
<p>Congestion homeless pan handling traffic lights timing</p>
<p>Coordination with Phoenix and Tempe to time traffic signals better to improve the congestion, especially during peak shopping weekends.</p>
<p>Currently there are too many stops at red traffic signals, and traffic blocking intersections because they don't want to leave a gap and be forced to wait for another light cycle. Also, traffic exiting the I-10 don't stop when making right turns onto Baseline Rd, putting pedestrians and cyclists in danger!</p>
<p>Dedicated turn lanes to mitigate bottlenecks. It's usually not the traffic but merely the poor design of moving it that creates bottlenecks, which people call traffic.</p>
<p>Divergent diamond, please!</p>
<p>Diverging Diamond Interchange would help traffic flow in all directions.</p>
<p>Diverging Diamond or direct fly over ramps to access the Arizona Mills Outlet Mall or Arizona Grand Hotel without needing to use Baseline Rd.</p>
<p>Diverging diamond would likely be an improvement as freeway access is what leads to much of the congestion, as well as being a point of access to the South Mountain area south of Baseline Road. Business access is the other part of the equation that may be harder to solve due to limited space. In general it seems that the traffic flow is currently chaotic and makes the intersection a bit dicey.</p>
<p>Divert I-10 detours to Kyrene not through Avenida del Yaqui</p>
<p>efficient entry to I10 west (north) [to US 60) from the west on baseline. In particular inefficient traffic signaling.</p>

Eliminate traffic signals on Baseline if possible. Traffic yield/merging for right turns is better, and stop signals only for left turns.
expedite asap. it has been put off way to long
From Baseline Rd to US 60 on ramp, there should be a dedicated lane for US 60 versus the current configuration.
Hello. I am a professional civil engineer that has noticed the problems with the current configuration at this particular interchange especially during the evening rush. May I suggest also studying using either "Michigan Left Turns" along Baseline Road OR using a "Single Point Urban Interchange (SPUI)". Michigan Lefts are currently being used in Tucson with great success and has improved traffic flow at key intersections by eliminating left turns. The traffic wanting to turn left onto I-10 would have to use the Michigan Left, but the traffic coming off the interstate could still make their left turn. SPUI's are a great alternative that increases capacity for large volume of vehicles with one traffic signal thereby reducing overall traffic delays and congestion. A diverging diamond interchange (DDI) is also a great possibility and will be very efficient. However there are too many traffic signals nearby (east and west of the interchange) that will cause the DDI to eventually fail as seen with other DDI's across the nation in heavily developed areas. Hope that provides some input and am looking forward to the final constructed product one day. Thank you. C
Highland canal is conspicuously divided by the freeway. Would be safer to underpass through canal than to merge on to Baseline road to travel East or West.
How do you get to the multipurpose bridge being built over I10 to Arizona Mills? There doesn't seem to be any easy access without having to deal with tons of traffic? Will there be bike lanes? Better crossing points?
I am a frequent mountain biker and it is tedious to say the least navigating the vehicular traffic to get into the South Mountain park trails
I am concerned for the safety of all road users. I don't feel safe riding my bike or walking down Baseline because of all the speeding cars. What are you doing for those people outside of cars?
I avoid Baseline Road at this intersection as the traffic is too congested
I do not recommend putting in a diverging diamond intersection. The simpler, the better. If you could make it like the 101/Guadalupe interchange/intersection, that would be better in my opinion.
I dread driving in that area because it is always SO congested and there are way too many traffic lights. Please don't add any more lights to that area of Baseline. Also, I think they need to be timed better so traffic flows better. It would be great if there was a way to somehow create a street behind In & Out Burger and Starbucks (to the south of them) so there can be access off of 48th street instead of those businesses creating even more congestion on Baseline. It's just a terrible area in general for traffic.
I hope the analysis considers the maintenance of traffic flow E-W along Baseline Rd, as well as the freeway access needs. Baseline is a major arterial for commuting across the Valley, which has experienced growth in traffic volumes since Phoenix has widened it and develops have been constructed. There are many traffic signals near the interchange that serve adjacent businesses, yet they interrupt through traffic flow. Signal timing has improved recently - Thank you Tempe! Hopefully Phoenix can coordinate too when construction at 48th is complete. Pedestrians often walk from the resort to the mall and restaurants, so please analyze the pedestrian options, as well as bikes and scooters. Lighting in the area would be important for safety. When traffic backs up (on the west side of the TI), vehicles tend to cut through the neighborhoods, seeking alternative routes, so alleviating the congestion around the interchange will be greatly appreciated. Looking forward to seeing the results of the analysis. Thank you!
I leave it to the professionals, and hope that the result turns out better than having the westside 202 adjoining I-10 east of the 303, which during snowbird season evening rush hour is a driving disaster.

I like the Diverging Diamond
I personally think I'd be more in favor of a DDI over moderate improvement to the existing TDI. I have no issues with any businesses/land that needs to be purchased and torn down to support the work. My only concern with a DDI is drunk or reckless drivers who might get messed up and go the wrong way. I have experienced a DDI intersection a few times and it is a little disorienting the first few times, but otherwise, I liked it.
I prefer Diverging Diamond Interchange (DDI). I've driven through several of this type of interchange and they seem to be a great balance of traffic flow and safety. I especially like that the left turns do not cross moving on coming traffic.
I prefer the Diverging interchange method over the current diamond method
I saw in MAG 2040 plan to put in a diverging diamond interchange, and I liked the design, so my suggest is to use the diverging diamond. thanks
I think a diverging diamond interchange would be the best for this area because of the amount of people taking left turns onto baseline from I-10 as well as taking a left turn to get from baseline onto the I-10.
I think the best solution given the available space is to flip the Baseline traffic. And, if it helps, that flip could happen at Priest on the east and at either Arizona Grand Pkwy or S Calle Los Cerros Dr on the west. In order for traffic to flow the lights at the intersections of S Wendler Dr and Baseline, and Arizona Mills S and Baseline, must be eliminated as if those intersections didn't exist along Baseline. If there was a way to tie the east bound I-10 exit to Baseline with S Wendler Dr so there is only one intersection with Baseline I think that would help also.
I think the new option for better flow and turning left - would be good.
I work on Baseline on the west side of the interchange and live on baseline on the east side of the interchange at Hardy. I'd like to see if there's some way to improve the throughput of through-traffic through the interchange, i.e. those not getting on the 10 east- or -westbound. 90% of my sometimes 30-minute commute home is sitting in traffic eastbound from 44th all the way up to the interchange, then a two minute drive after going under the interchange to get home. I counted a few years ago and there's something like 10 lights in the two miles between 48/baseline and hardy/baseline.
I'm curious on the impact for pedestrians specifically, and how any construction/changes would impact the surrounding area.
Improve signal timing through the area, add lanes to baseline, reduce number of signals if possible, stop vehicles from stopping in intersection and blocking cross traffic when the signal changes.
Improvements have been long overdue.
interested in improving South Mtn CC access for pedestrians. Maybe micro transit would work like WeRide in Avondale or Chandler Flex. Maybe a frequent circulating shuttle across the interchange/intersection to bridge the unfriendly pedestrian environment.
Is study premature to occur before the Broadway Curve CD road installation?
It would be nice if there were only a singular project going on at one time, ALL THESE projects happening at the SAMETIME lead to some serious back ups. Why is the project on 48th and Baseline taking so damn long?
It's a harrowing experience getting on I-10 from Baseline. Anything that can be done to improve traffic flow and safety is much appreciated.

<p>Just keep us in the loop as you have been doing. The intersection of I10 & Baseline rd. We do need no turn light on the north off ramp, people basically run the red lights. Traffic coming off the I10 going west onto Baseline on the east side of the underpass. Intersection from that area plugs up the road, sometimes to the point of no one can move & traffic in blocking the whole intersection..does not matter if its during heavy traffic on not. Having a meeting with the people that live in the area again, not just city wide. We are the ones that have to deal with this. Back in 2017 we brought this issue up at the meeting in Guadalupe, still waiting to have answers on this..:(Having said all this, I do appreciate that you are keeping us informed on what is going on. I am on your mailing list & forward all your emails to my email list. :)</p>
<p>Just wanted to comment on the diverging diamond. When I stayed in Springfield Missouri, I noticed that drivers who had lived there for years still had a hard time with it. People avoided it and congested other intersections instead. Semi trucks often jammed the intersection because it wasn't big enough and they just weren't familiar. It seems like a great way to reduce wrong way drivers in theory, but in practice, the cost of training drivers in a trial by fire might not be worth it.</p>
<p>Leave the interchange alone. Traffic is not going to get better with a redesign and it will only get worse while under construction. There are establishments that exist and they should not be destroyed impacted by unnecessary construction. A new interchange will only cost income and cause delays. There is no long term solution because the area was designed on a grid where the mountain comes down. It will always be a chokehold. Leave it alone.</p>
<p>Less traffic lights (consider removing intersections at old Frys and Arizona Grand Parkway, smarter traffic control (timing, sensors, etc.), protected left turns at all times of day, dedicated right turn lanes for business access and intersections, dedicated bus stop pullouts, expedite construction completion on 48th street south, no blocking intersection markings at 48th Street and to intersections east and west of I10, and dedicated turn lanes from Baseline onto I10 south.</p>
<p>Loss of area business access and sales.</p>
<p>Make provisions for continuous monitoring of signal timing/frequency to maximize traffic flow</p>
<p>Might be helpful to better understand the coordination of the Curve and the Baseline projects and how they with intersect.</p>
<p>minimize side streets and traffic signals. consider more modern connections (roundabout, double diamond, etc.)</p>
<p>More bike friendly better signals</p>
<p>My main concern is the level at which this scar grows -- it increases noise, congestion and pollution. And I believe it is well studied that such projects do not alleviate freeway congestion in the long term. I understand the interchange is critical, but there is also an increasing impact on businesses and homeowners as the already large and noisy highways continue to grow and encroach on property.</p>
<p>My question through the Q and A was whether a DDI will impact existing homes and/or businesses. I can't give a definitive "vote" on this until I know whether it will impact my home or my friends' homes. In any case, the fact that the team did not seem to have any clear picture of the extended footprint definitely spooks me.</p>
<p>Need more access to the freeway going southbound on I-10. Baseline traffic is horrible getting on the freeway right there due to the freeway traffic, surrounding businesses and AZ Mills mall.</p>
<p>Need more focus on lane division painting lines and uneven surface and bumps on new sections</p>
<p>No improvements needed in the project area at this time.</p>
<p>no other needs</p>
<p>None</p>
<p>None</p>

Option needs to funnel traffic more efficiently at the intersection and eliminate homeless from hanging out in the median under the I-10 bridge.
Part of the traffic congestion is caused by the stop signs on 48th street just south of Baseline. If 48th did not have the stop signs but the small cross streets did then traffic would flow more smoothly.
Placing the grid X to not block intersection. Better timing of signals to flow traffic through intersection to minimize over-stack up at stop lights.
Planning for this project has been a fiasco since the first public hearing, typical for ADOT. The scope to do everywhere at the same time was a total brainfart. Sequence, so you can throw all your labor in a concentrated effort, minimizing traffic having to deal with miles of detours.
Please convert to a Diverging Diamond Interchange for I-10 & Baseline. It worked in Reno
Please do not create 1 of those wacky pretzel on/off ramps like you have on new S Mt 202. These are ripe for wrong way drivers and accidents
Please do not make it difficult to access the ramps. (The ramp to take the northbound 143 from westbound I-10 is difficult and dangerous.) Also, please try to alleviate the traffic backup of exiting vehicles which can lead to rear end collisions.
Please limit work to non-rush hour timeframes. There is no need for that kind of congestion and pollution and FRUSTRATION that comes from having Baseline reduced to one-lane during rush-hour. In addition, please make sure than the only other I-10 onramp alternative, Broadway Road, is CONSTRUCTION FREE. Please don't make it impossible to get on the I-10!
Please look into the amount of crashes at other DDIs in AZ and the USA. I would strongly consider an improved TDI at this intersection due to not having a lot of space and it doesn't need a learning curve. Many drivers travel at high rates of speed through this area, ignoring or not seeing traffic lights. While a DDI has less cross points for traffic and could force people to slow down, that's under the assumption that they use it correctly. Depending on the day and time, it seems like many drivers use Baseline as a race track while they're angry or under the influence. Comparing to traffic circles where that assumption was it was safer and that traffic would keep moving - I've nearly been rear ended multiple times for yielding to traffic, nearly side swiped, and seen people drive the wrong way. I can see someone who refuses to read materials related to how to drive through a DDI, is angry, or is under the influence causing crashes. I like the idea of improving the TDI to have less traffic lights. Right now, I see people stopping for green lights, blasting through reds, and not thinking/caring that there would be cyclists/pedestrians. Or not being able to see them past the cars. Also, when you're traveling on Baseline from either direction to turn right onto I-10 to go north or south, there is a dual turn lane. Everyone assumes only the right most lane turns and they turn wide. I've seen many near misses because of this.
Please prioritize pedestrian and cyclist safety.
Please provide for safe bicycle access east west. I'm very glad you're considering improvements. It's a very congested area many times, and for those of us that live west on Baseline there is little we can do to get east or south and vice versa. (At times we do use the cut through from 46th street or take 48th street south rather than I-10.) Happy to talk more if you want to call me.
Please review a diverging diamond like 74th Avenue in Sun City. Also study/survey the area for extending the crossover point further east and west to remove some of the driveway conflicting points; thus making the near side on ramps an against flow ramp that would need a mini physical buffer.
Protected bike lanes and features that promote alternative transportation

Provide protected bike lanes on street and/or separated multi-use paths both of which will (hopefully) enhance safety for bicyclists and in the case of multi-use path, enhance safety for pedestrians.
Providing additional access points to adjacent business areas off the off ramps. Use the off and on ramps as semi-frontage roads so it help relieve Baseline traffic either on the ingress trip or the egress trip or both. There is a potential for this on the southeast corner business area. Perhaps a cross access road could be built along the SRP canal right-of-way that then would provide right-in and right-out access to the business via the I-10 off ramp.
Re-aligning Wendler and Arizona Grand Parkway to eliminate one of signalized intersections
Recommend and support the construction of the diverging Diamond interchange.
Shorter signal cycles
Sound barriers do neighborhood
The carpool lane is being used by individual drivers during high occupancy times
The City of Tempe (and Phoenix) need to upgrade this and the existing signals around this interchange to adapt to changing traffic conditions, run on multiple schedules, traffic detection where the light isn't turning red for non existent cross traffic. Basically the traffic signal controls are stuck in the 1980s. It's 2023 if ADOT's going to redesign the interchange The City of Tempe must use 21st century traffic signal adaption.
The congestion at this interchange from the west side of I-10 is untenable.
The DDI option doesn't look very safe. It's like the traffic circles when no one knows how to use them.
The Highline Canal Bikeway needs a connection through this interchange. And I'd love to be able to pass through this intersection by foot or bike without feeling like I'm risking my life. I also think we can improve what's existing without some new interchange. Let's be fiscally responsible here, please.
The homeless and panhandling populations at the interchange are causing hazards
The interchange is fine at Baseline and I-10 except for panhandlers. Traffic is far worse at the Baseline and 48th St. intersection. There is no reason to disrupt traffic for years with unnecessary construction. To improve safety at the I-10 interchange get rid of the panhandlers running into traffic, crossing illegally, causing drivers to stop in traffic, and otherwise causing distraction. This is not an ADOT problem it's a failure of the Tempe police department.
The interchange signals need to be reconfigured to help with the overflow traffic that currently blocks the left turning autos and creates unnecessary traffic congestion. I believe if we can just figure out the best way to clear the traffic for all the left turns we can avoid another multi year "construction" project that contributes even more to our delays.
The loop 101 congestion between university a d southern/US60is a much more serious mess than I10 and baseline in my opinion.
The on ramp from Baseline to get to the 1-10 would help to have a stop & go light. When you get on the ramp on to the freeway, have to be very careful no vehicles are speeding coming to your lane behind you.
The problem is taking away the I-10 Lane from Elliott to Baseline. I used to take the I-10 to Baseline and go up Priest to Broadway so I didn't have to deal with the Curve. That made traffic flow. Now that that lane is gone traffic is at a stand-still and has added 7 mins to my commute from Ray Rd to Broadway Rd.
The problems in this area exist(ed) both with and without Fry's Electronics in business. It's important to consider whatever ends up replacing Fry's in any future plans e.g. if there's going to be new condominiums or a big shopping center.
The red light/left turn at Darrow Dr. southbound onto eastbound Baseline Rd. is ridiculously long. Same at southbound Priest/eastbound Baseline roads.

<p>The TDI is a non starter in my opinion. It would be a huge waste of money and time to simply make the turn lanes longer. The main traffic that backs up at this interchange is left turn traffic. Keeping a TDI would not solve the problem of drivers not paying attention and blocking the intersection, thus slowing down or preventing other left turn actions. Thru lanes are not the problem or solution either. I have sat many days on the westbound I-10 exit ramp waiting to turn left to go westbound on Baseline where, after the initial flow of east and westbound Baseline traffic goes through, we sit for 20-30 seconds with virtually no cars going through the intersection. I believe the DDI is the only true option and solution to relieving traffic congestion at this interchange. I understand people's concerns about it being different and possibly confusing, but it only looks that way on paper. While I have only driven through a half DDI in Ahwatukee a handful of times, it is very easy to navigate, and people will get used to it very quickly. While this might be the more costly alternative and require buying nearby land and businesses, that will only help in removing some driveways that are very close to the intersection. The DDI would eliminate the left turn queuing problems that plague the intersection today. I am actually disappointed that a DDI at Baseline Rd was not included in the I-10 Broadway Curve improvement project. I fully support a DDI to be constructed as soon as possible.</p>
<p>The timing of the lights to avoid backups into the intersection is important. The backup of cars for feeding into left hand lane at Wendler before feeding into expanded 48th St lanes is a problem. Also exiting I-10 to West bound baseline traffic and the turning into The Pointe Parkway is congested.</p>
<p>The traffic from the northbound I-10 turning onto the US60 is horrible. Congestion from the Baseline onramp onto the freeway causes extreme delays and a lot of car accidents.</p>
<p>The traffic light sequence to turn left from eastbound Baseline to the 10/60 is a terrible time waster. Any improvement in the light sequencing and traffic flow would be welcome.</p>
<p>The weekends are a nightmare, a 20 minute drive is 70+ minutes with how both directions are shut down.</p>
<p>There are a lot of people walking all around; when there are large groups from the resort, I often see them walk to the Mills. Keep Pedestrians in mind for sustainable building and ensure that pedestrians and people who bike have space without nearly dying. A lot of people walk and bike.</p>
<p>There is already crazy traffic on my part of Wendler. We are not asking for more neighborhood interruptions. I am the corner house on Garden/Wendler and I don't want to be removed from my home.</p>
<p>There is no traffic flow. After getting off the I-10 to Baseline there are 9 traffic lights between I-10 and 40th Street. It is an awful stretch of road and try to avoid whenever possible. PLEASE make it better.</p>
<p>There is way too many accidents along Baseline. There two major apartment complexes along the route. There is also construction on 48th St going south and this complicates things by not making it easy to get to alternate routes when either EI10 or WI10 is close. Also, there way to many traffic lights to get to I10 and if the rumor that Costco may open a business center in the vacated lot were Fry's Electronics was, then this will further negatively impact residents and business. Let us not forget that in the summer the traffic gets particularly worse due to tourist heading to the Arizona Grand Resort. Something that tackles all of this challenges would be beneficial for residents and business alike.</p>
<p>There needs to be a "No Right on Red" for traffic exiting I-10 heading west on Baseline</p>
<p>There's very limited access to the large Diablo Business Park (West of I-10, South of Diablo stadium)--and the stadium itself. From the South, after existing at Baseline, the only options are to take Baseline West to 48th Street or to take Baseline East to Priest around Arizona Mills mall.</p>
<p>This is a heavily congested area. Immediate funding and construction is needed to provide the highest capacity possible.</p>
<p>This is not the best location to try out an experimental traffic interchange like the diverging diamond.</p>

<p>This whole stretch of road from 48th St. to access I-10 is a profound joke ... too many sensor tripped traffic lights all out of sync with each other, and that ridiculous light at Wendler Drive should have never been there in the first place. It's no wonder that gridlock is the word of the day at this horrible interchange. So frustrating to get caught at all of these nonsensical lights and then trying to get on I-10 to the west. Such a poor design to start with.</p>
<p>Timing of lights at the Baseline and I10 underpass that does not allow the traffic to flow smoothly and usually backs up because arrows from off ramp does not time well with left turning arrows to on ramps.</p>
<p>Timing of traffic lights needs to be carefully considered.</p>
<p>Traffic keeps exiting from northbound 10 to Baseline west even after light changes, which means traffic that is headed east on Baseline to enter 10/60 never gets to move</p>
<p>Traffic light timing is horrible especially during rush hour. People drive like idiots and it makes the congestion worse than it already is.</p>
<p>Traffic lights set to relieve congestion</p>
<p>Very enthusiastic about DDI interchanges as it appears like the traffic there really is increasing substantially</p>
<p>We definitely need to work on a solution to improve traffic flows between 40th and Priest. It is brutal through there most of the day on the weekends. Light timing at 48th street is probably the biggest pain point through the zone.</p>
<p>What other suggestions or input do you have for the study team regarding this traffic interchange/intersection?</p>
<p>Whoever decided to approve construction on Baseline Rd and 48th while at the same time making improvements on the Broadway curve needs to have their head examine.</p>
<p>Work fast!</p>
<p>Would prefer fewer weekend full closures of US 60 in Tempe to and from I-10-- partial closures could be tolerated. Same for the 143. I volunteer at the airport Sundays and some detours from Tempe have been a pain -- especially last Sunday via 202 to 44th St.</p>
<p>You need an</p>

Public Meeting Zoom Webinar Q&A Questions and Comments

Question	Answer
can you show us drawings of the intersection and proposals?	Interchange improvement concepts are in development and will be presented at the next public meeting for the alternatives.
What does an extended footprint mean? How does it work.	An expanded footprint means that this alternative takes more physical space to construct and operate than a typical interchange.
What does an extended footprint mean? How does it work.	An expanded footprint means that this alternative takes more physical space to construct and operate than a typical interchange.
when will design and construction be funded?	This project is not currently funded for final design or construction.
Will the I-10 bridge over Baseline have to be rebuilt if the DDI option is chosen?	No, the bridge would not need to be rebuilt for the DDI. We have enough space based on the current bridge design.
Would the extended footprint of the divergent diamond impact any existing homes or businesses?	It is possible that the DDI footprint might be large enough to have impacts and we will be including that in our study evaluation.
It is not clear how a TDI would work at this intersection. I am especially interested in understanding how a left turn off the freeway or onto the freeway will look.	There already is a tight diamond interchange at this location. The study will evaluate improving the existing design to improve traffic flow.
Will there be an effort to coordinate signal timings to the west and east of the interchange at Baseline Road? These seem to contribute to traffic delays in the area - not sure if related to the changeover from Tempe to Phoenix, etc. Should be within scope of this project.	The city of Tempe controls the signals on both sides of the interchange. Tempe recently installed a new system at these signals to better handle traffic flows.
Will there be an effort to coordinate signal timings to the west and east of the interchange at Baseline Road? These seem to contribute to traffic delays in the area - not sure if related to the changeover from Tempe to Phoenix, etc. Should be within scope of this project.	Tempe has recently implemented an adaptive signal system across Baseline Road which adjusts the green lights start and end to accommodate traffic patterns to promote smooth flow and ease traffic congestion.
When the construction starts how will that effect businesses on Wendler?	Property impacts will be evaluated during this study. If a Build alternative is identified and receives final environmental clearance to move forward, final property impacts will be identified in a future final design phase.
How will this affect the businesses in the area? Will some have to move?	Property impacts will be evaluated during this study. If a Build alternative is identified and receives final environmental clearance to move forward, final property impacts will be identified in a future final design phase. Potential right-of-way impacts and access changes will be identified later in the study process once a preferred design concept alternative is identified and compared against the No-Build Alternative. If a Build alternative is selected, right of way impacts will be identified during final design and affected property owners will be contacted.
How will this affect the businesses in the area? Will some have to move?	Property impacts will be evaluated during this study. If a Build alternative is identified and receives final environmental clearance to move forward, final property impacts will be identified in a future final design phase. Potential right-of-way impacts and access changes will be identified later in the study process once a preferred design concept alternative is identified and compared against the No-Build Alternative. If a Build alternative is selected, right of way impacts will be identified during final design and affected property owners will be contacted.
What happens to pedestrian flow if the diverging diamond interchange is chosen, since traffic moves to the left?	There are a few possible alternatives for pedestrian movements through the Diverging Diamond Interchange. One is to have pedestrians on the outside of the roadway and another option is to move pedestrians to the median. Both will be evaluated for safety as part of the study.
Why not remove the median in the middle and have left turns go directly to the road? Similar to Loop 202 & Rural Road and several other intersections on the freeway?	A SPUI is too wide so it is not being considered at this location.
In the extended footprint are there different levels. Can you demonstrate how it actually works.	There aren't multiple levels to a DDI, it simply is a larger footprint to construct.
Can you share a photo of a diverging diamond interchange already in operation in Arizona?	Two DDIs were just constructed on I-10 at Watson and Miller roads in Buckeye. A DDI was also constructed on I-17/Happy Valley Road and in Tucson at I-10 and Houghton Road. The existing interchange is a TDI and TDIs are the most common type of traffic interchange on freeways in the Valley. For photos you can visit the respective project pages at https://azdot.gov/
Will the study include a cost comparison between the two different options?	Yes. The study will take cost into consideration.
Hi.. So I see signs all over the freeway and valley and on the internet. They say that the project will be done by 2024. Will the Baseline DDI be an additional years to complete? Thank you, Robert	The signs out there pertain to the current I-10 Broadway Curve Project, which is under construction now. This is a separate effort. We are looking to complete this study in early 2024.
Hi.. So I see signs all over the freeway and valley and on the internet. They say that the project will be done by 2024. Will the Baseline DDI be an additional years to complete? Thank you, Robert	The I-10/Baseline Traffic Interchange is separate project from the Broadway Curve Project. The Baseline Road interchange was not included in the I-10 Broadway Curve Improvement Project because it required additional study and coordination. The Maricopa Association of Governments (MAG) led a feasibility study to identify potential improvements at the Baseline Road interchange, which was completed in May 2020. The recommendations of that study are being further evaluated as part of ADOT's current study and Design Concept Report for the interchange.
What will be the impact to businesses along baseline. Will there be a business loss or reduction.	ADOT is required to maintain access/entry to existing businesses during construction. Coordination with the owner would be required and compensation could be negotiated if temporary closure was to occur.
Will the study include how drivers here will adapt to a DDI? Instead of just if there's space for it. There are also traffic circles throughout the metro area due to assuming they cause less crashes. Navigating through a traffic circle here is very dicey. While a DDI is supposed to be intuitive, it doesn't seem to be for many drivers based on the interchange in north Phoenix.	ADOT has a number of DDIs in operation in Arizona and they are working well in terms of driver acceptance and safety. ADOT would conduct driver education prior to implementing a DDI.
Has ADOT looked at the economic impact the extended footprint will have on surrounding communities?	The economic impact will be evaluated as part of the environmental study.
You mentioned 60,000 vehicles per day today use this interchange. What are the projected traffic volumes in the future?	The projected 2050 average daily traffic (ADT) on this portion of Baseline Road is 85,000 vpd.
Do you expect any new right of way in any of the alignments?	Property impacts will be evaluated during this study. If a Build alternative is identified and receives final environmental clearance to move forward, final property impacts will be identified in a future final design phase.
Would the extended footprint impact Aunt Chilada's Mexican Restaurant?	Potential impacts to the Aunt Chilada's property will be evaluated as part of the study.

Question	Answer
Would the extended footprint impact Aunt Chilada's Mexican Restaurant?	Property impacts will be evaluated during this study. If a Build alternative is identified and receives final environmental clearance to move forward, final property impacts will be identified in a future final design phase. Each alternative will be evaluated for Right-of-Way and access impacts as part of the study.
Many of the feeder streets have been under construction for years like 48th and Baseline, There are several lights/intersections before one gets to I10, Those issues should be addressed first.	Thank you for sharing your comments and concerns. The project team will take them into consideration as part of the study.
Will new soundwall being constructed with Broadway Curve project be impacted with either proposed TIs?	A noise evaluation will be performed as part of this study and any abatement measures would be identified according to ADOT and federal guidelines.
How much land is expected to be taken from businesses on the south side of Baseline from I-10 to Hardy	Property impacts will be evaluated during this study. If a Build alternative is identified and receives final environmental clearance to move forward, final property impacts will be identified in a future final design phase. Each alternative will be evaluated for Right-of-Way and access impacts as part of the study.
earlier studies showed Wendler being moved. is there a solution for the former Frys Building?	Our goal is to minimize to properties, while improving the operation of this interchange. The previous feasibility study showed a concept that showed that option. This study will look at other options to potentially reduce impacts to that property.
How do you evaluate the impact on properties if there is a realignment of the roadway like Wendler in MAG DDI?	ADOT tries to minimize impacts. Each alternative will be evaluated for Right-of-Way and access impacts as part of the study.
in either design how much right of way will be needed to be taken between I10 and priest. what will the new setbacks be	Property impacts will be evaluated during this study. If a Build alternative is identified and receives final environmental clearance to move forward, final property impacts will be identified in a future final design phase. Each alternative will be evaluated for Right-of-Way and access impacts as part of the study.
The diverging diamond option will likely involve impact to removing existing homes and/or business. However you cannot show us which homes and businesses will be impacted until AFTER your two-week feedback period is complete. As homeowners within a 1000+ person community next to this proposed project, how can we voice opposition or support to this option without a better visual of how our community may be impacted?	No homes will be impacted by the alternatives. Please note we will be coming back to the public with potential design concept alternatives for input.
Why was this work not incorporated into the Broadway Curve project? Seems odd to finish a multi million dollar project and then go back and tear part of it up.	The Baseline Road interchange was not included in the I-10 Broadway Curve Improvement Project because it required additional study and coordination. The Maricopa Association of Governments (MAG) led a feasibility study to identify potential improvements at the Baseline Road interchange, which was completed in May 2020. The recommendations of that study are being further evaluated as part of ADOT's current study and Design Concept Report for the interchange.
Thank you!	
What is going to be done to the current interchange to keep traffic moving on baseline since it appears that the I10 Broadway curve project will be finished before the baseline interchange is finished and traffic is challenging at the moment right now? I agree with the gentleman who is speaking now.	The City of Tempe has been implementing new signals and other measures. We are looking at the input that we are receiving as part of the study and are receiving some good ideas that might be able to be implemented as interim measures.
The Spine study showed conceptual drawing of the diverging diamond intersection	The current effort will expand upon the previous studies. We will be developing much more detail on potential concepts for the second public meeting later this year.
We need more information on the diverging diamond to be able to make comments.	We will be presenting potential design concepts for the Diverging Diamond design for input at the next public meeting.
If the diverging diamond is selected, what will be done to reduce freeway traffic noise at the intersection.	A noise evaluation will be performed as part of this study and any abatement measures would be identified according to ADOT and federal guidelines. More information will be provided at the next public meeting.
I am also very concerned about traffic speeds along Baseline Rd corridor, and the lack of safe pedestrian crossings. The double right-hand turn lanes along Baseline make the I-10 / Baseline interchange very scary if you're walking on riding a bike.	Specific multimodal improvements will be evaluated as part of the alternatives in the study. The I-10 Broadway Curve will be providing an additional pedestrian crossing over I-10 as well.
I would like nothing more than to be able to ride a bike (or walk) through this area without feeling like I'm risking my life. If this were possible I'd frequently walk/pedal instead of driving my car the short distance to businesses just west of the interchange. I hope pedestrian and bicyclists are give more consideration.	Thank you for your comments. Specific multimodal improvements will be evaluated as part of the alternatives in the study
1. Will this project affect the (newly constructed) collector distributor roads and I-10 bridges of the Broadway Curve project? 2. Will there be (ample) study time to include the new actual throughput of the Broadway Curve collector-distributor and include that info/data in the modeling of this Baseline project?	Regarding impacts to the Broadway Curve improvements that will be part of the study analysis. It is likely that those impacts would be minimal. Regarding the change to Broadway Road as part of the Broadway Curve project we will reflect those changes as part of our traffic projections for the project.
Do you send notices of these type meetings to all property owners/tenants in the area?	ADOT shares meeting notifications through a variety of methods. A mailer was sent through USPS to all addresses within a one mile radius of the project boundaries. Additionally, meeting notices were shared through ADOT social media, newspaper ads and stakeholder partners.
Between the two options, which is expected to provide the best improvement to traffic given the expected growth in traffic?	This will be part of the study to evaluate.
If the signal lights have been recently modified, not noticeable yet, due to Phx recently having a WB (north) lane closed on Baseline from Wendler to Frys Food area. Please don't say Longer yellows, but that to us means More drivers piling in intersections. Those that speed up thru yellow light , and end on red, block us from getting in or out of our neighborhood. When your study starts, will there be undercover cruisers hanging around Baseline from interchanges to Calle to see the pile on	The city of Tempe is constantly evaluating traffic operations throughout the city. The new system Tempe installed senses traffic so it should help with the traffic operations.
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I live in the community that is accessed from Calle Los Cerros, around and north of the Fry's building. It is currently very difficult for first responders to get into our community. We also often have a difficult time entering or leaving the community. When leaving our community, we always have to wait to see if there will be red light runners before we try to exit on to Baseline.	One of the main purposes of this study is to evaluate traffic flow at the interchange, so we appreciate that comment.

Question	Answer
Is Baseline Road going to be widened.	Both of the preliminary alternatives being evaluated involve some widening of Baseline road to accommodate the features of the alternatives being evaluated. The amount of widening that will be required and impacts will be evaluated as part of the study.
Is there more than the two alternatives being evaluated?	Currently we are considering two design options for the interchange: a Diverging Diamond Interchange (DDI) and improvements to the existing Tight Diamond Interchange (TDI). A no build - or do nothing - option will also be evaluated.
I think it's fair to say that the width of Baseline under the I-10 bridge is limited to the as-built width of Baseline under the I-10 underpass ???	One of the constraints is that the bridge at Baseline Road would not be impacted or widened. This means that Baseline Road could not be widened beneath the bridge. However we will be evaluating potential widening beyond the bridge as part of the study.
I think it's fair to say that the width of Baseline under the I-10 bridge is limited to the as-built width of Baseline under the I-10 underpass ???	Correct, one of the constraints we are operating under is that the width of the road beneath the bridge is restricted.
What does multimodal mean?	Multimodal means transpiration modes other than cars. For example pedestrians, scooters, bicycles and light rail.
thank you	
The impact of freeway noise and it's impact on residents in the area needs to carefully evaluated.	Thank you for your comment. A noise evaluation will be performed as part of this study and any abatement measures would be identified according to ADOT and federal guidelines.
Thank you!	