ARIZONA DEPARTMENT OF TRANSPORTATION

Draft Environmental Assessment

Appendices

Interstate 10 and Koli Road Traffic Interchange

Maricopa County, Arizona

ADOT Project No. 010 MA 166 F0701 01L

July 2025

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

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Appendices

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Appendix A. Coordination and Correspondence

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August 15, 2023

The Honorable Governor Stephen Roe Lewis
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Subject: Cooperating agency invitation letter

RE: F0701 01L
I-10 Germann Road Traffic Interchange

Dear Governor Lewis:

The Arizona Department of Transportation (ADOT), as the lead agency and as the project sponsor, is initiating a design concept report and environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) project. The EA will be carried out by ADOT pursuant to 23 United States Code 327. The proposed project would be located on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route 347/Queen Creek Road TIs. The study area limits would extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10. The project would be located in Maricopa County, Arizona, and entirely within the Gila River Indian Community (Figure 1 – State Map and Figure 2 – Vicinity Map).

The EA will consider and assess several alternatives for the TI, including a no-build alternative. Issues to be analyzed in depth in the EA will include the proposed project's impacts on cultural resources, biological resources, water quality, recreational resources, noise impacts, and air quality, as well as other social, economic, and environmental impacts.

With this letter, we extend an invitation to the Gila River Indian Community to become a cooperating agency with ADOT in the development of the National Environmental Policy Act (NEPA) document for the subject project in accordance with 40 Code of Federal Regulations 1501.6, of the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of NEPA. Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), cooperating agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of this project should include the following activities as they relate to your area of expertise:

1. Provide meaningful and early input on the project.
2. Participate in coordination meetings and joint field reviews, as appropriate.
3. Review the EA.

To ensure continued project progress, please provide a written response indicating the Gila River Indian Community's acceptance or denial of this invitation within 30 days from the receipt of this letter. If your agency declines, the response should state the reason(s) for declining the invitation. Pursuant to SAFETEA-LU

Section 6002, any agency that chooses to decline the invitation to be a cooperating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the study;
- Has no expertise or information relevant to the study; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss the study or our respective roles in more detail, please contact Steve Olmsted, NEPA Assignment Manager, at 602-712-6421 or by email at solmsted@azdot.gov. We appreciate your participation and interest in this study. Thank you for your time and assistance.

Sincerely,



Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Map
Figure 2 – Vicinity Map

c: Carlos Lopez, ADOT Corridor Planning Group Manager
Quinn Castro, Maricopa Association of Governments
Jeremy Neuman, HDR
Audrey Unger, HDR

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019, and executed by FHWA and ADOT.

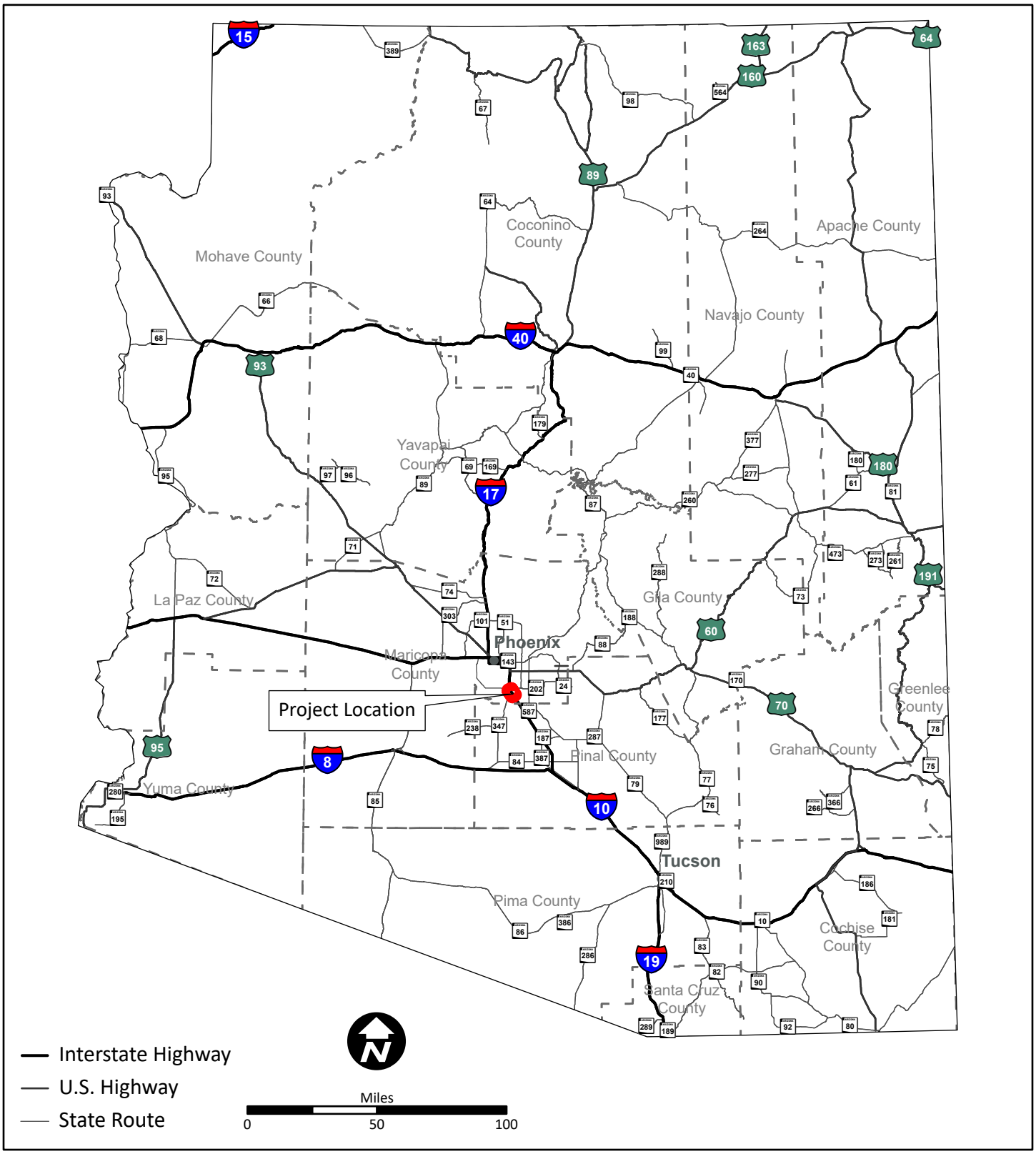


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

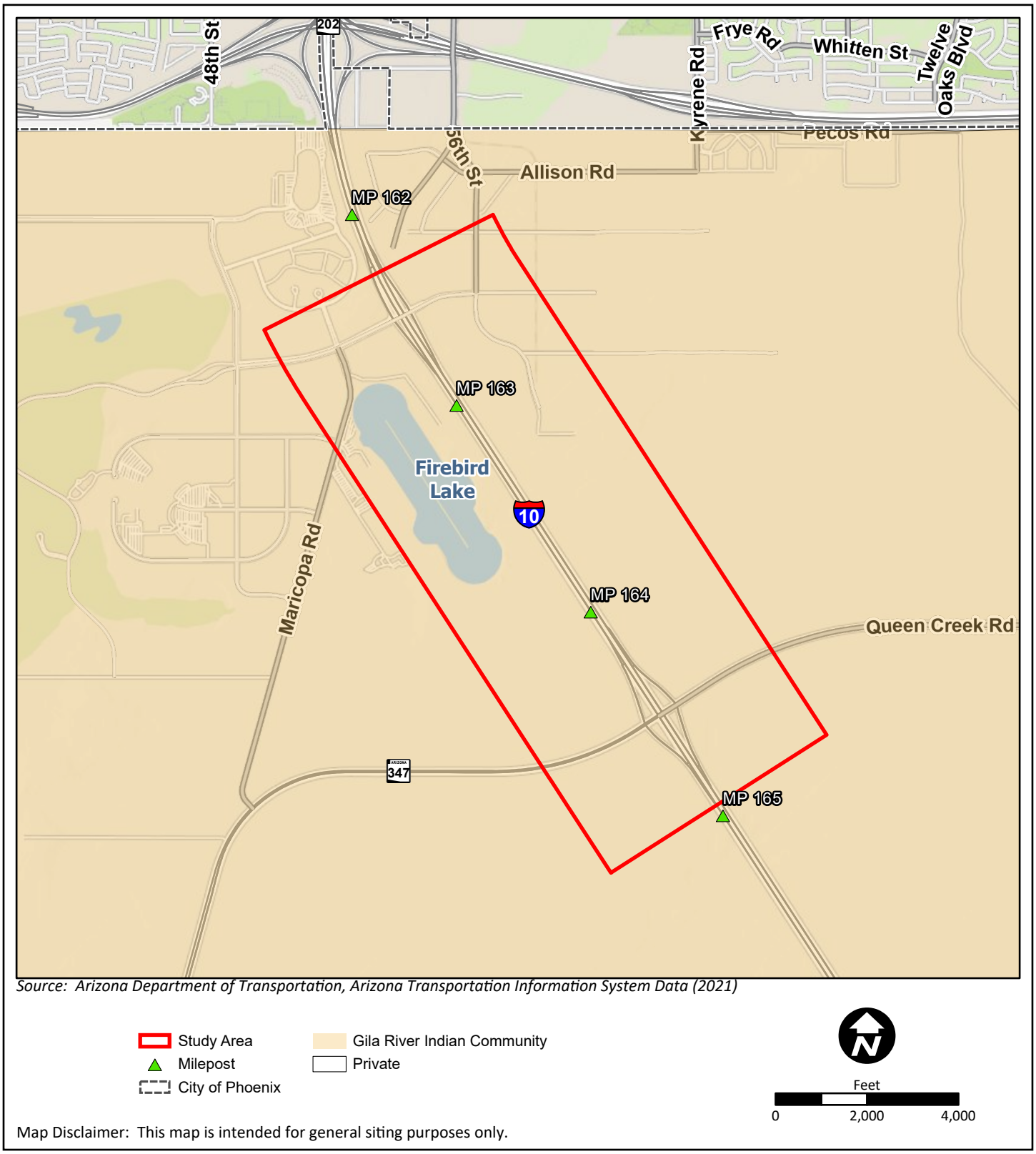


Figure 2. Project Vicinity Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

GILA RIVER INDIAN COMMUNITY

Executive Office of the Governor & Lieutenant Governor

"Gila River Strong"

Stephen Roe Lewis
Governor

Monica Lynn Antone
Lieutenant Governor

October 13, 2023

Mr. Steve Olmsted
NEPA Assignment Manager
ADOT, Environmental Planning
206 S. 17th Ave.
Phoenix, AZ 85007

Dear Mr. Olmsted:
The Gila River Indian Community (the Community) received your letter dated August 15, 2023 inviting the Community to serve as a Cooperating Agency under the National Environmental Policy Act (NEPA) for I-10 Germann Road Traffic Interchange project. Given the location of the project and that the Community has both jurisdiction by law and special expertise with respect to environmental impacts occurring on Community Lands, the Community accepts ADOT's invitation to serve as a Cooperating Agency in ADOT's NEPA process.

Sincerely,

Stephen R. Lewis, Governor
Gila River Indian Community

525 West Gu u Ki · P.O. Box 97 · Sacaton, Arizona 85147
Telephone: 520-562-9841 · Fax: 520-562-9849 · Email: executivemail@gric.nsn.us

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

August 15, 2023

Ms. Rachel Larson, Superintendent
Bureau of Indian Affairs, Pima Agency
P.O. Box 8
Sacaton, Arizona 85147

Subject: Cooperating agency invitation letter

RE: F0701 01L
I-10 Germann Road Traffic Interchange

Dear Superintendent Larson:

The Arizona Department of Transportation (ADOT), as the lead agency and as the project sponsor, is initiating a design concept report and environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) project. The EA will be carried out by ADOT pursuant to 23 United States Code 327. The proposed project would be located on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route 347/Queen Creek Road TIs. The study area limits would extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10. The project would be located in Maricopa County, Arizona, and entirely within the Gila River Indian Community (Figure 1 – State Map and Figure 2 – Vicinity Map).

The EA will consider and assess several alternatives for the TI, including a no-build alternative. Issues to be analyzed in depth in the EA will include the proposed project's impacts on cultural resources, biological resources, water quality, recreational resources, noise impacts, and air quality, as well as other social, economic, and environmental impacts.

With this letter, we extend an invitation to the Bureau of Indian Affairs to become a cooperating agency with ADOT in the development of the National Environmental Policy Act (NEPA) document for the subject project in accordance with 40 Code of Federal Regulations 1501.6, of the Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of NEPA. Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), cooperating agencies are responsible for identifying, as early as practicable, any issues of concern regarding the project's potential impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of this project should include the following activities as they relate to your area of expertise:

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2. Participate in coordination meetings and joint field reviews, as appropriate.
3. Review the EA.

To ensure continued project progress, please provide a written response indicating the Bureau of Indian Affairs' acceptance or denial of this invitation within 30 days from the receipt of this letter. If your agency declines, the response should state the reason(s) for declining the invitation. Pursuant to SAFETEA-LU Section 6002, any agency that chooses to decline the invitation to be a cooperating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the study;
- Has no expertise or information relevant to the study; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss the study or our agencies' respective roles in more detail, please contact Steve Olmsted, NEPA Assignment Manager, at 602-712-6421 or by email at solmsted@azdot.gov. We appreciate your participation and interest in this study. Thank you for your time and assistance.

Sincerely,

Steven Olmsted

Steven Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Map
Figure 2 – Vicinity Map

c: Carlos Lopez, ADOT Corridor Planning Group Manager
Quinn Castro, Maricopa Association of Governments
Jeremy Neuman, HDR
Audrey Unger, HDR

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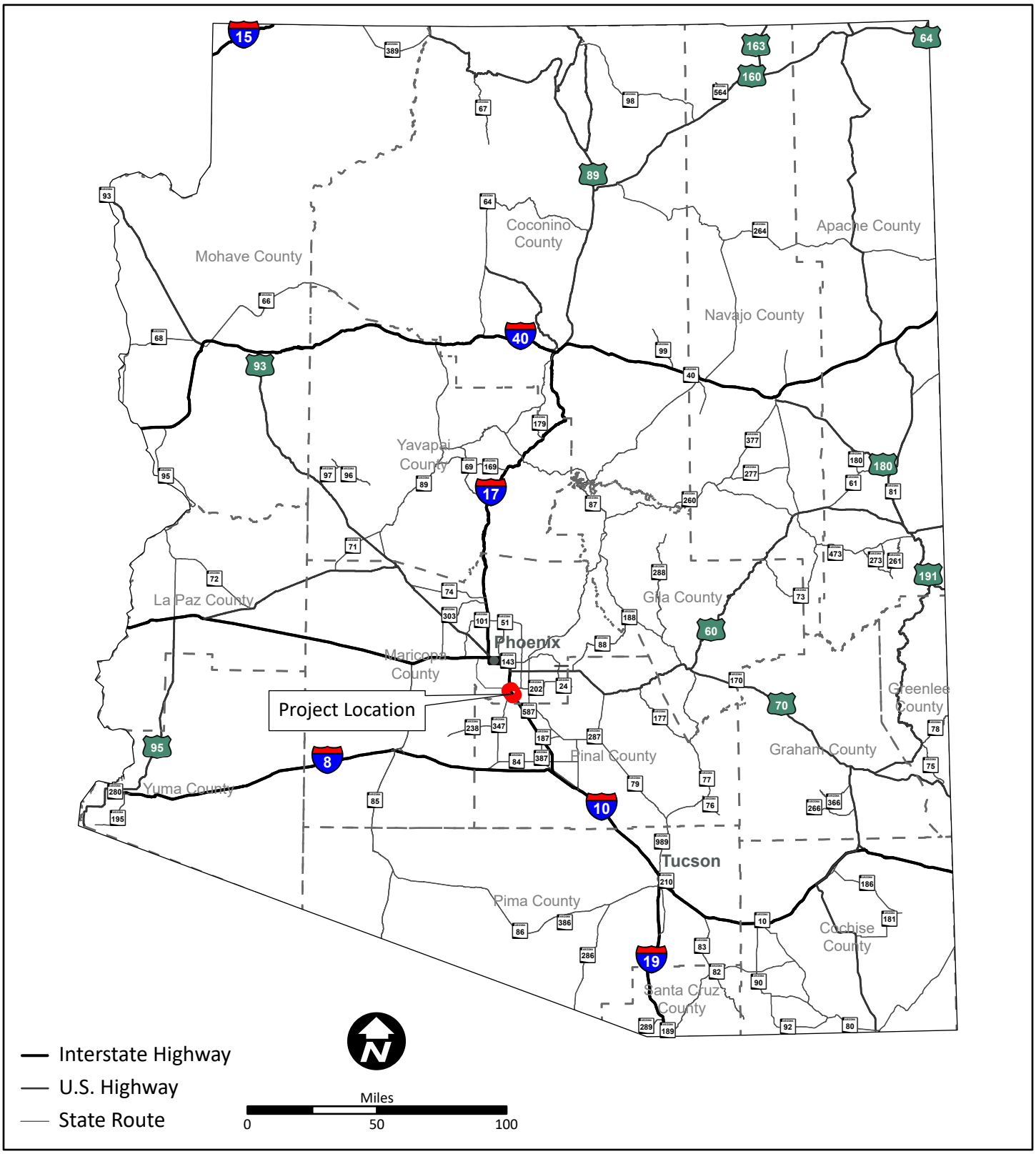


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

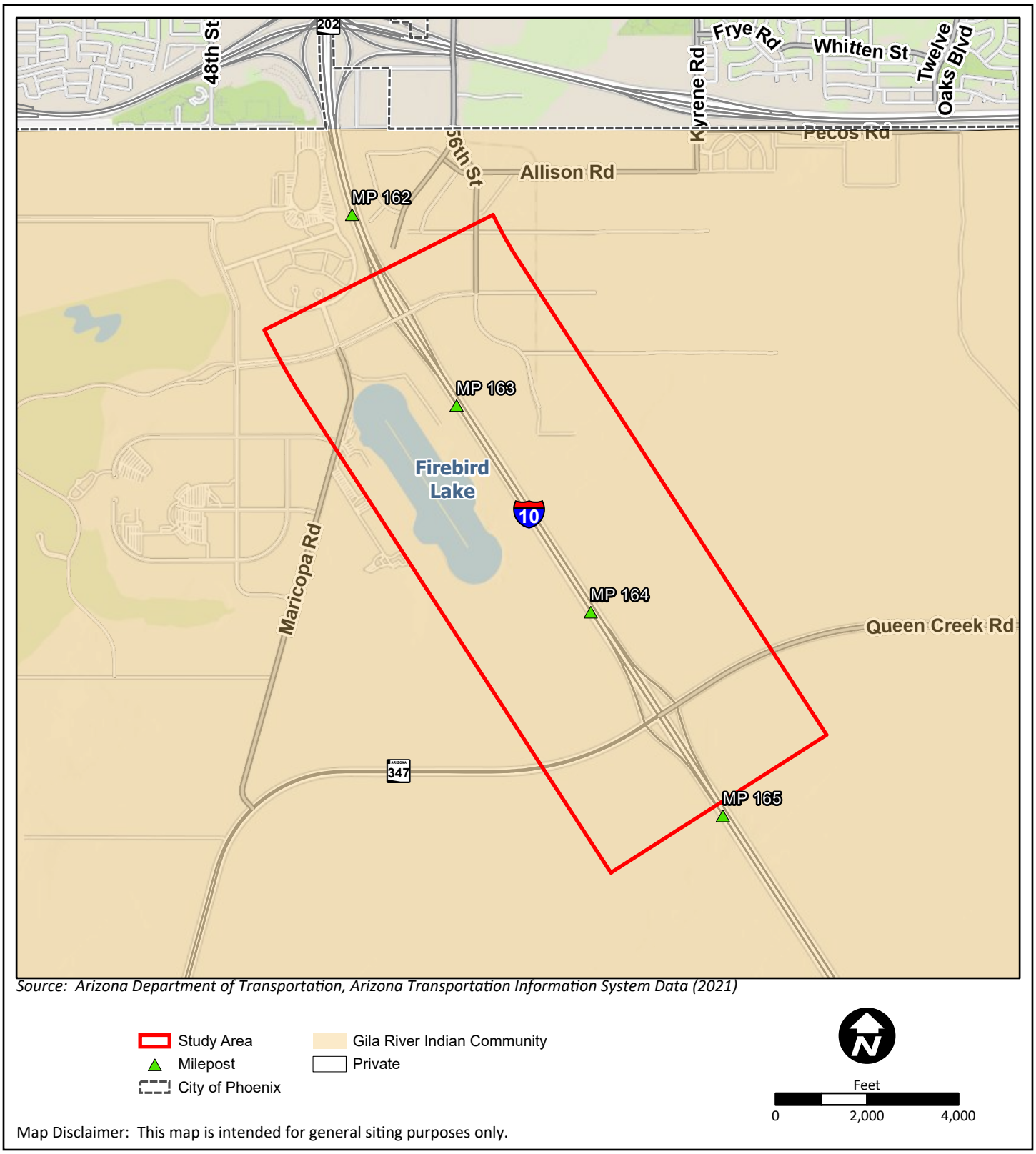


Figure 2. Project Vicinity Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Jen Pokorski
County Manager
Maricopa County
301 W. Jefferson 10th Floor
Phoenix, AZ 85003

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Pokorski:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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

[1] Note: The I-10 Germann TI Project is located within the limits of the I-10 Wild Horse Pass Corridor Study (I-10: SR 202L to SR 387) but is a separate project.

The scope of work for this Project includes:

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

The Project limits are generally located within ADOT's existing I-10 easement; however, additional easement would likely be needed for the Project.

This letter serves as our agency's invitation to review the proposed Project based upon the scope of work outlined above. If you or others in your agency have any specific concerns, suggestions, or recommendations pertaining to this specific proposed Project, please let us know. This may include information on future development, general plans, or capital improvement projects that would be affected, to name a few.

Please submit your comments or concerns by December 8, 2023, to ADOT c/o Audrey Unger, HDR, 20 E. Thomas Rd., Phoenix, AZ, 85012, (602) 299.2991, audrey.unger@hdrinc.com. Thank you for your time and assistance.

Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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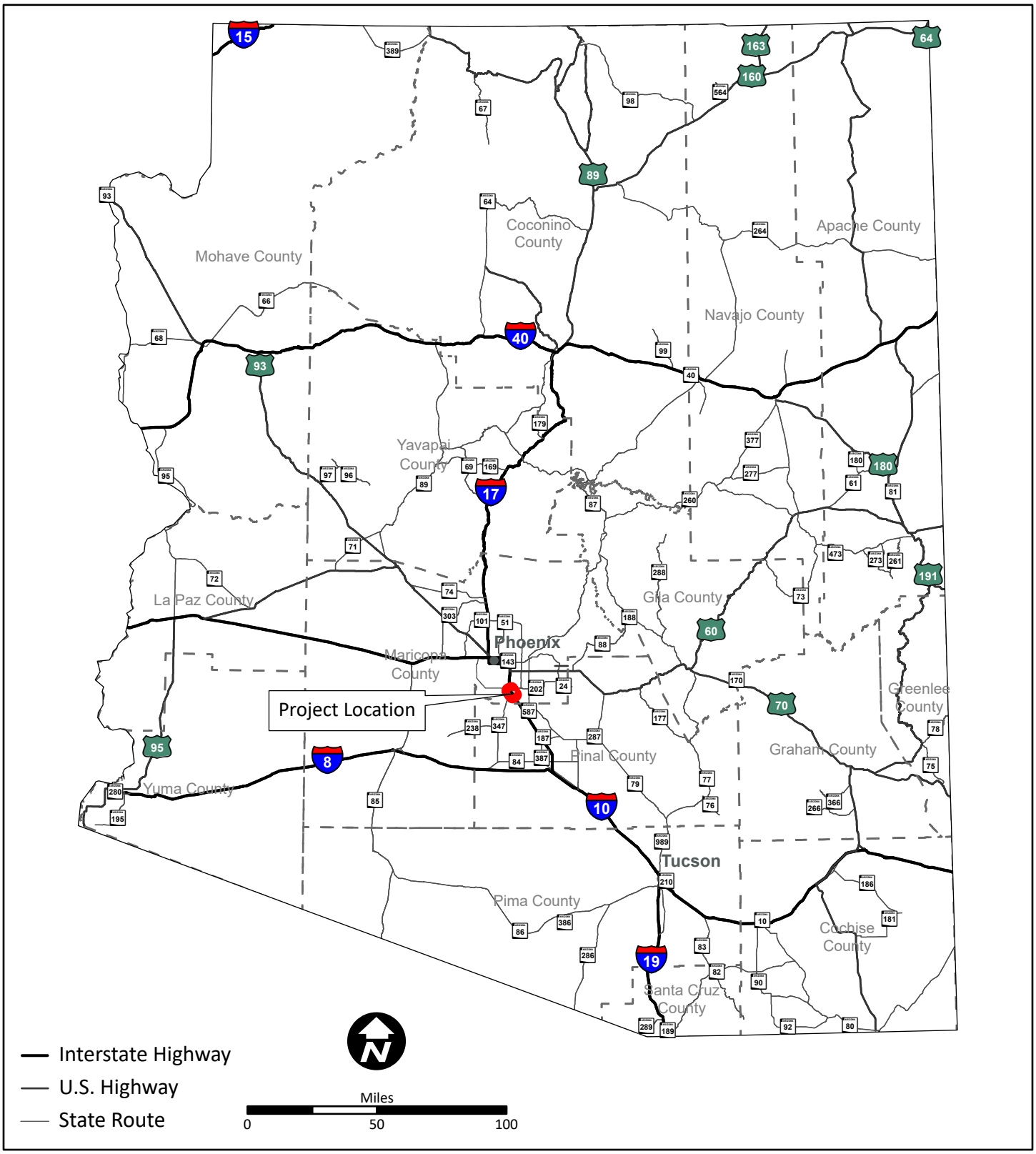


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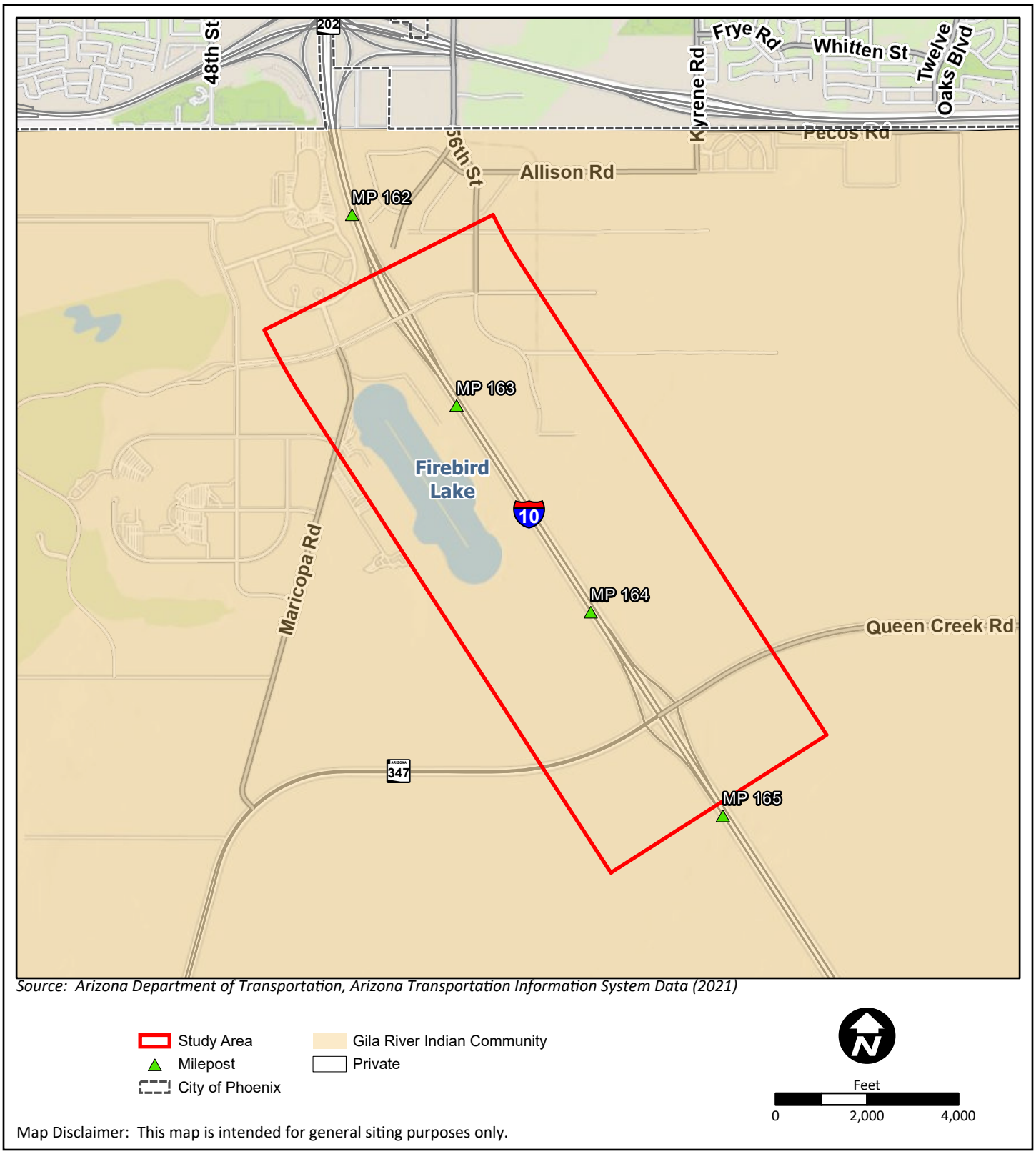


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Jesse Gutierrez
Director
Maricopa County Department of Transportation
2901 W. Durango Street
Phoenix, AZ 85009

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Gutierrez:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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The scope of work for this Project includes:

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Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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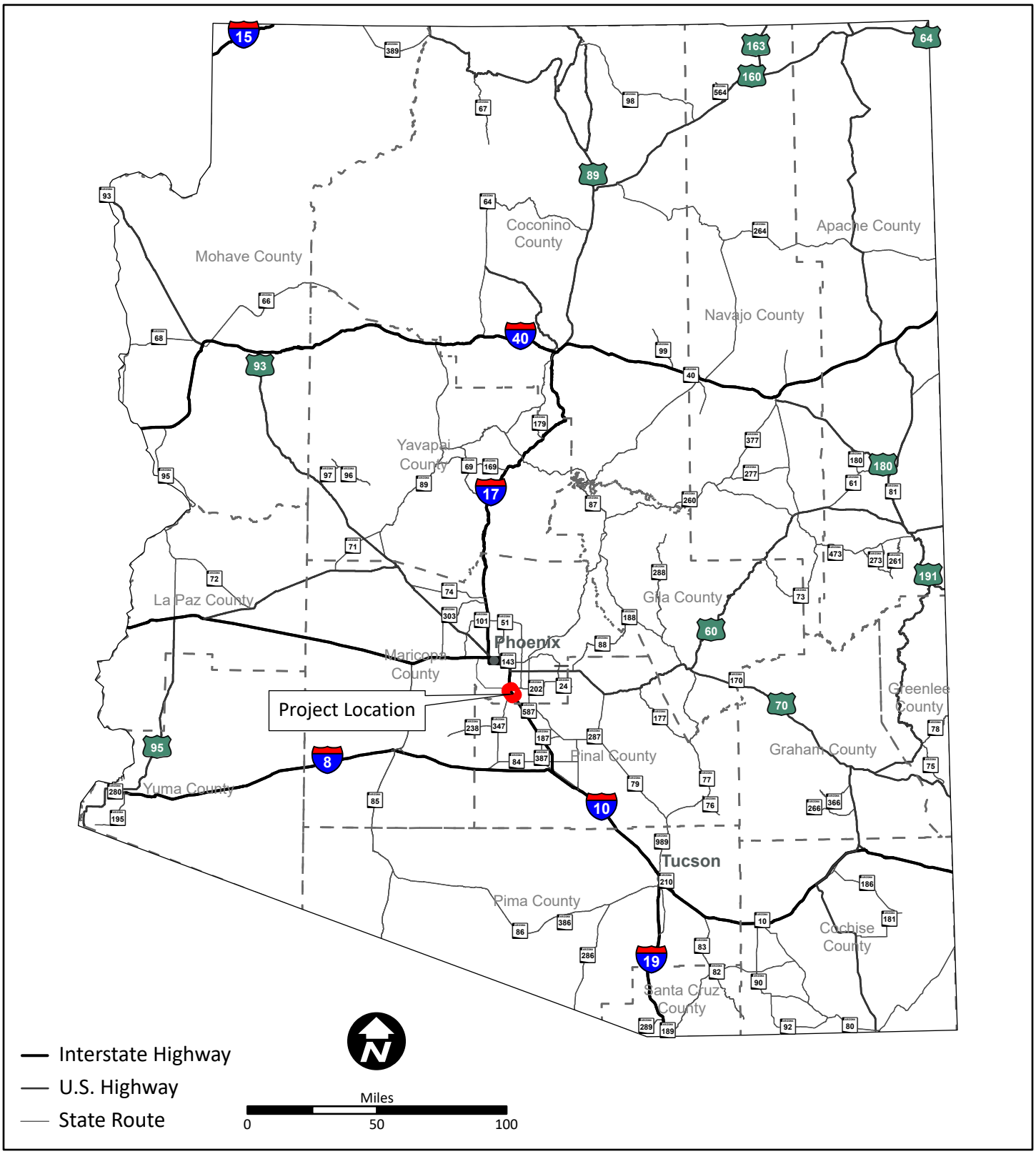


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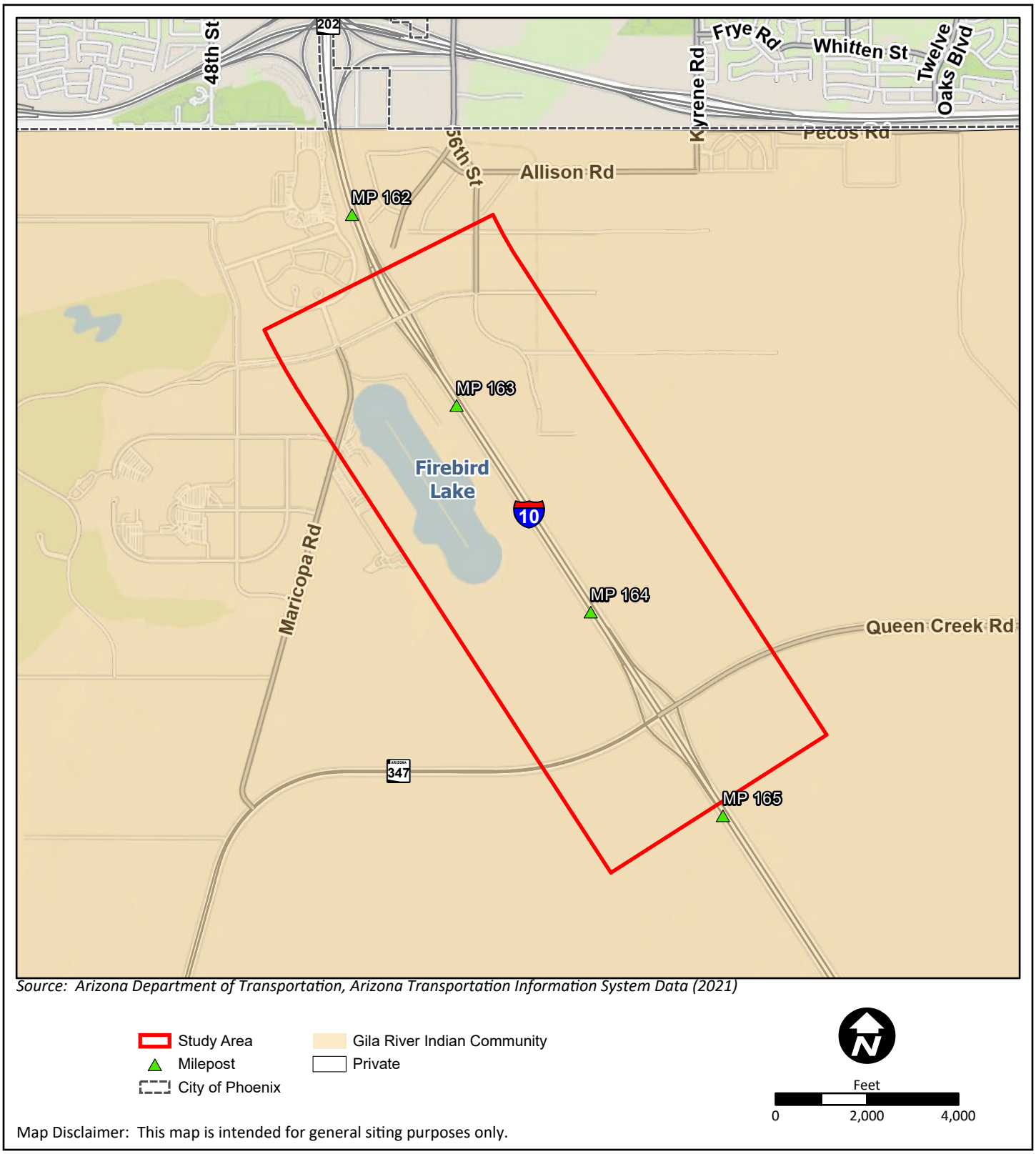


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Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Steve Watson
School Superintendent
Office of the Maricopa County School Superintendent
4041 N. Central Avenue Suite 1200
Phoenix, AZ 85012

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Watson:

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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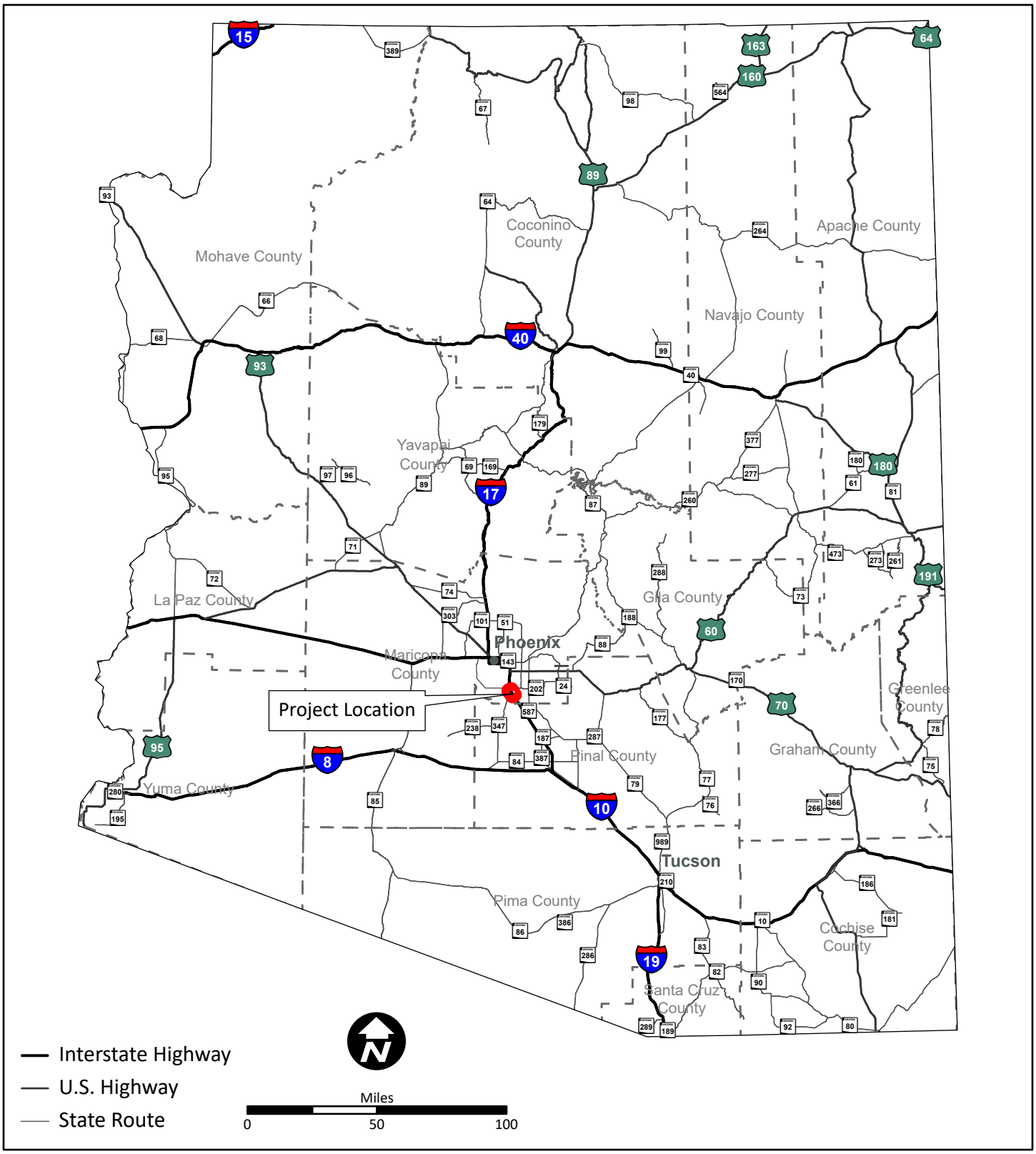


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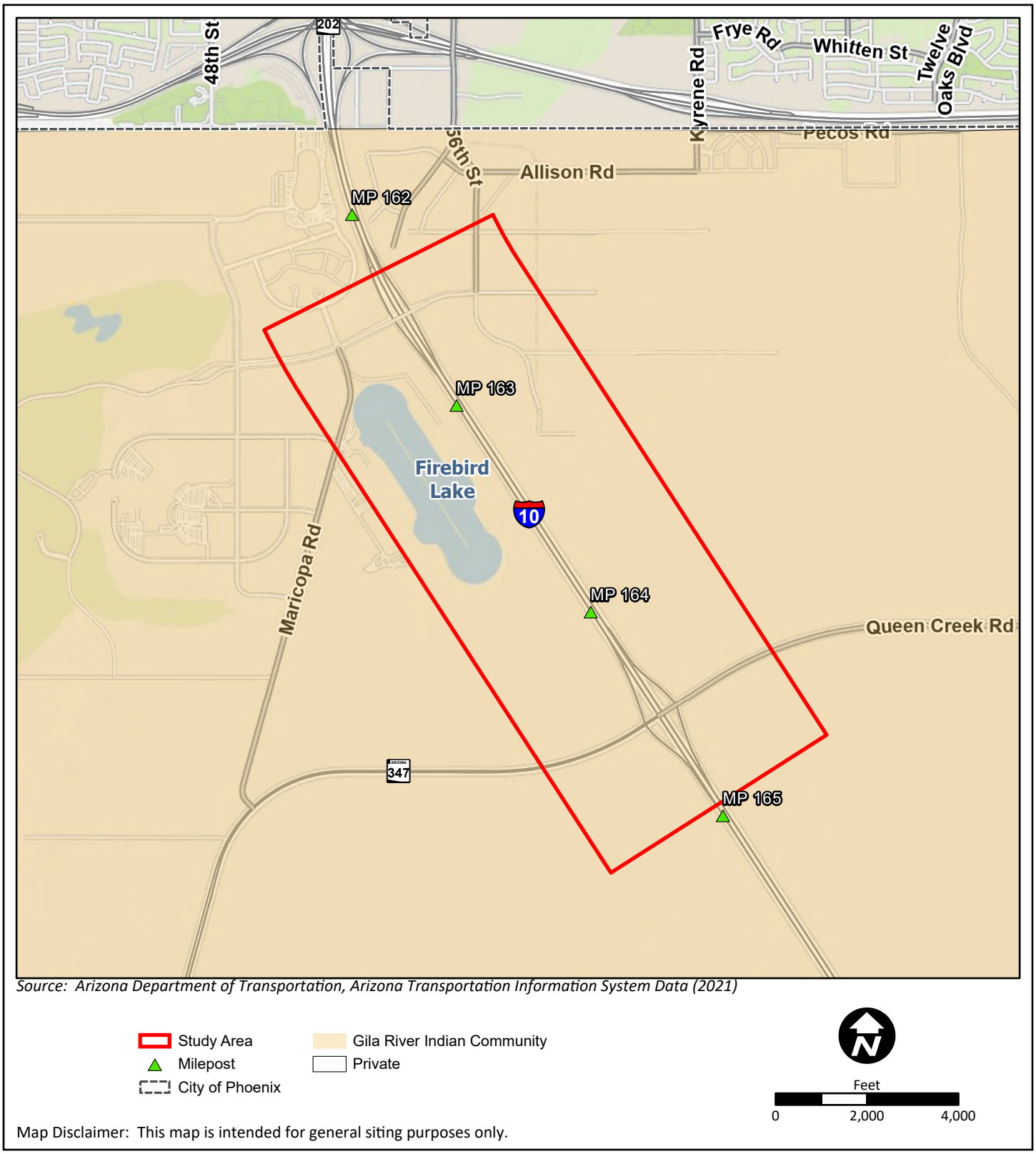


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Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Jessie Durham
Acting Regional Director
Western Regional Office, Bureau of Indian Affairs
2600 N. Central Avenue 4th Floor Mailroom
Phoenix, AZ 85001

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Durham:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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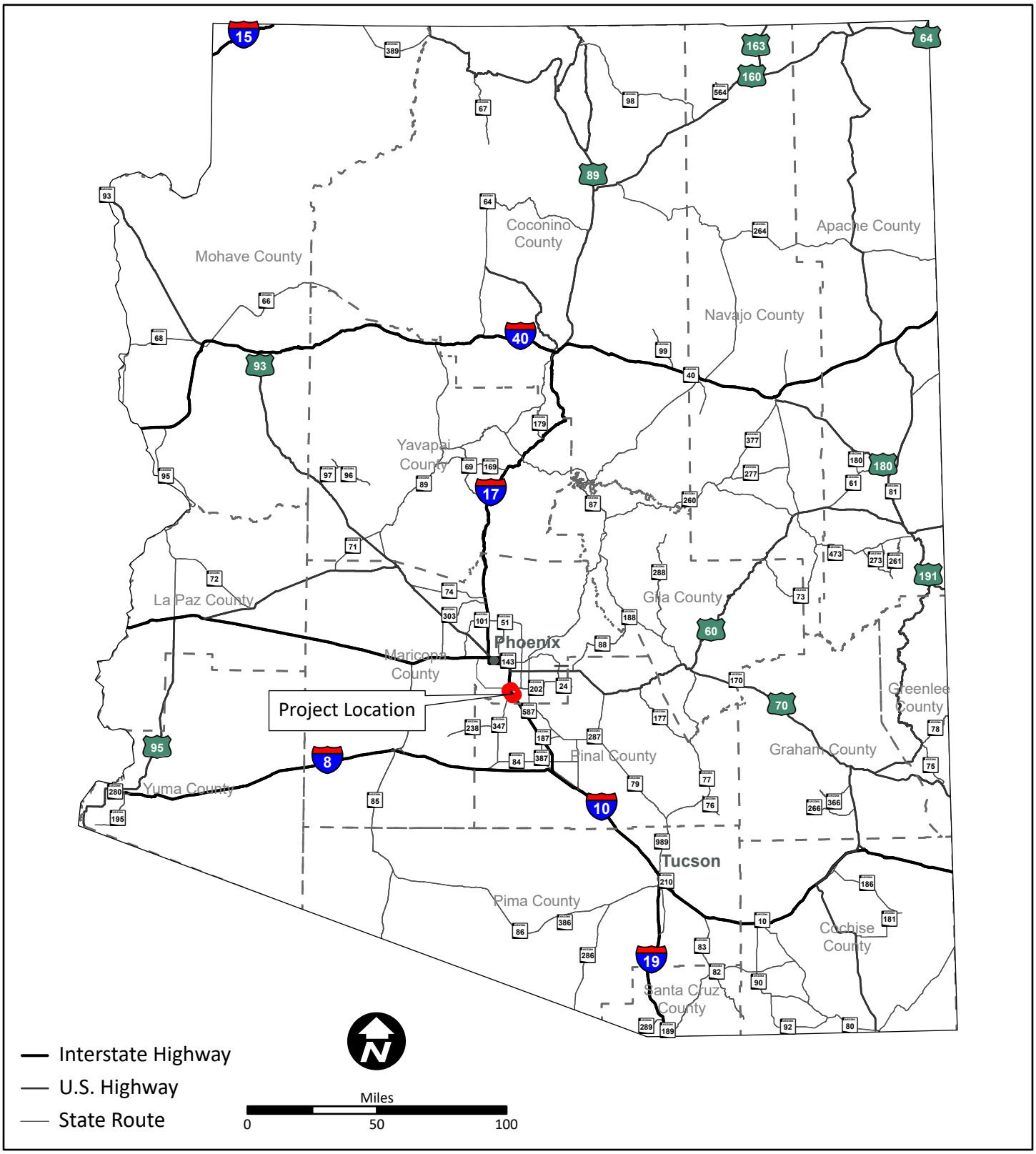


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

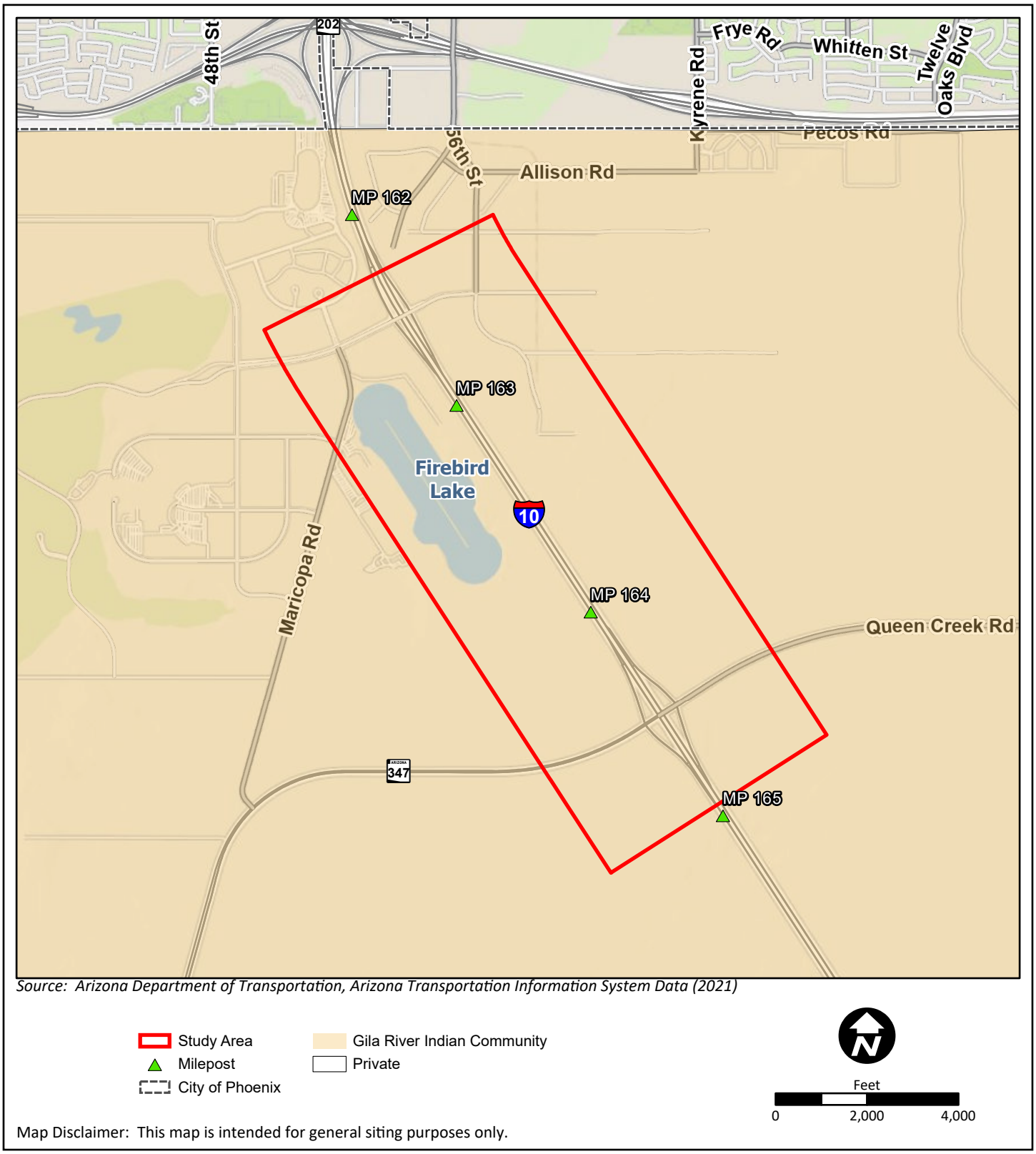


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Kathy Garcia
Fire Chief
Gila River Fire Department
5002 N. Maricopa Road
Chandler, AZ 85226

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Garcia:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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

[1] Note: The I-10 Germann TI Project is located within the limits of the I-10 Wild Horse Pass Corridor Study (I-10: SR 202L to SR 387) but is a separate project.

The scope of work for this Project includes:

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

The Project limits are generally located within ADOT's existing I-10 easement; however, additional easement would likely be needed for the Project.

This letter serves as our agency's invitation to review the proposed Project based upon the scope of work outlined above. If you or others in your agency have any specific concerns, suggestions, or recommendations pertaining to this specific proposed Project, please let us know. This may include information on future development, general plans, or capital improvement projects that would be affected, to name a few.

Please submit your comments or concerns by December 8, 2023, to ADOT c/o Audrey Unger, HDR, 20 E. Thomas Rd., Phoenix, AZ, 85012, (602) 299.2991, audrey.unger@hdrinc.com. Thank you for your time and assistance.

Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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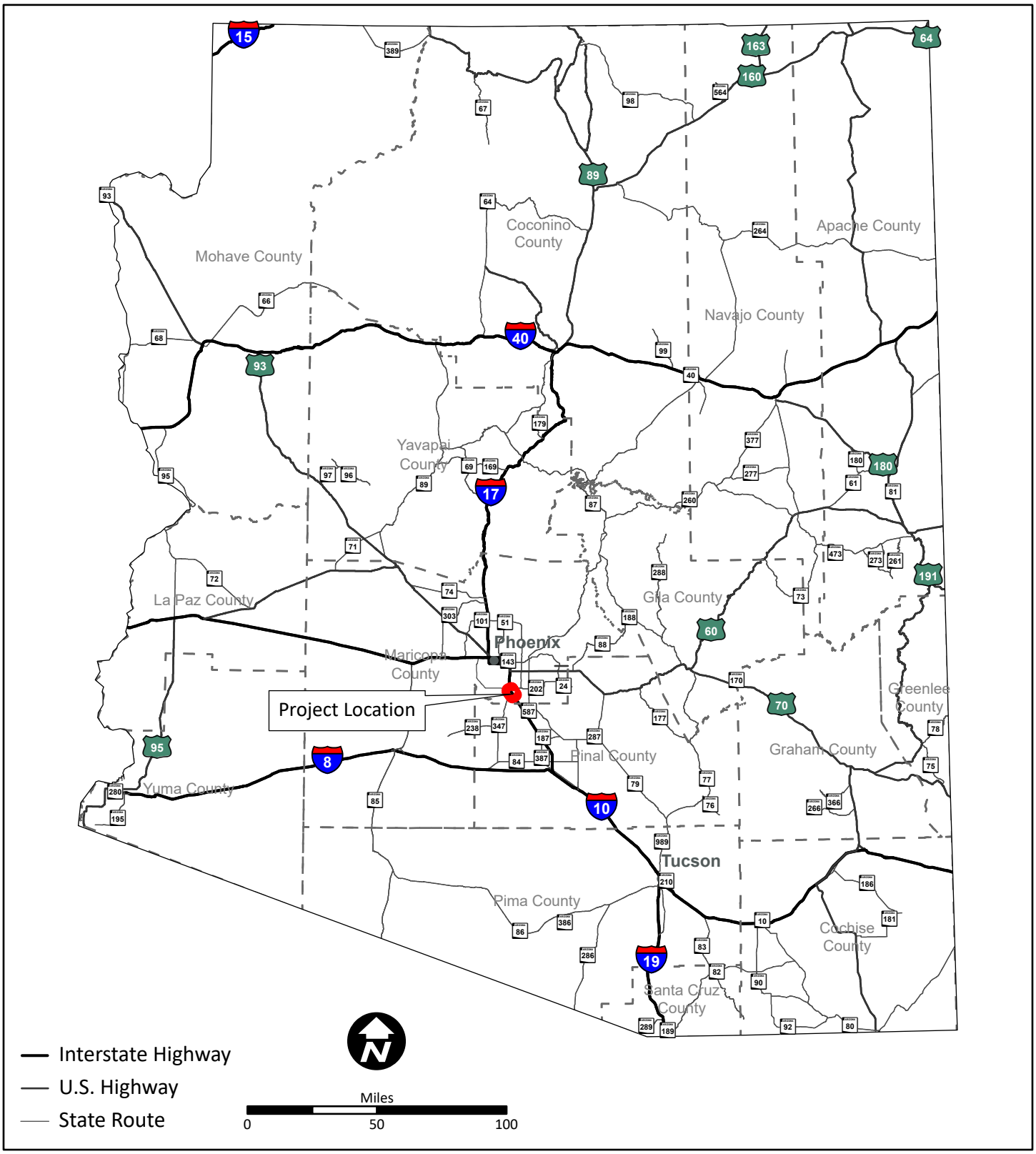


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

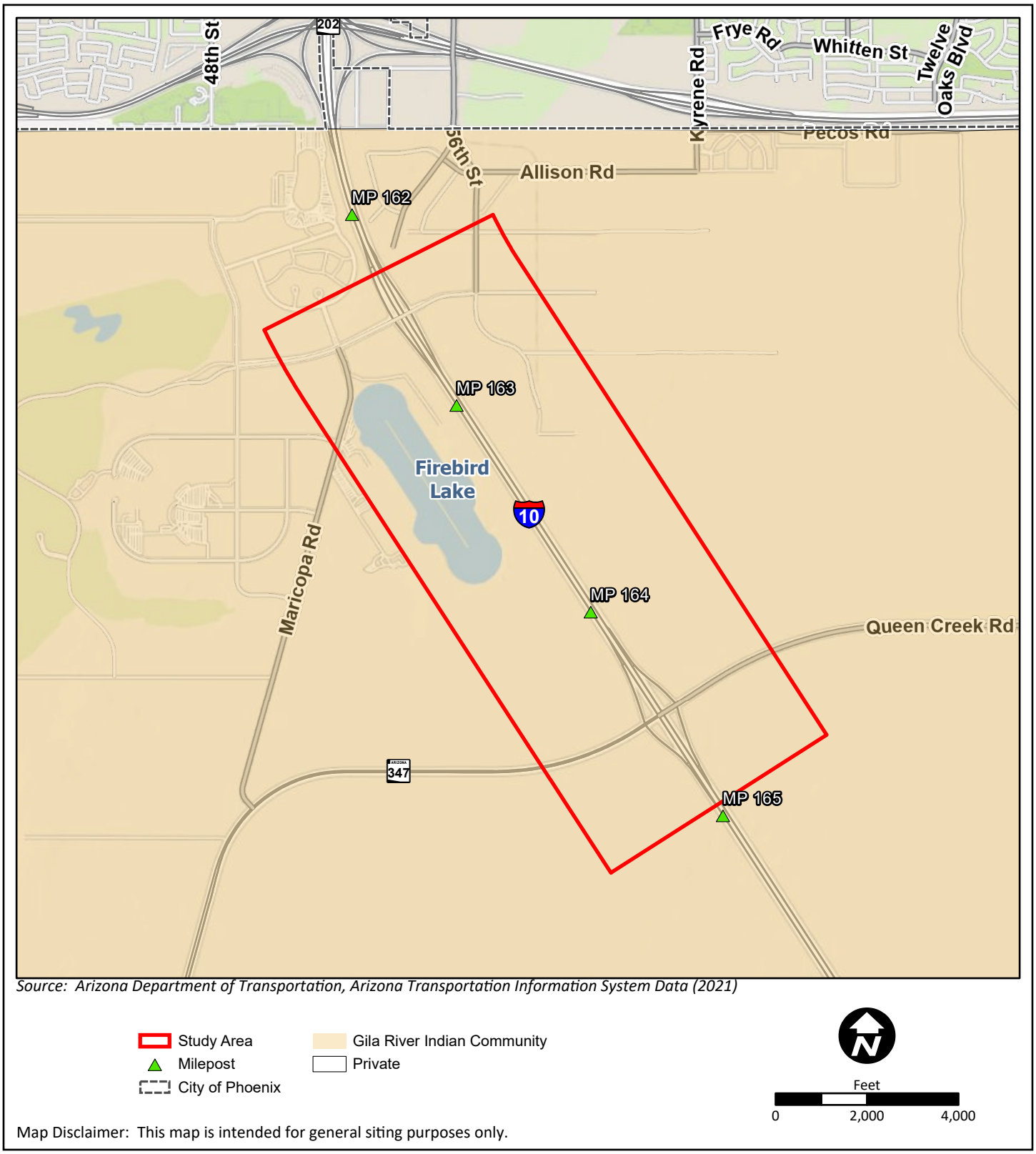


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Kurt Rainbolt
EMS Chief
Gila River Emergency Medical Services
P.O. Box 67
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Rainbolt:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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The scope of work for this Project includes:

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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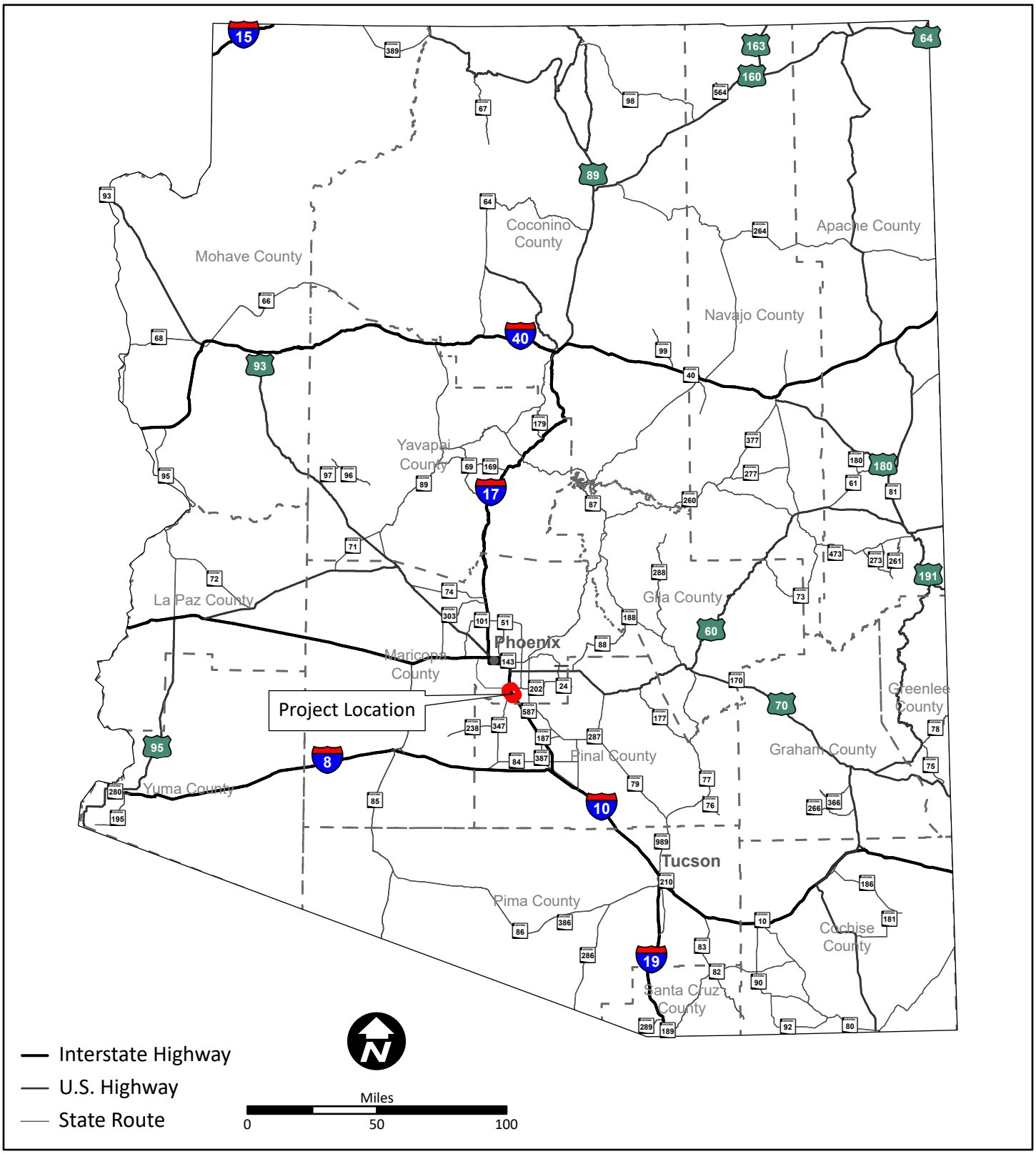


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

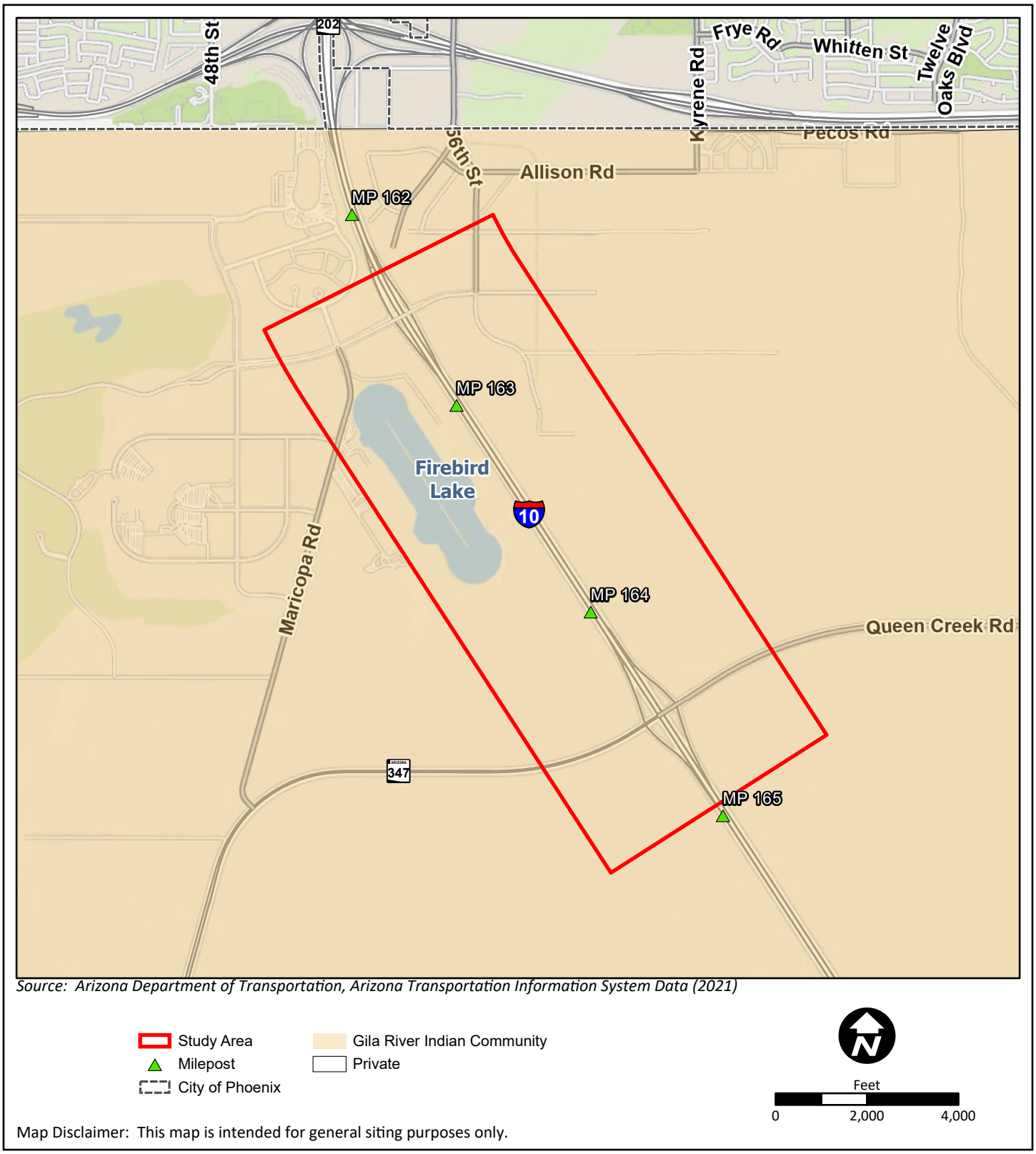


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Bruce Harvey
Director
Office of Emergency Management
P.O. Box 5072
Chandler, AZ 85226

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Harvey:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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[1] Note: The I-10 Germann TI Project is located within the limits of the I-10 Wild Horse Pass Corridor Study (I-10: SR 202L to SR 387) but is a separate project.

The scope of work for this Project includes:

- Construct new TI of some type between the existing Wild Horse Pass Boulevard TI and SR 347 TI
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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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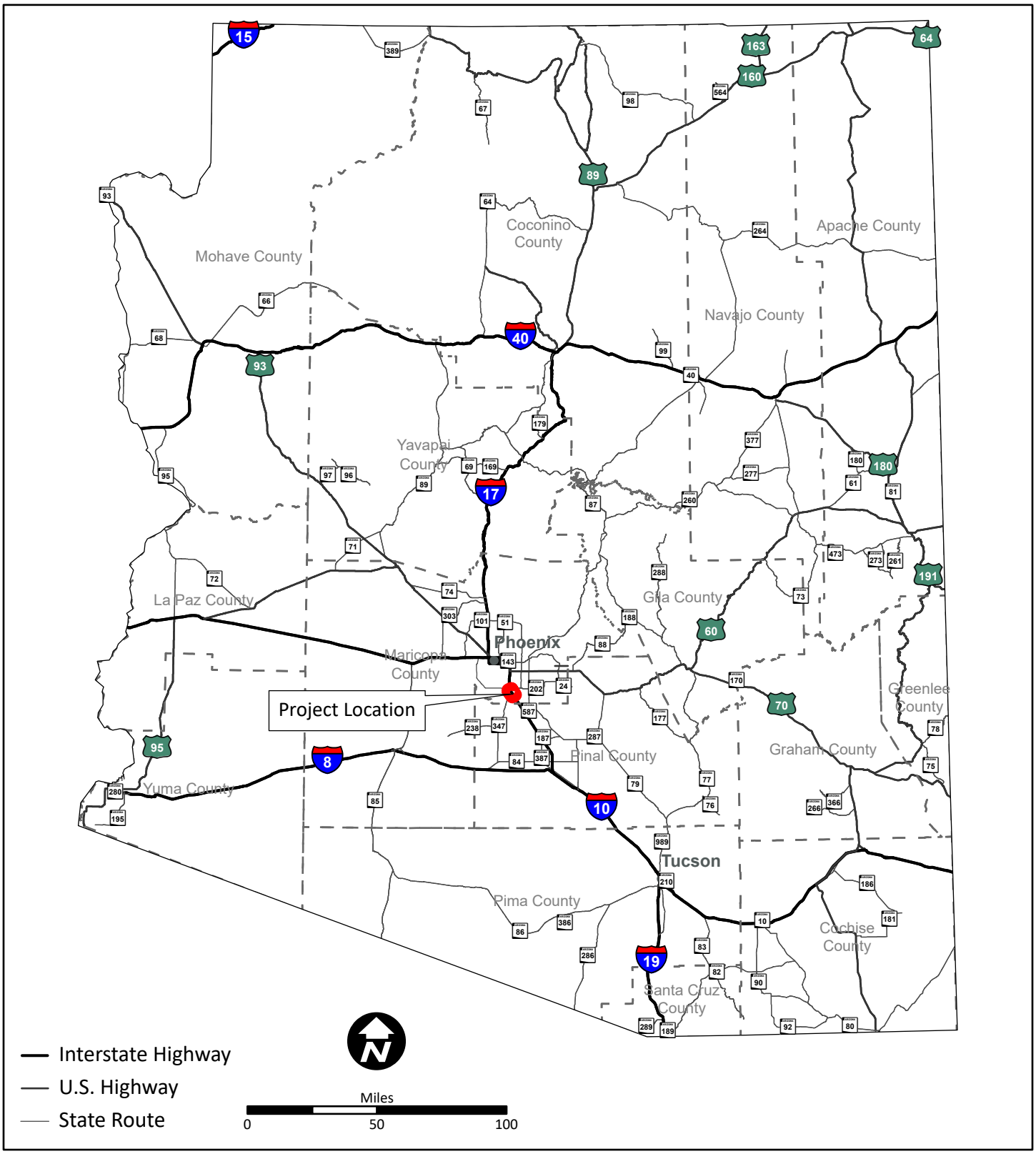


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

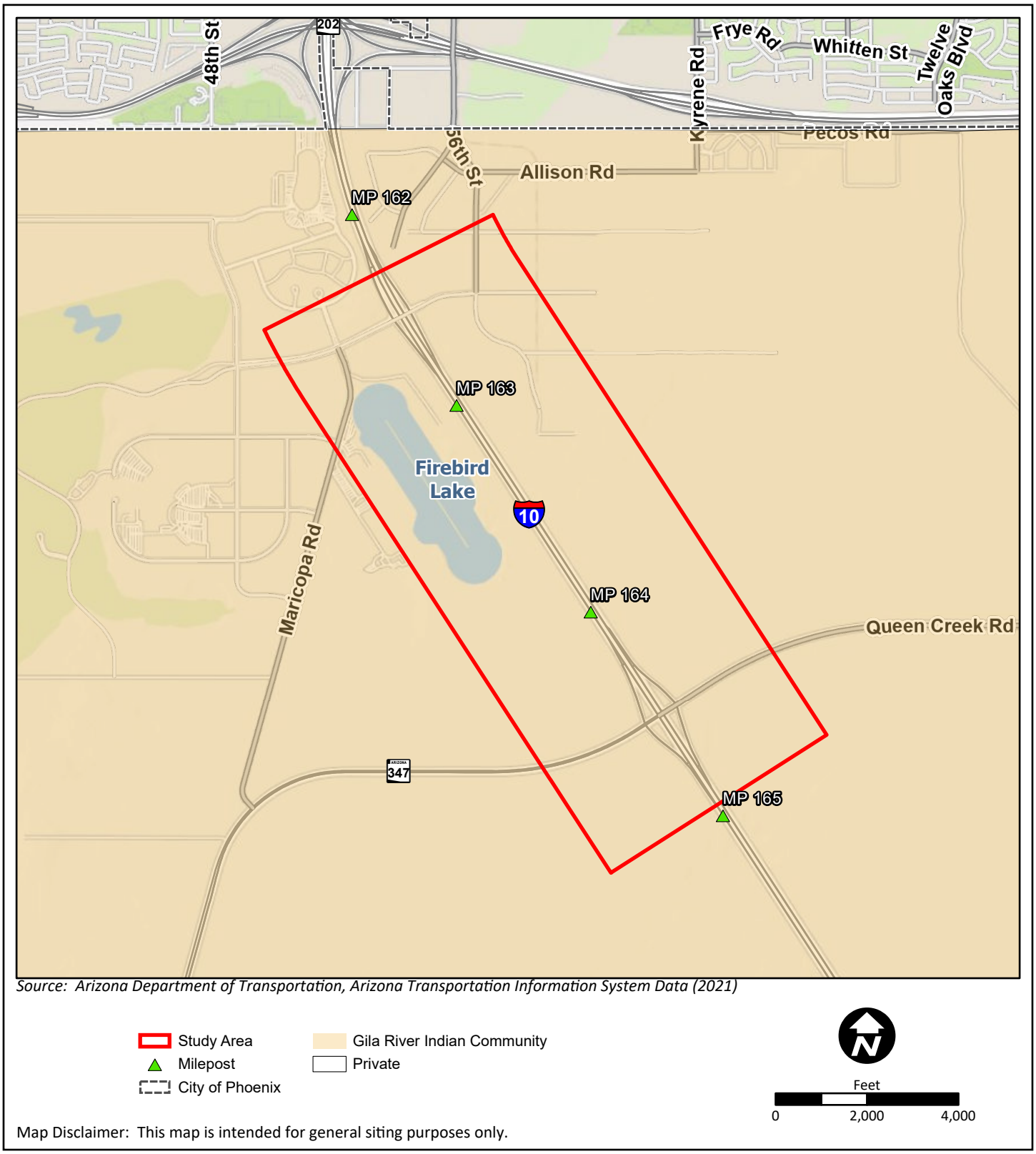


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Thomas Murphy
Acting General Counsel
Office of the General Counsel
P.O. Box 2138
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Murphy:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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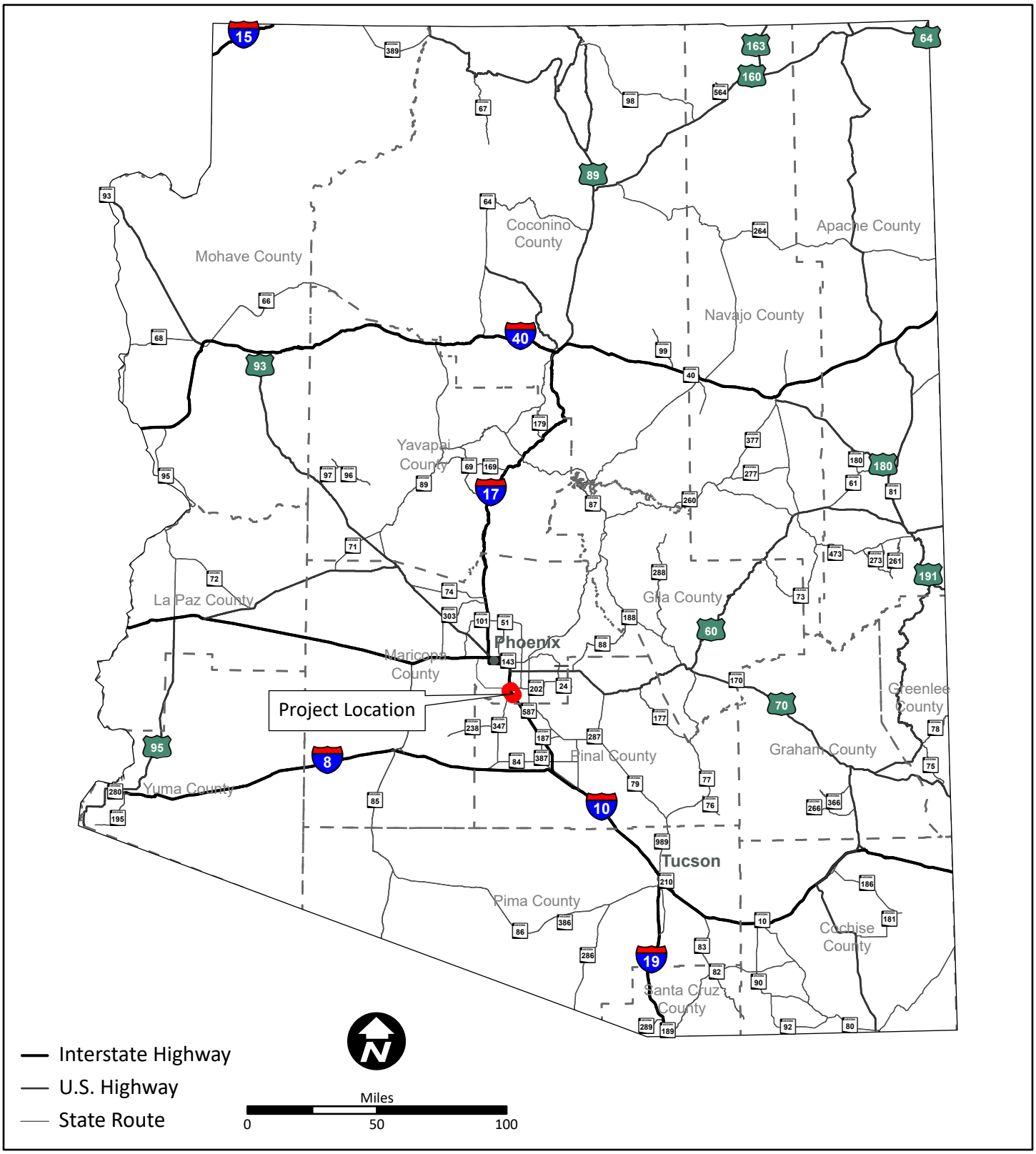


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

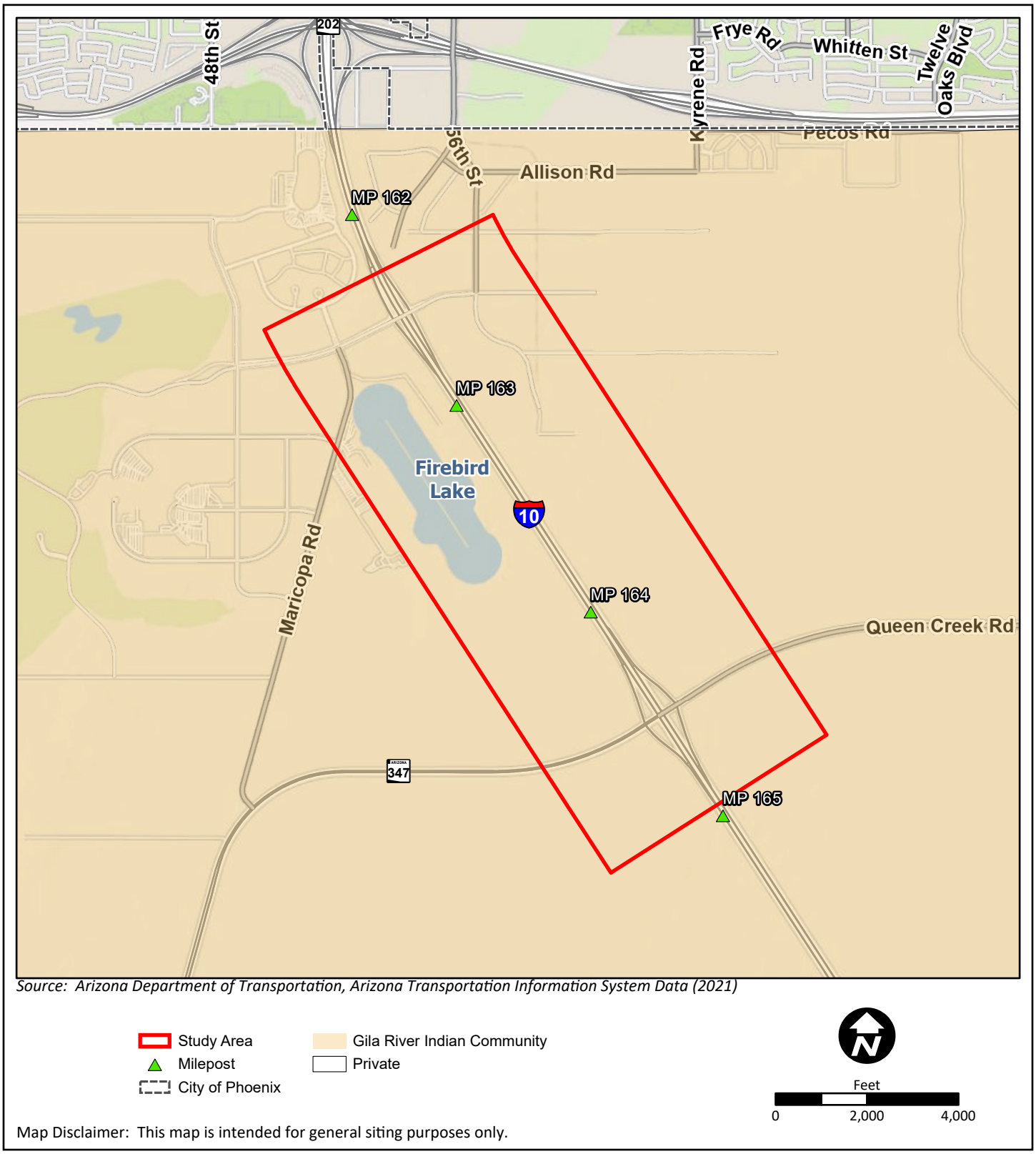


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Esther Manuel
General Manager
Lone Butte Development LLC
1235 S. Akimel Lane
Chandler, AZ 85226

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Manuel:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

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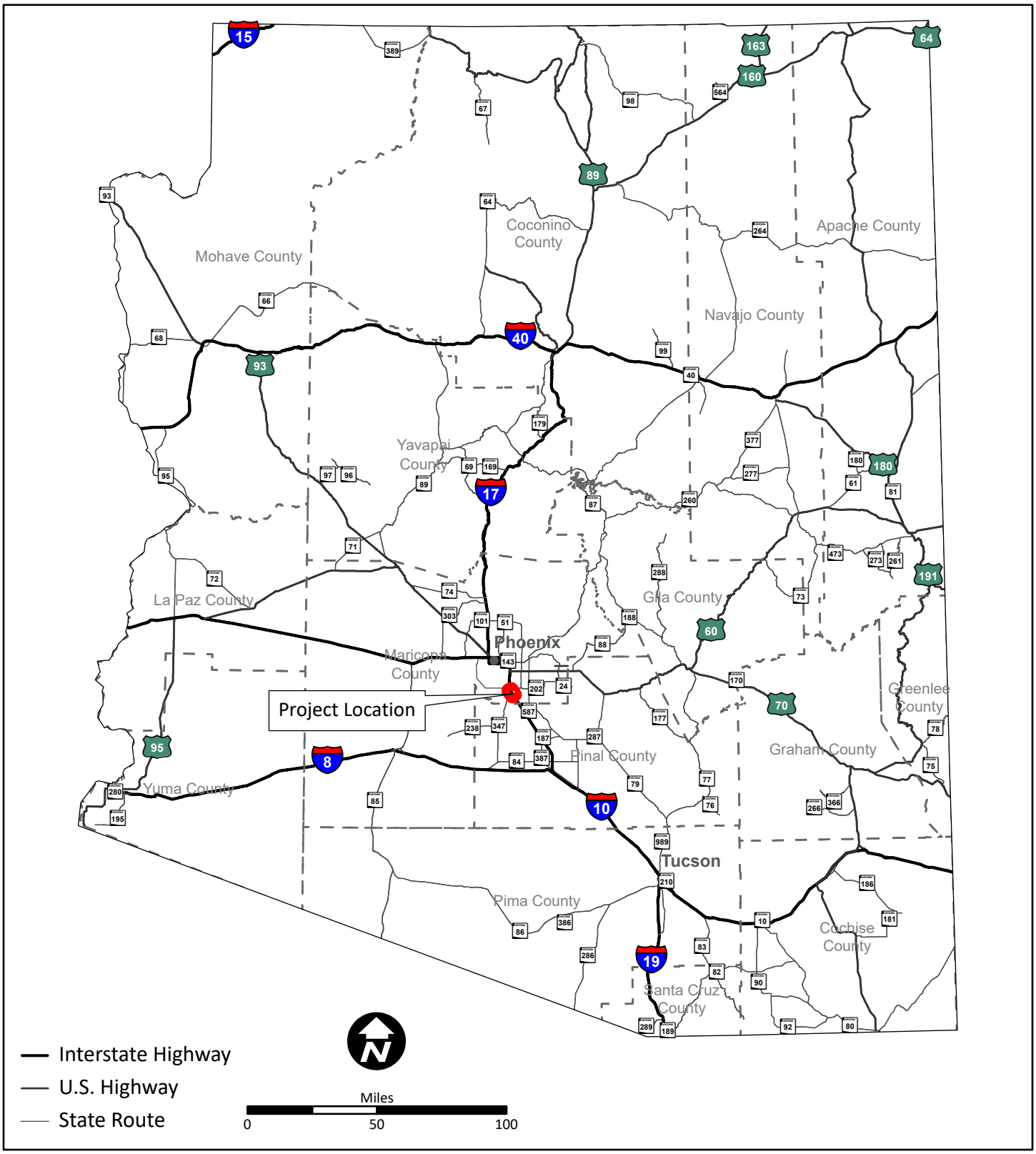


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

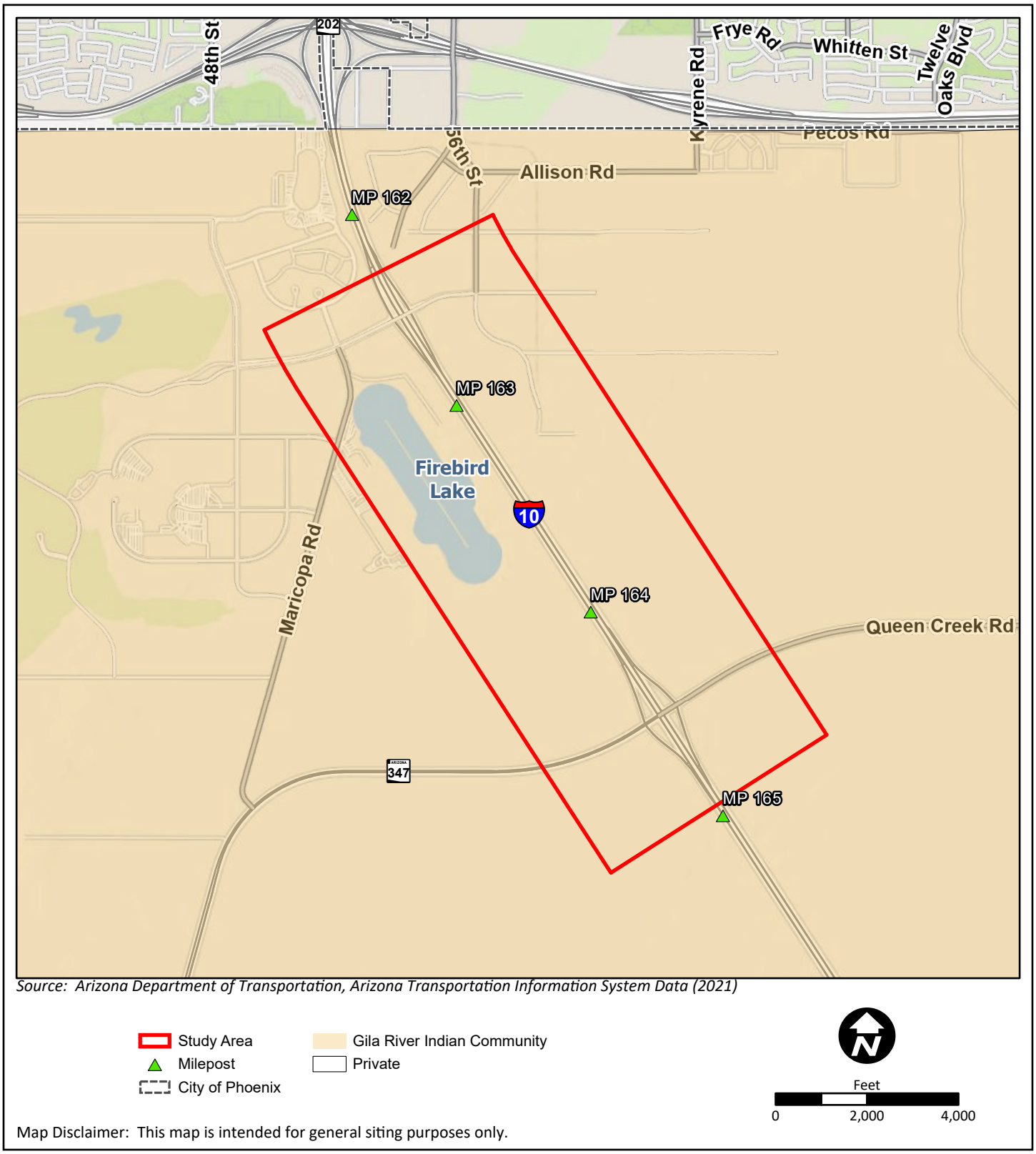


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Sreedevi Manthra
Director
Department of Transportation
315 W Casablanca Road
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Manthra:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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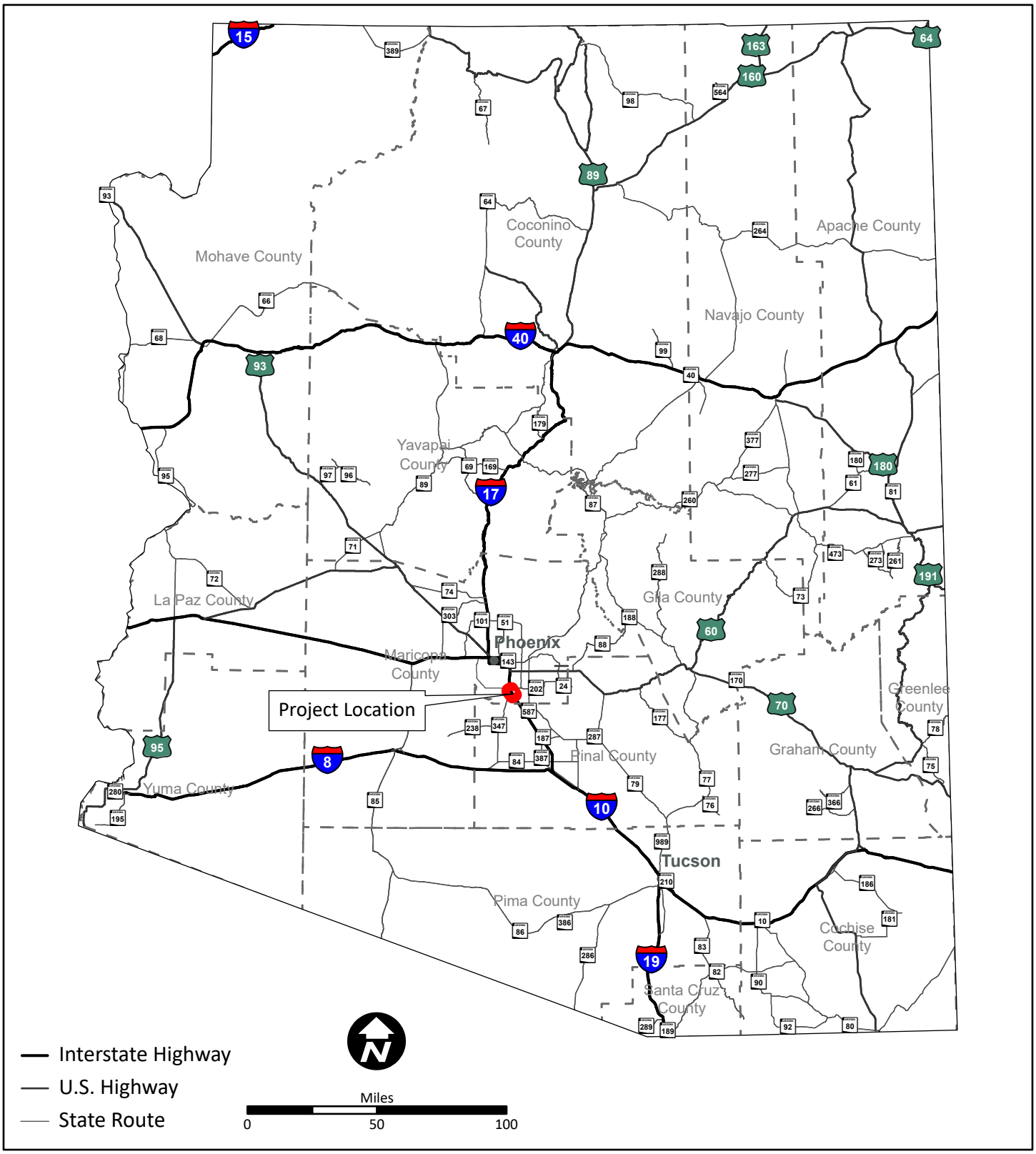


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

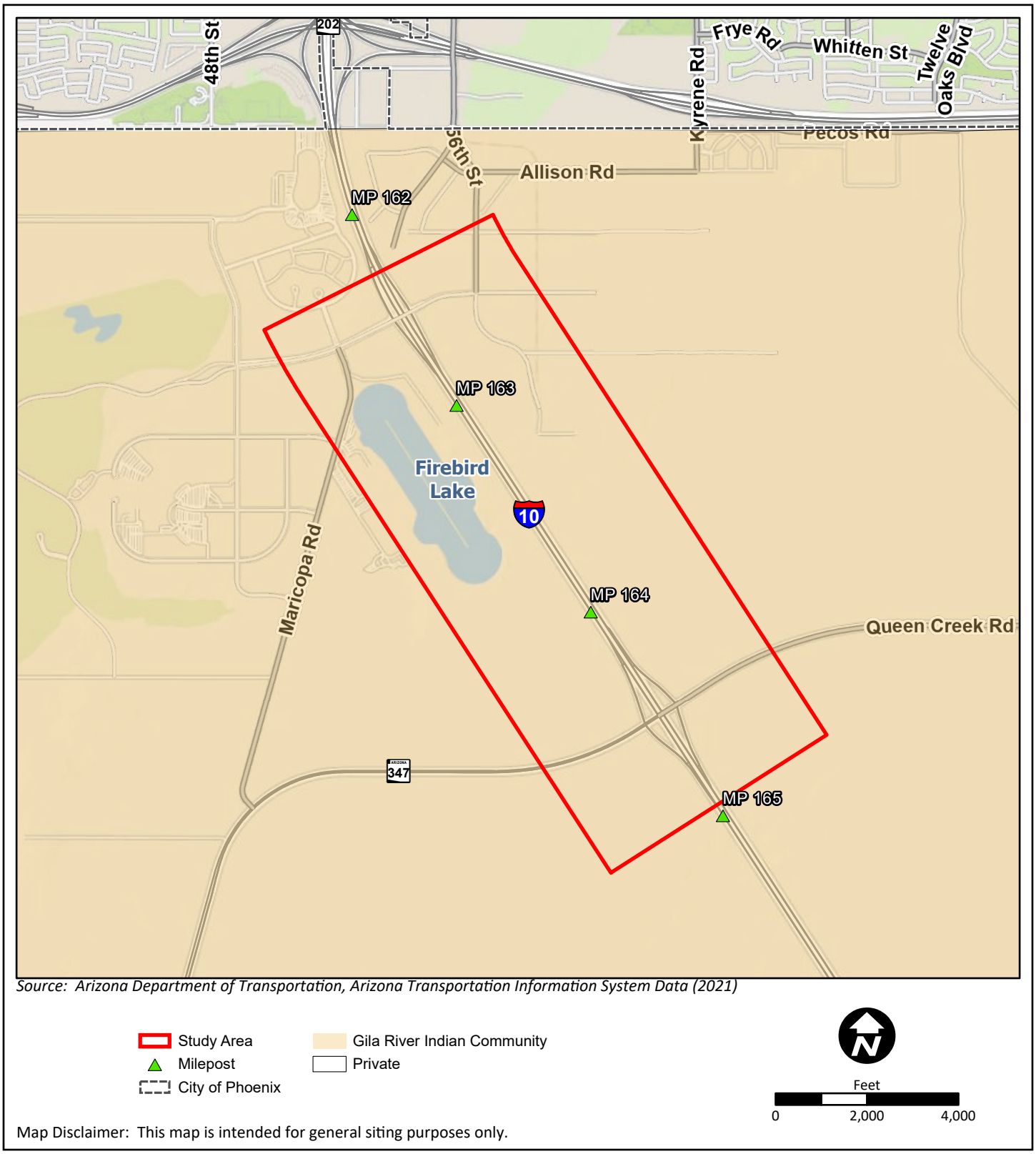


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Kyle Woodson
Director
Cultural Resources Management Program
P.O. Box 2140
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Woodson:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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

[1] Note: The I-10 Germann TI Project is located within the limits of the I-10 Wild Horse Pass Corridor Study (I-10: SR 202L to SR 387) but is a separate project.

The scope of work for this Project includes:

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

The Project limits are generally located within ADOT's existing I-10 easement; however, additional easement would likely be needed for the Project.

This letter serves as our agency's invitation to review the proposed Project based upon the scope of work outlined above. If you or others in your agency have any specific concerns, suggestions, or recommendations pertaining to this specific proposed Project, please let us know. This may include information on future development, general plans, or capital improvement projects that would be affected, to name a few.

Please submit your comments or concerns by December 8, 2023, to ADOT c/o Audrey Unger, HDR, 20 E. Thomas Rd., Phoenix, AZ, 85012, (602) 299.2991, audrey.unger@hdrinc.com. Thank you for your time and assistance.

Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 326 and a Memorandum of Understanding dated January 4, 2021, and executed by FHWA and ADOT.

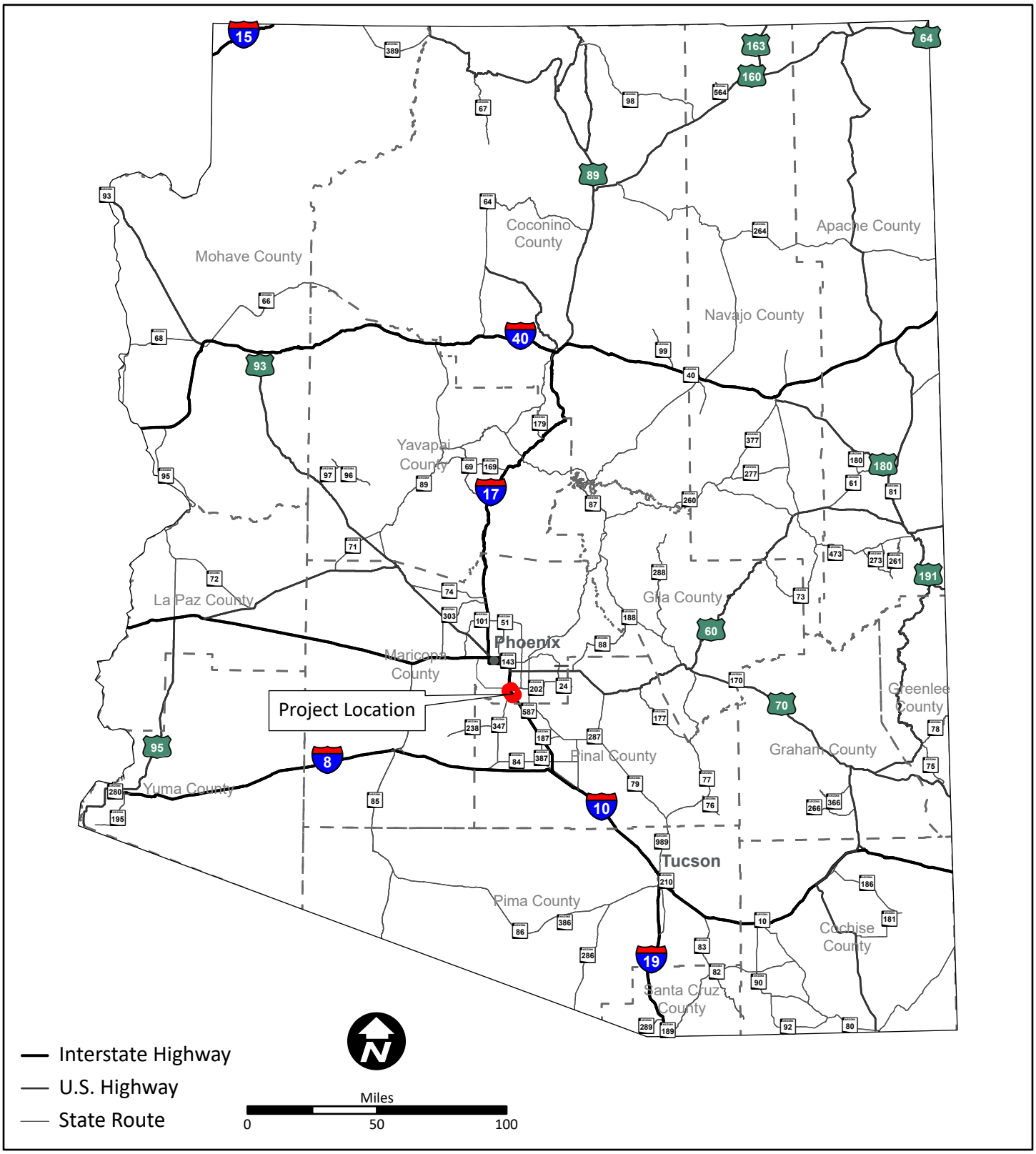


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

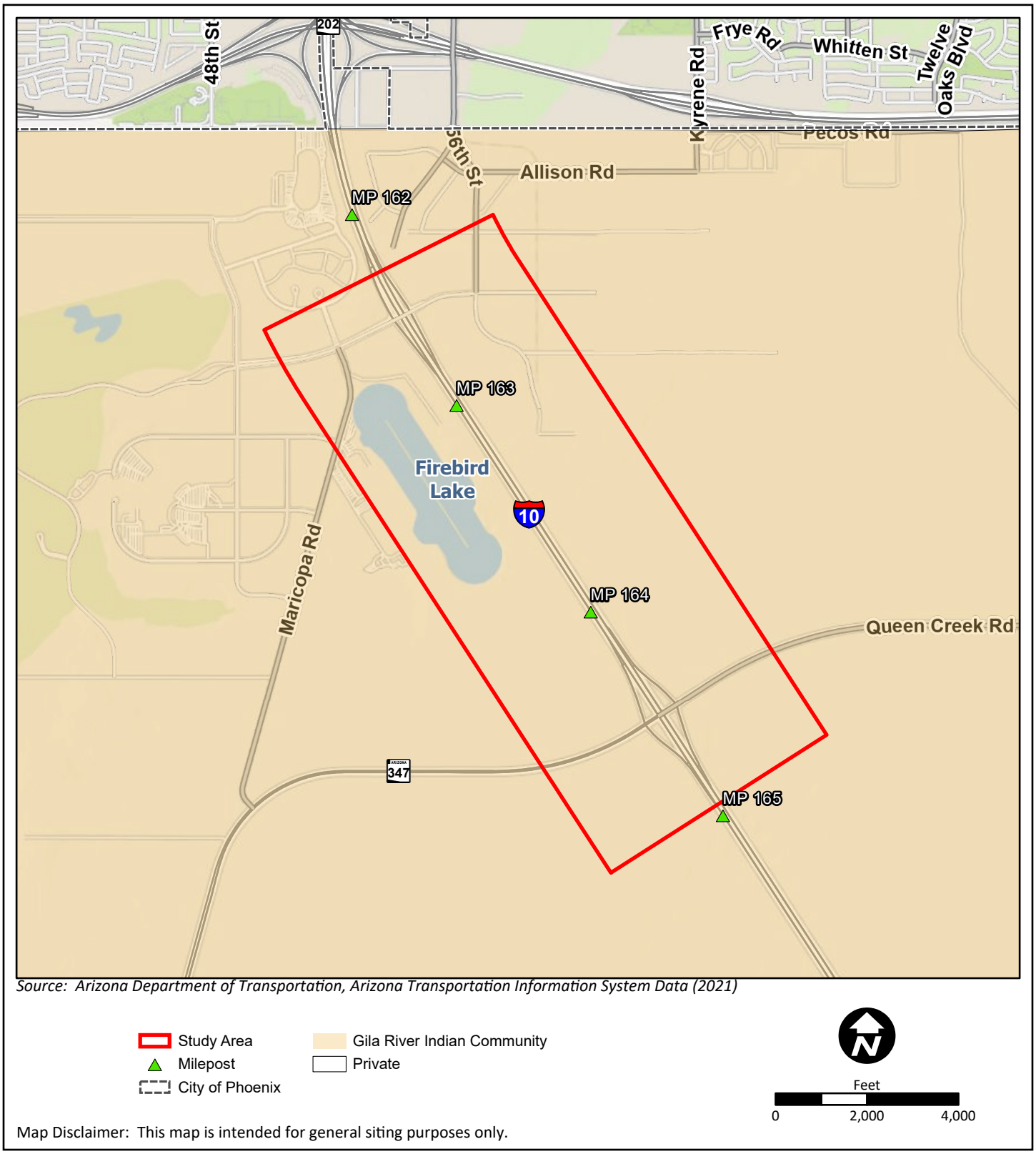


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Barnaby Lewis
Director
Tribal Historic Preservation Office (THPO)
P.O. Box 2140
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Lewis:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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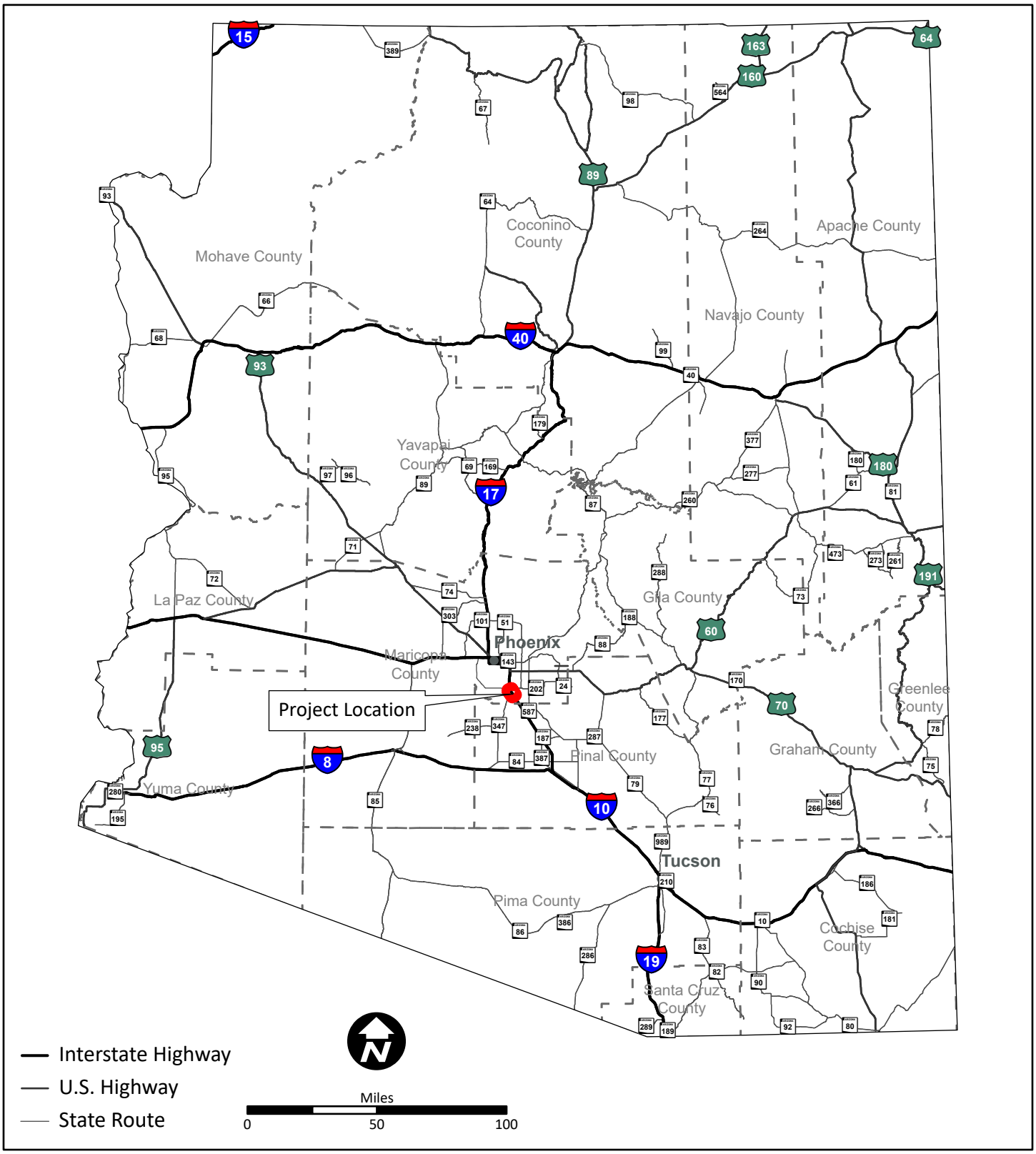


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

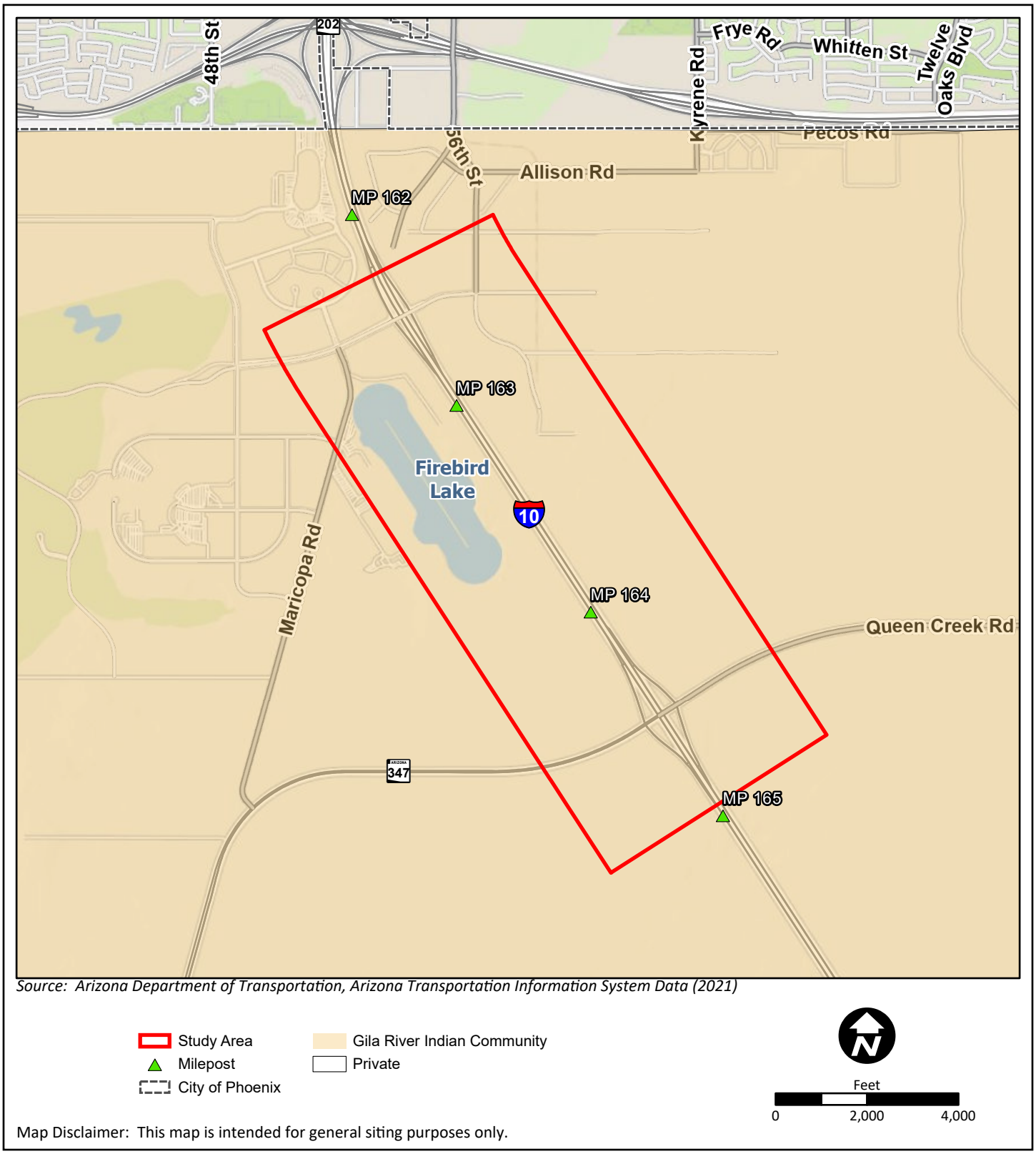


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Kimberly Antone
Director
Department of Land Use Planning and Zoning, Flood Control
P.O. Box E
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Antone:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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The scope of work for this Project includes:

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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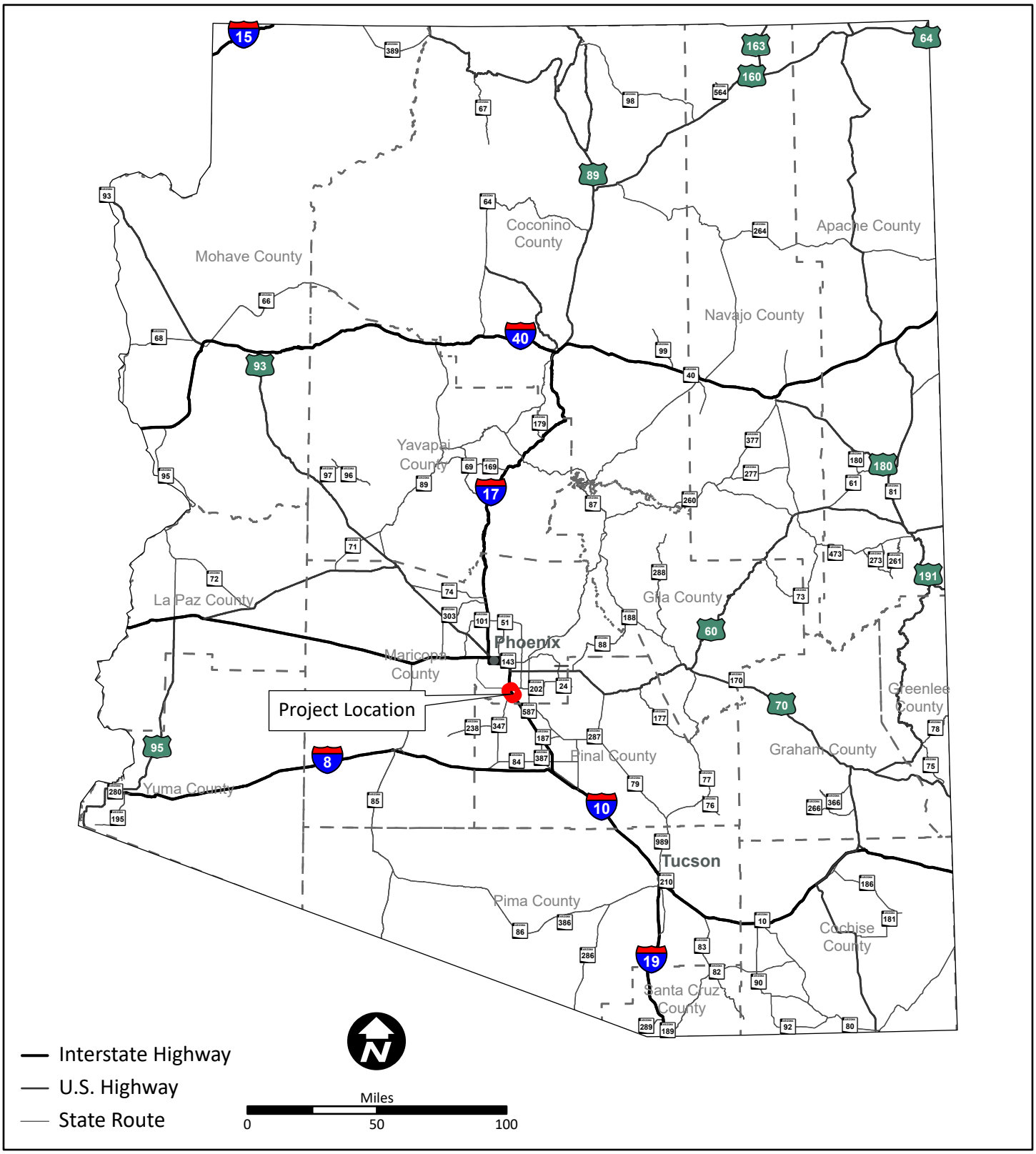


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

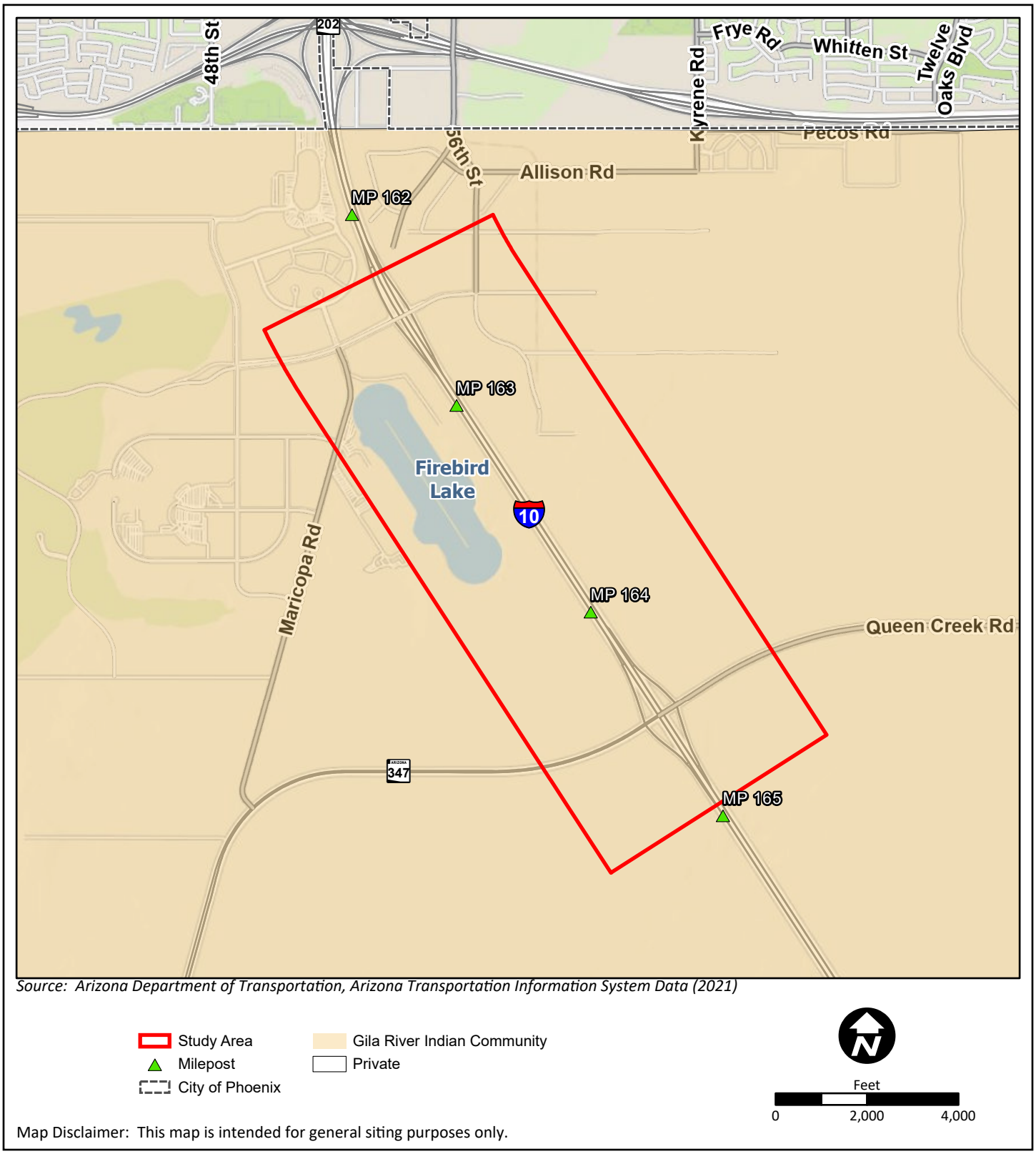


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Roberto Jackson
Acting Director
Communications and Public Affairs Office
P.O. Box 97
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Jackson:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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The scope of work for this Project includes:

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

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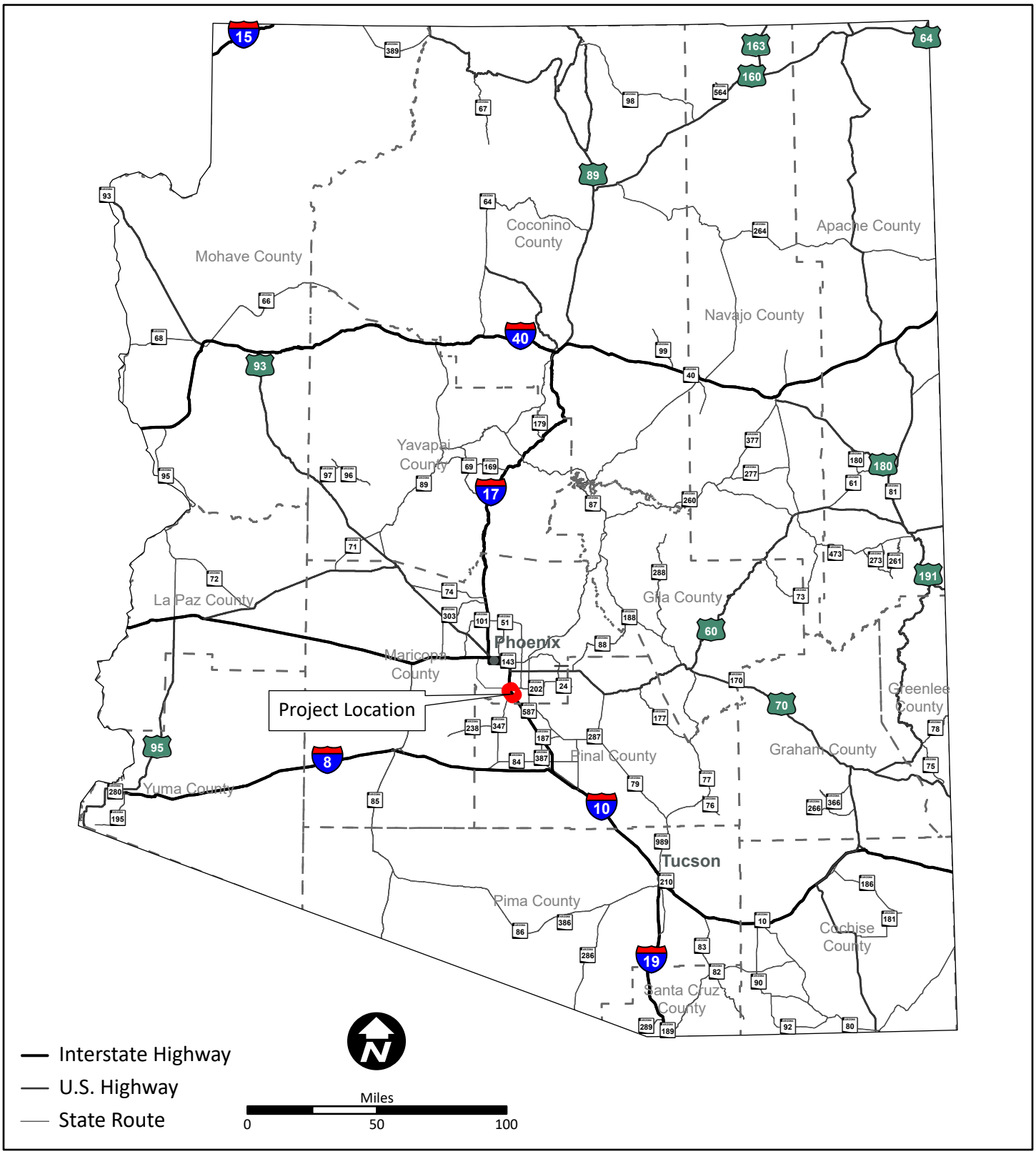


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

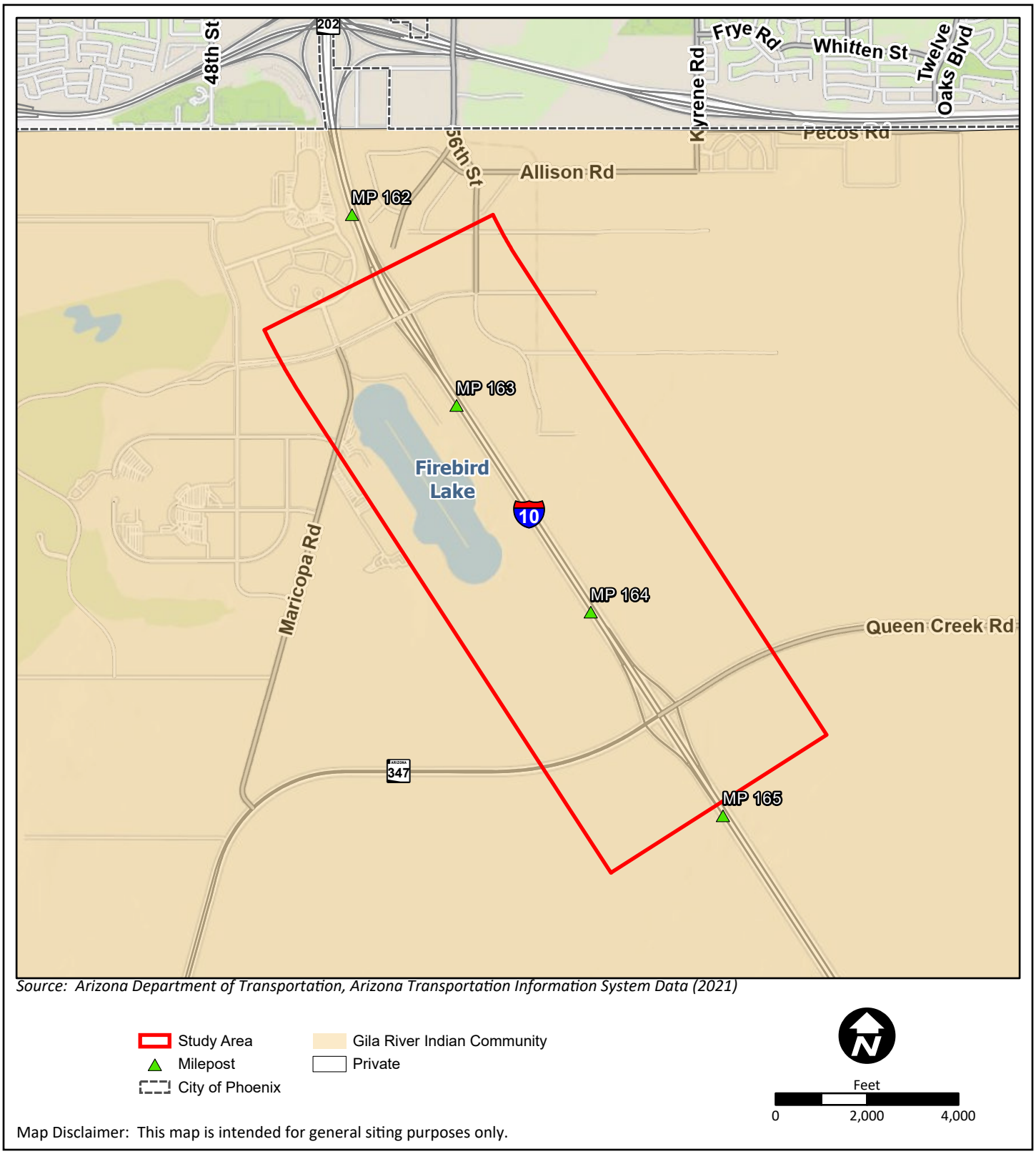


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Jennifer Allison
Council Representative
District 4 San Tan
P.O. Box 557
Sacaton, AZ 85247

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Allison:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

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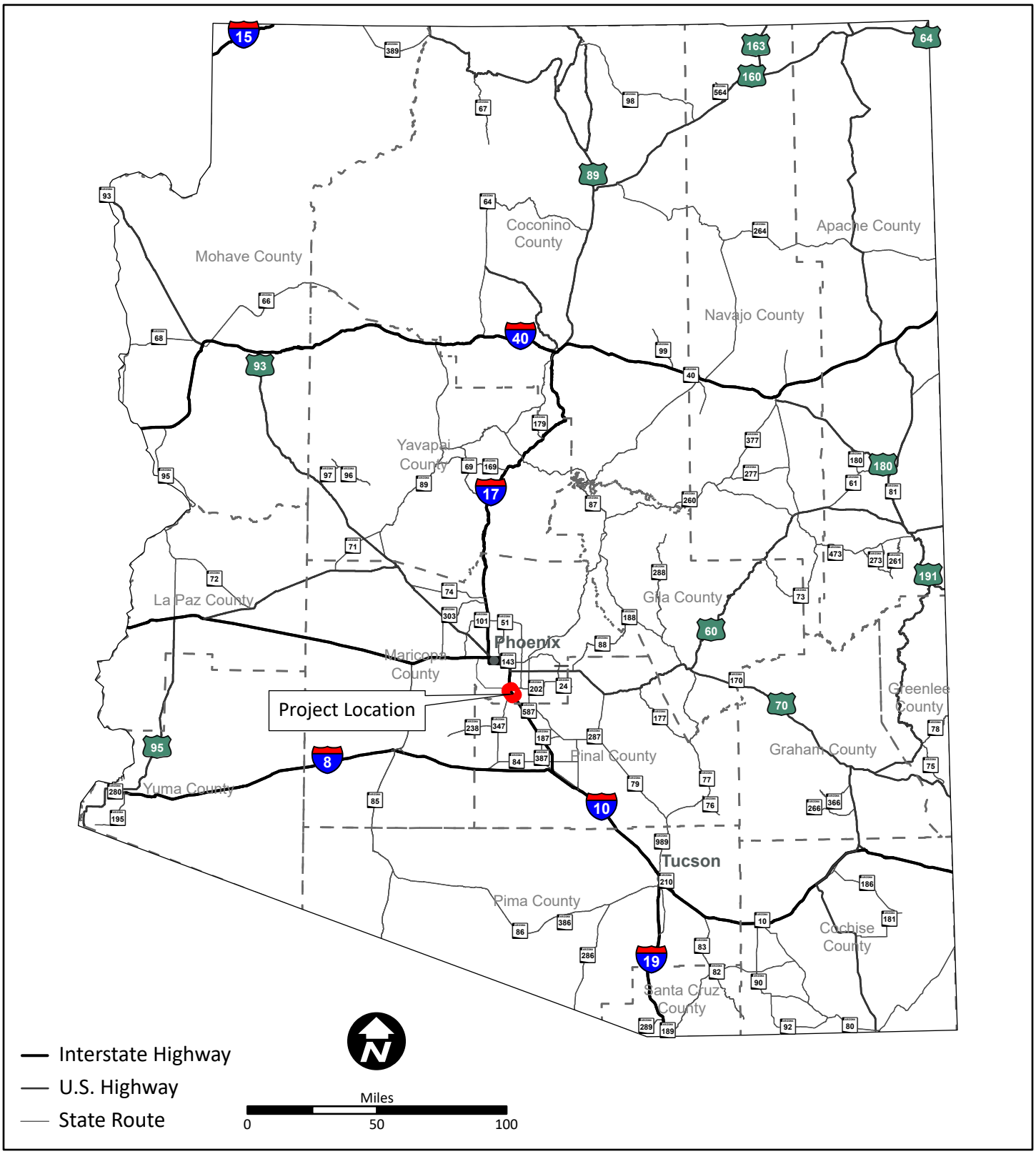


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

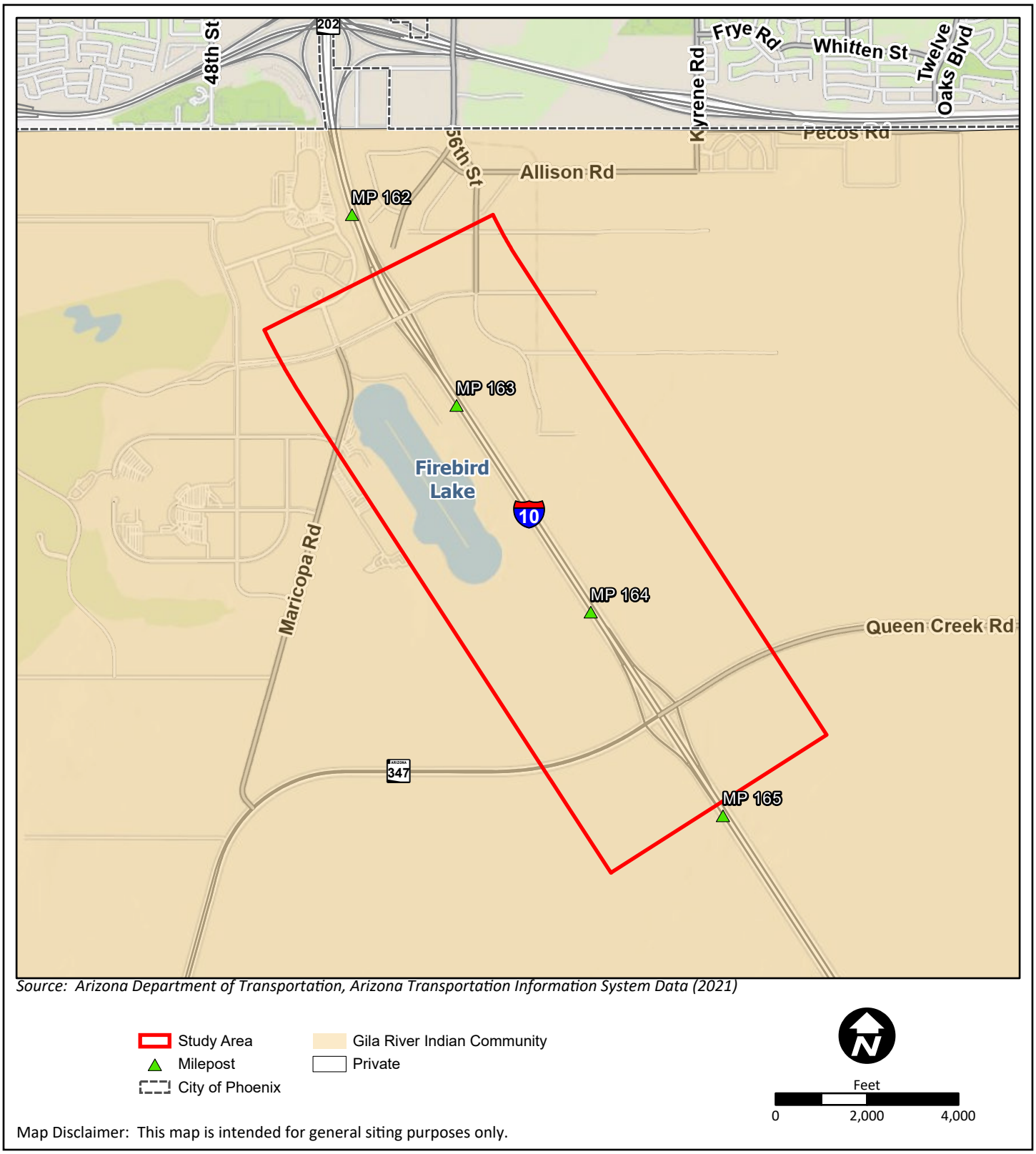


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Lisa Grover
Director
Department of Environmental Quality
P.O. Box 97
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Grover:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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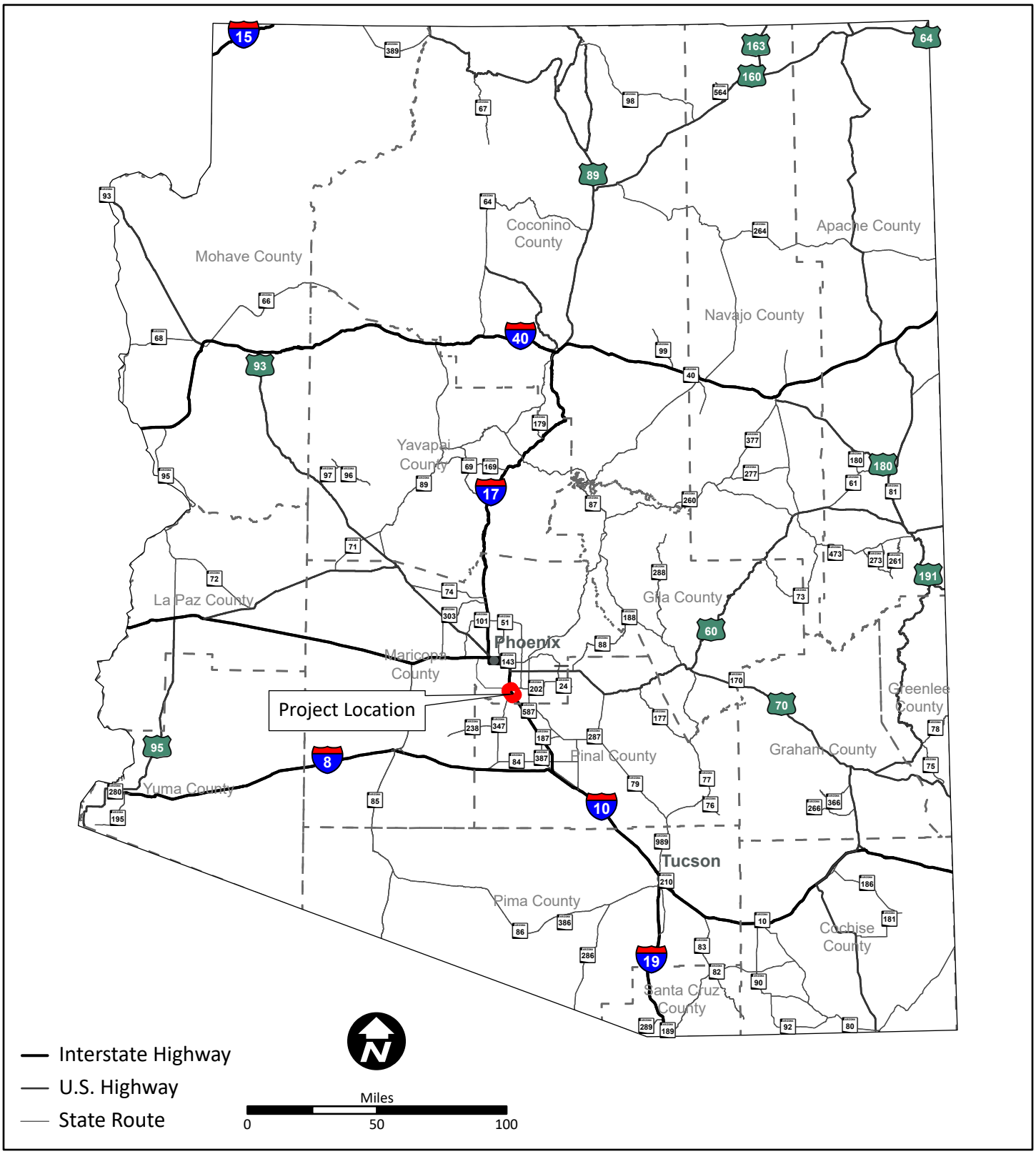


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

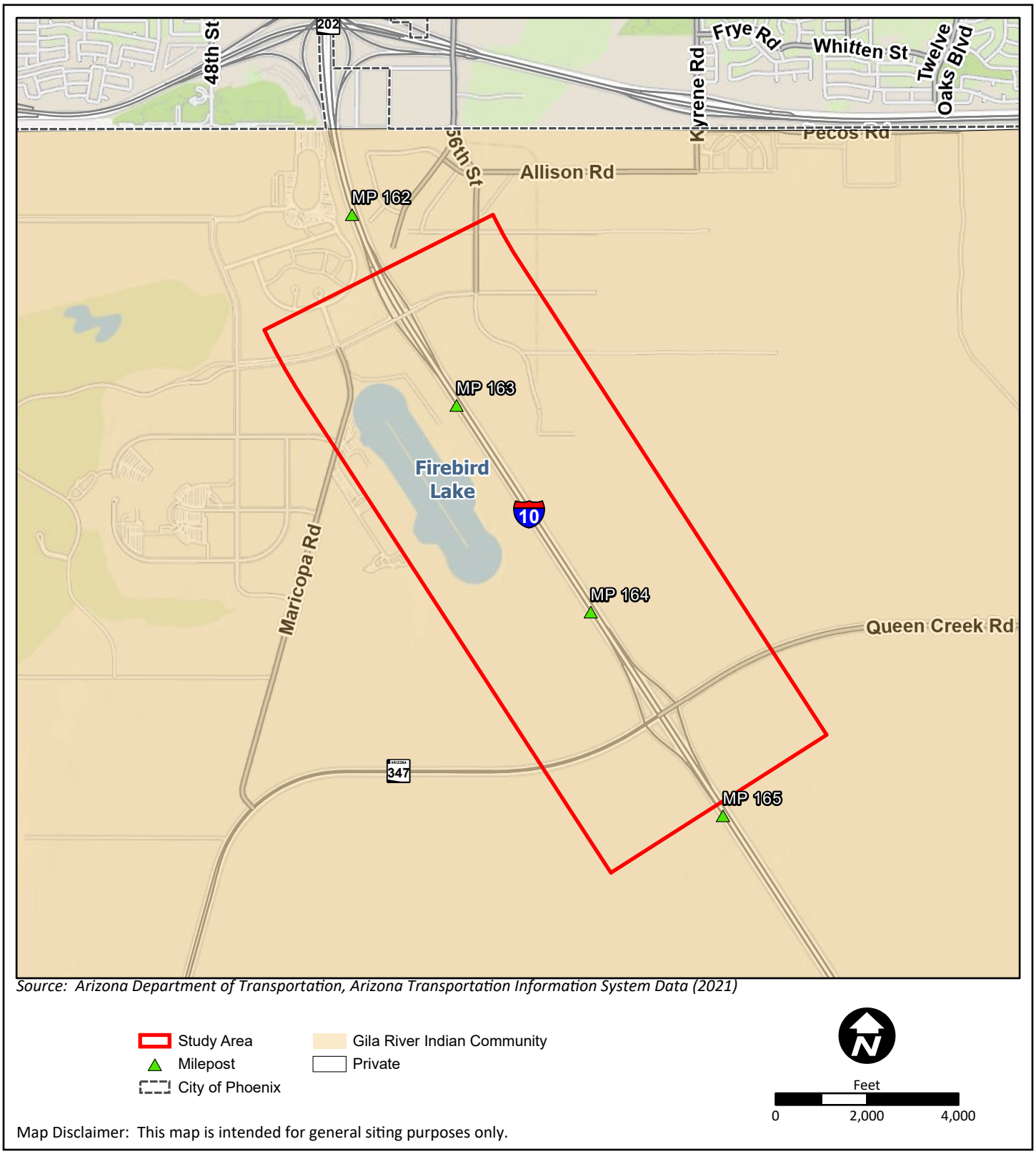


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Ashton Lynch
Environmental Program Manager
Department of Environmental Quality, Wildlife & Ecosystems Management Program
5350 North 48th Street Suite 120
Chandler, AZ 85226

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Lynch:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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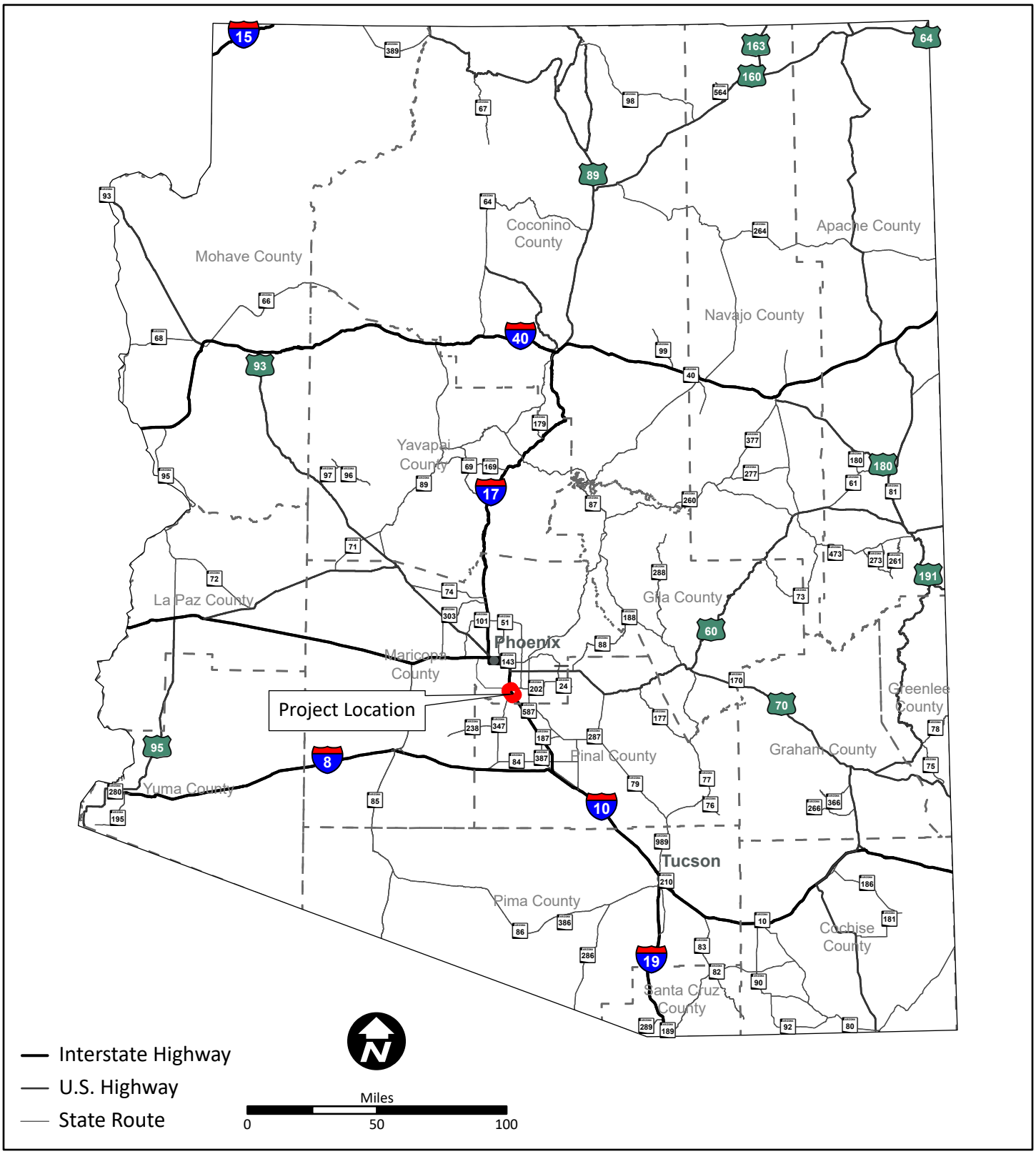


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

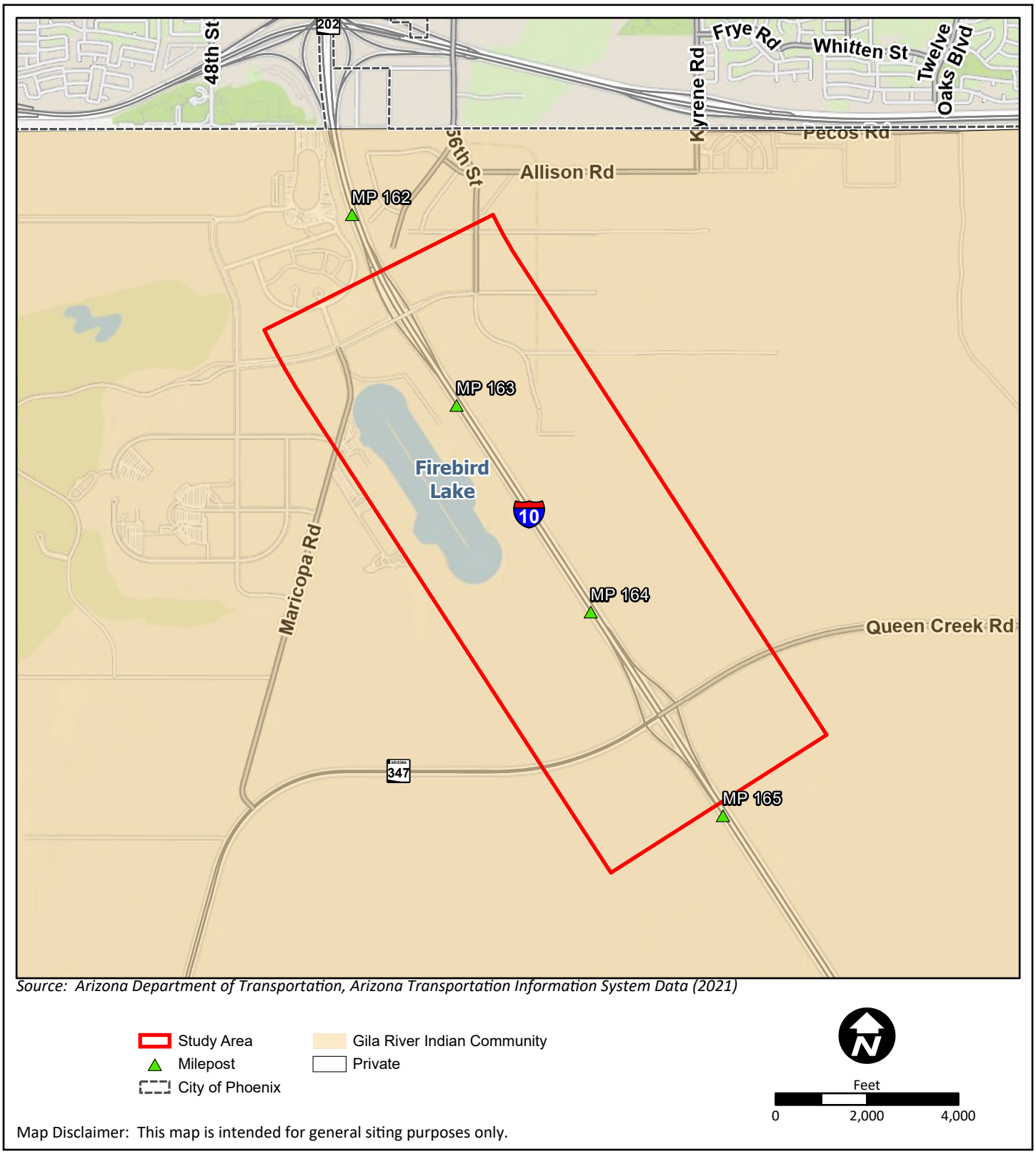


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Isaac Salcido
Director
Tribal Education Department
P.O. Box 97
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Salcido:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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Figure 2 – Vicinity Map

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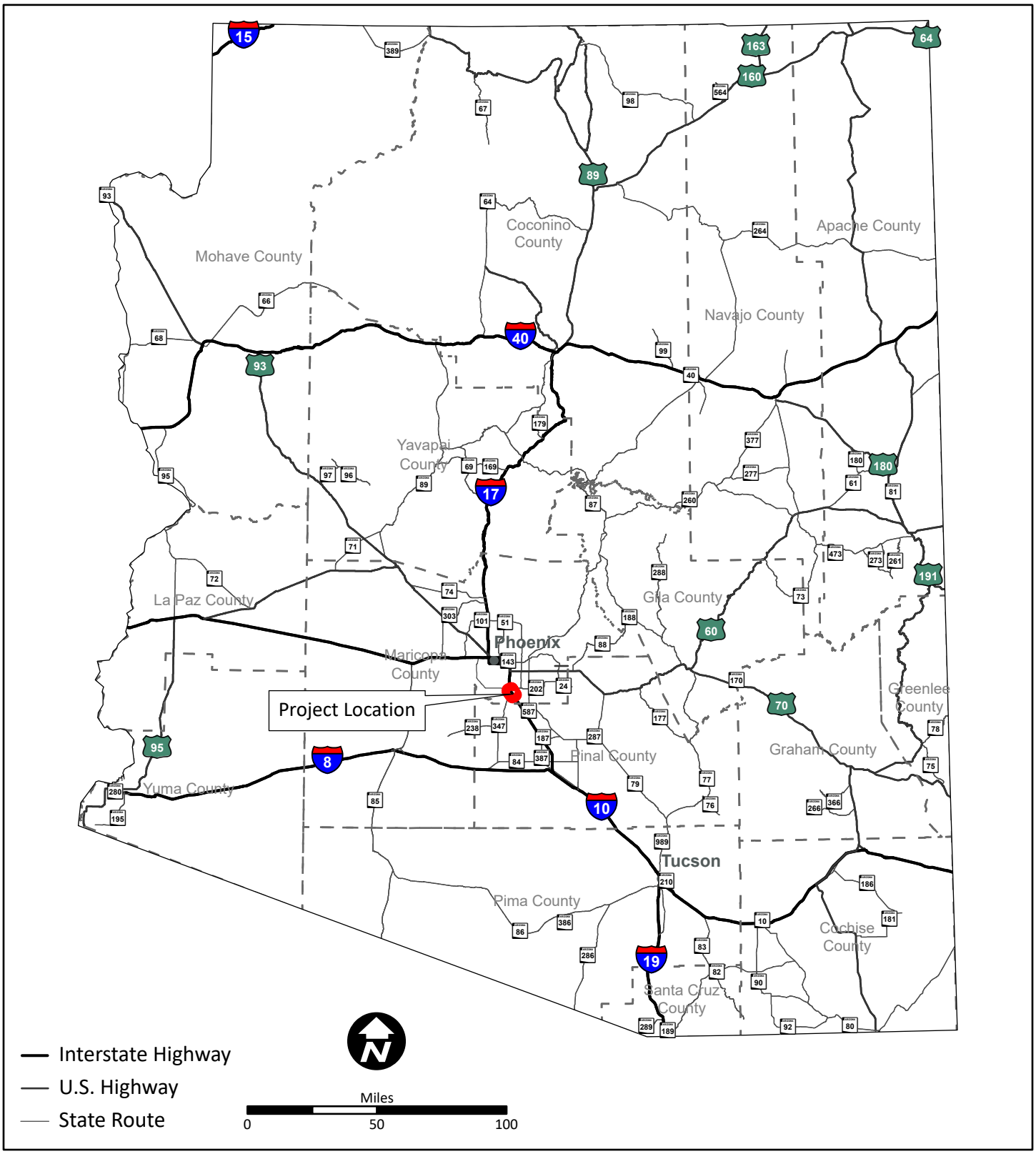


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

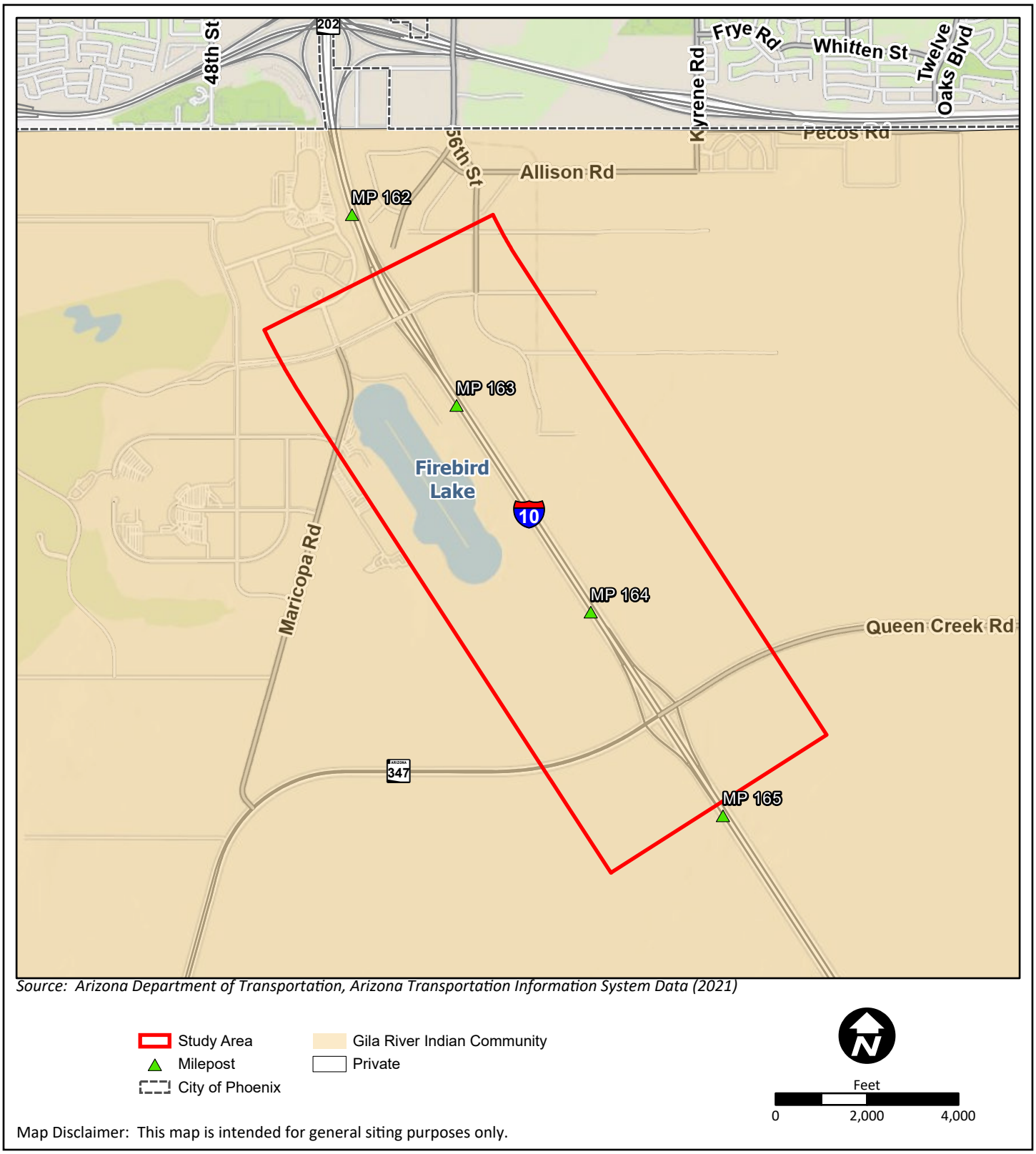


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Howard Reno
Acting Director
Tribal Projects Department
P.O. Box 97
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Reno:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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Figure 2 – Vicinity Map

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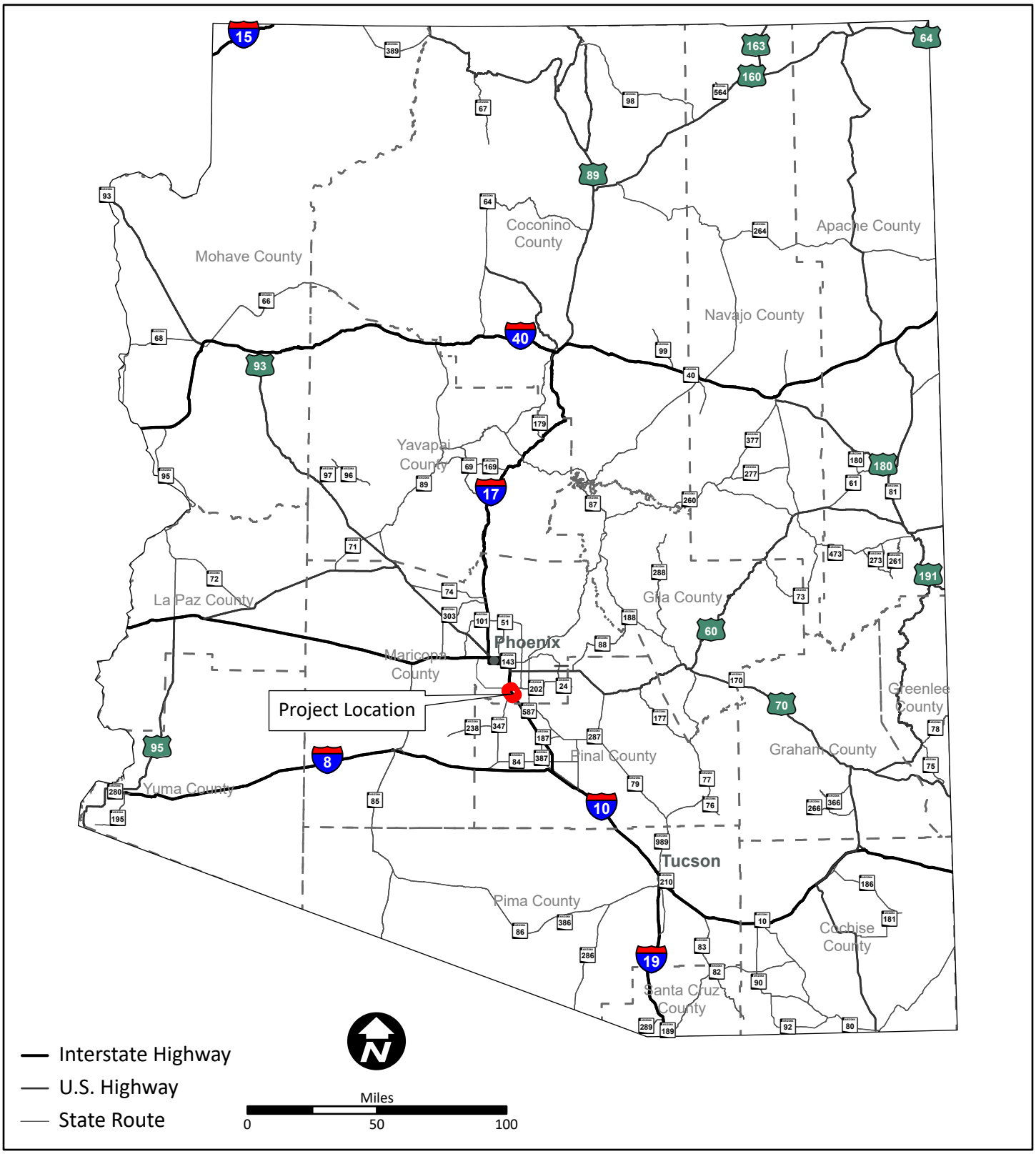


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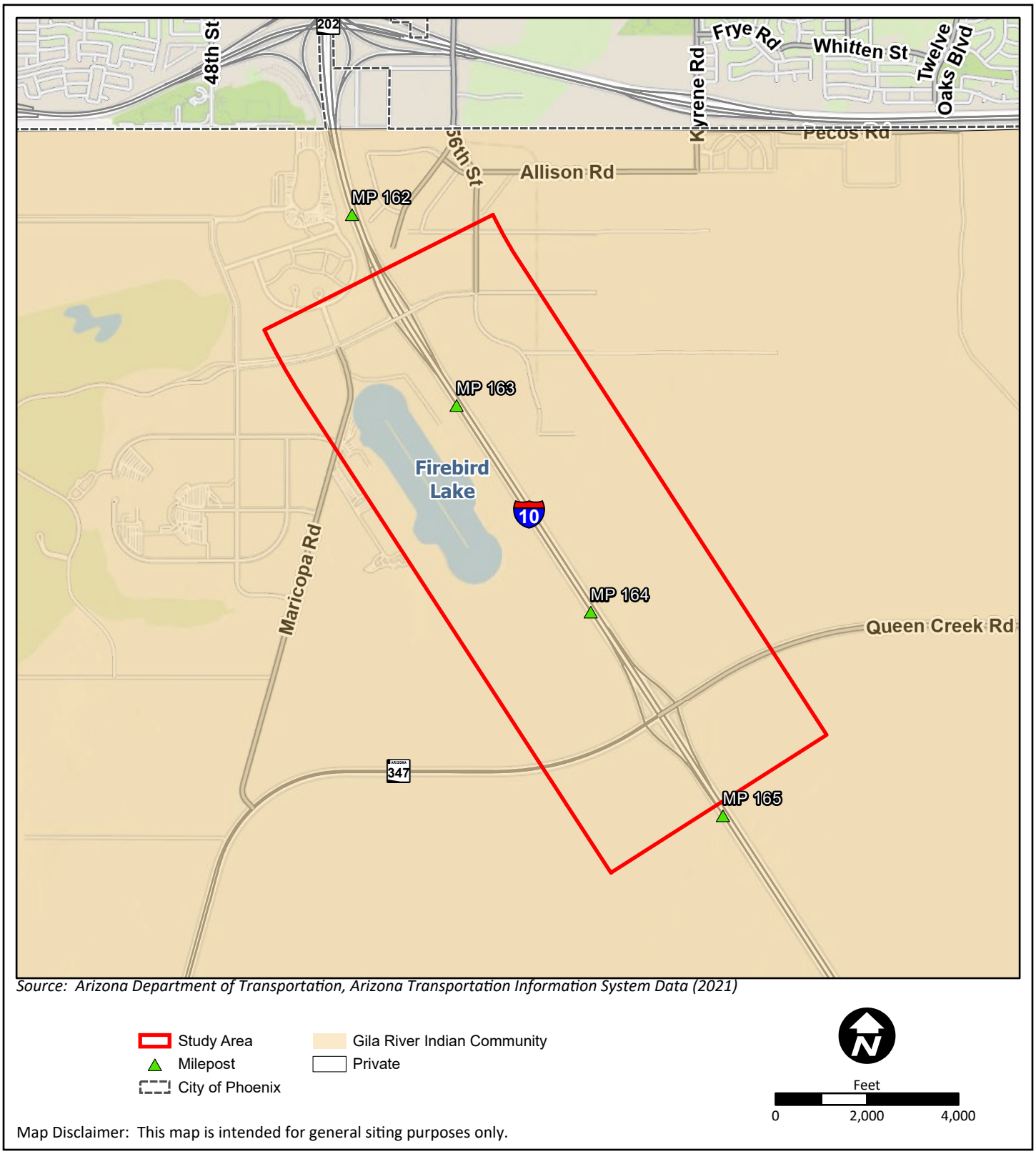


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Jesus Haro
Director
Department of Public Works
P.O. Box G
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Haro:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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ADOT Environmental Planning

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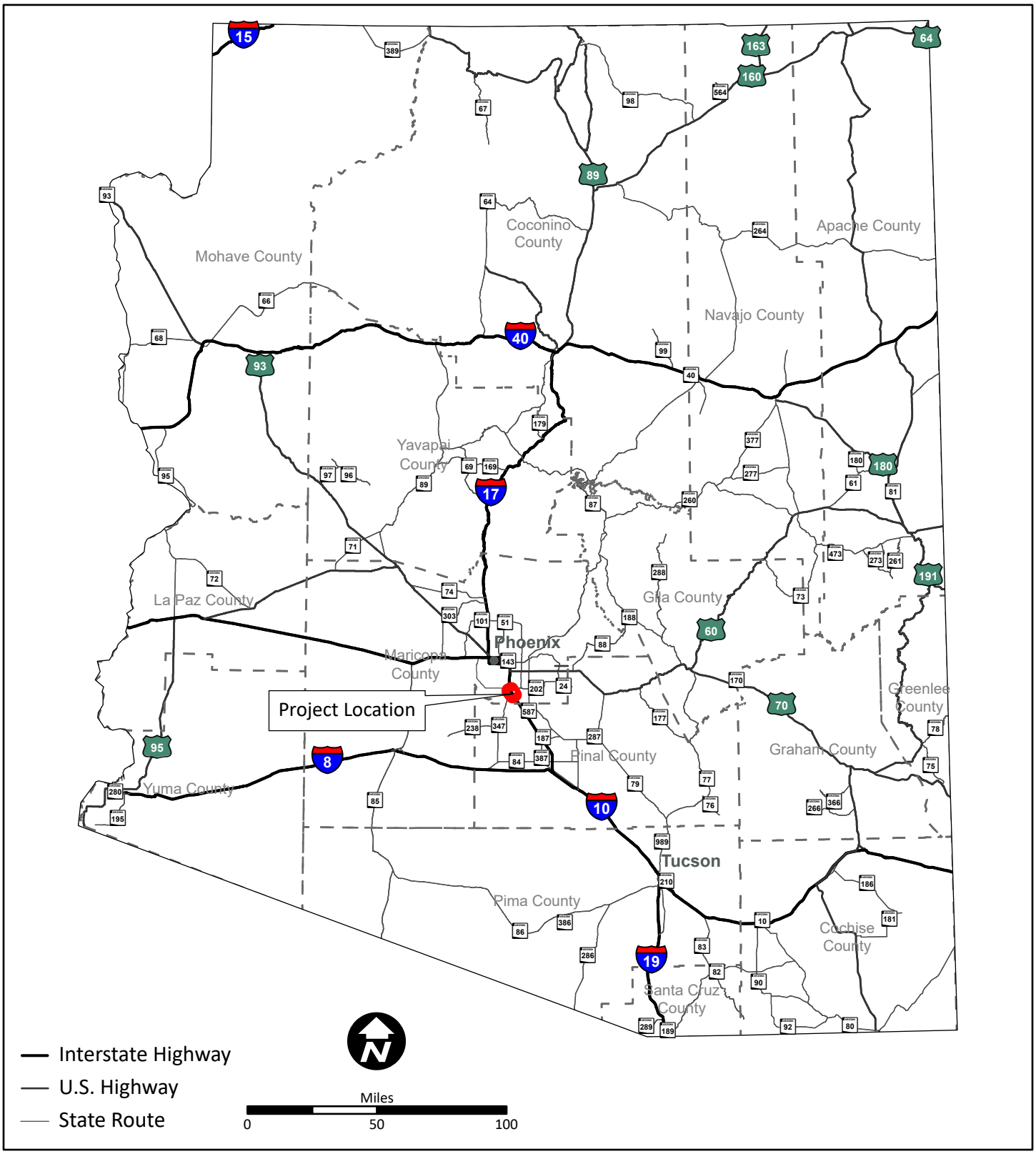


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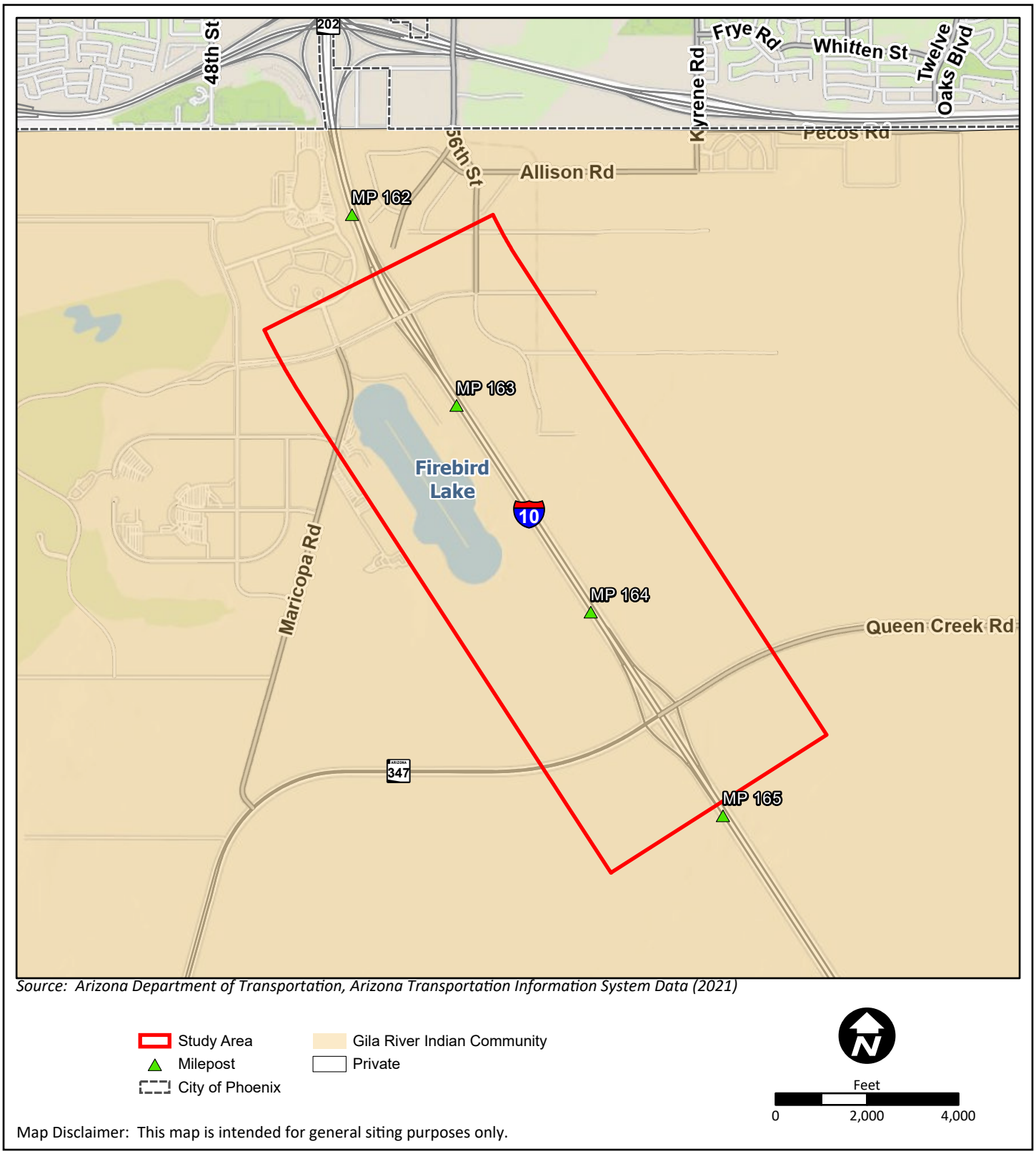


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Steven Johnson
Director's Office
Department of Transportation
315 W Casablanca Road
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Johnson:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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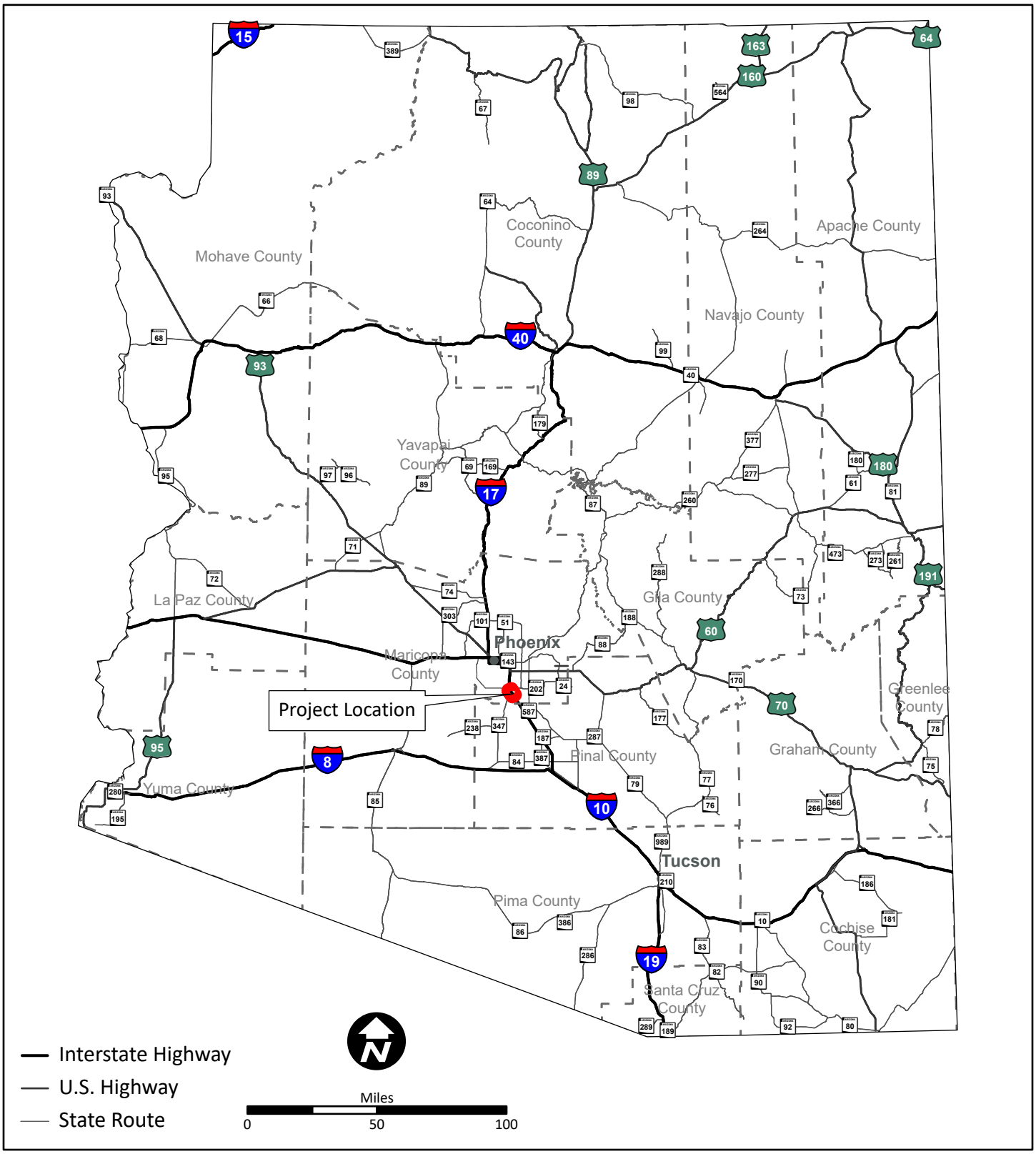


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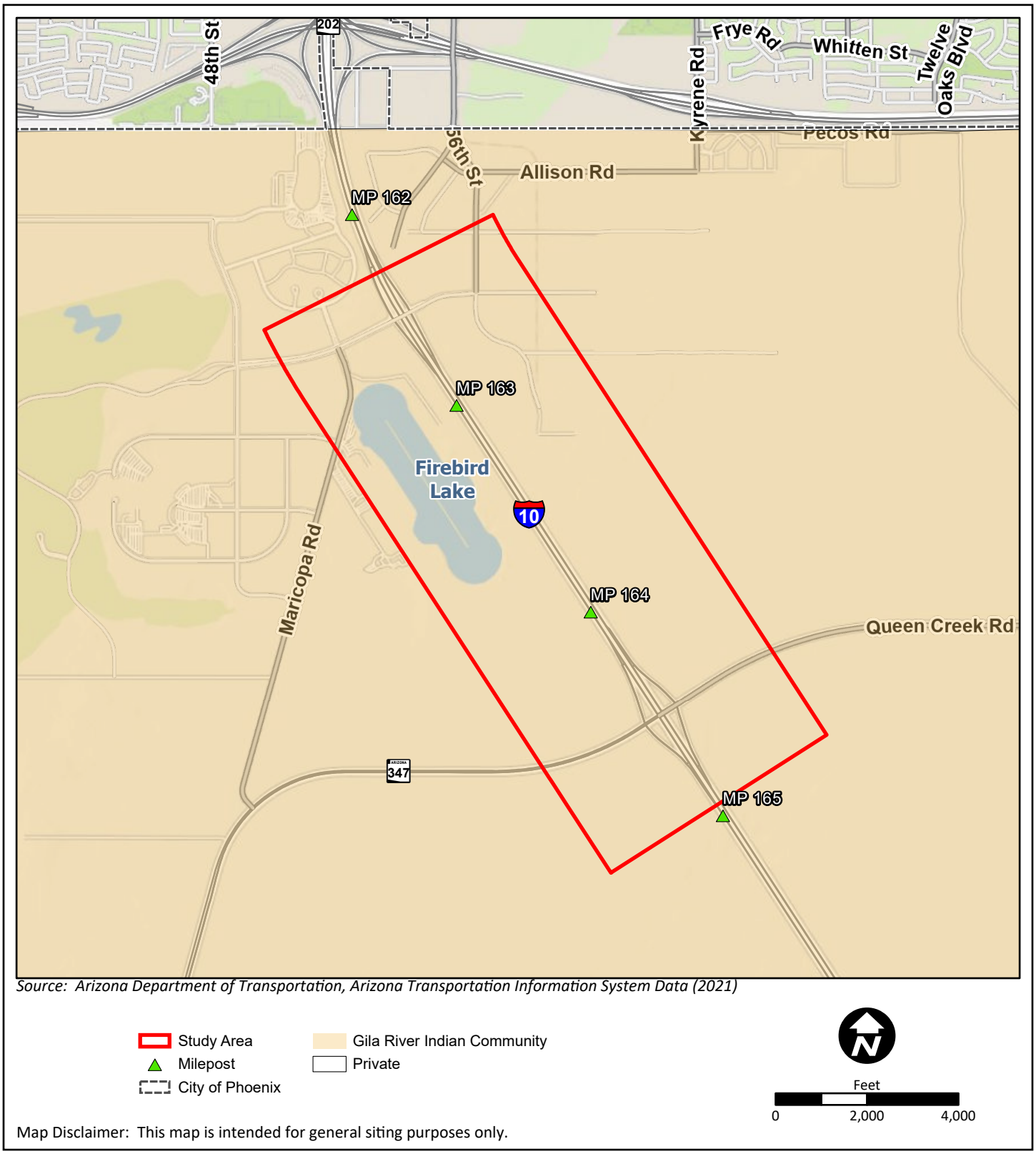


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Javier Ramos
General Counsel
Office of the General Counsel
P.O. Box 2138
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Ramos:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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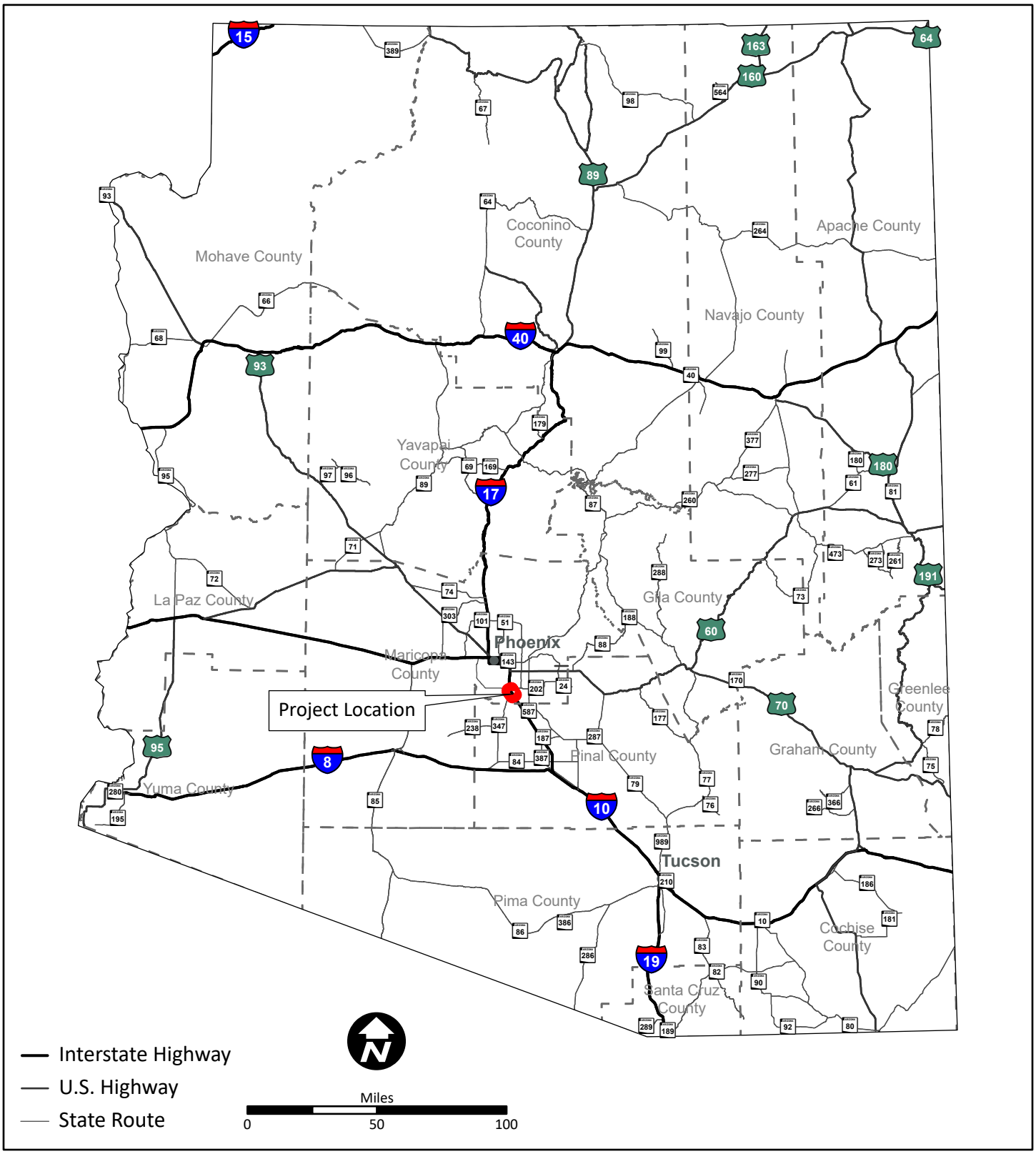


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TRACS: F0701 01L
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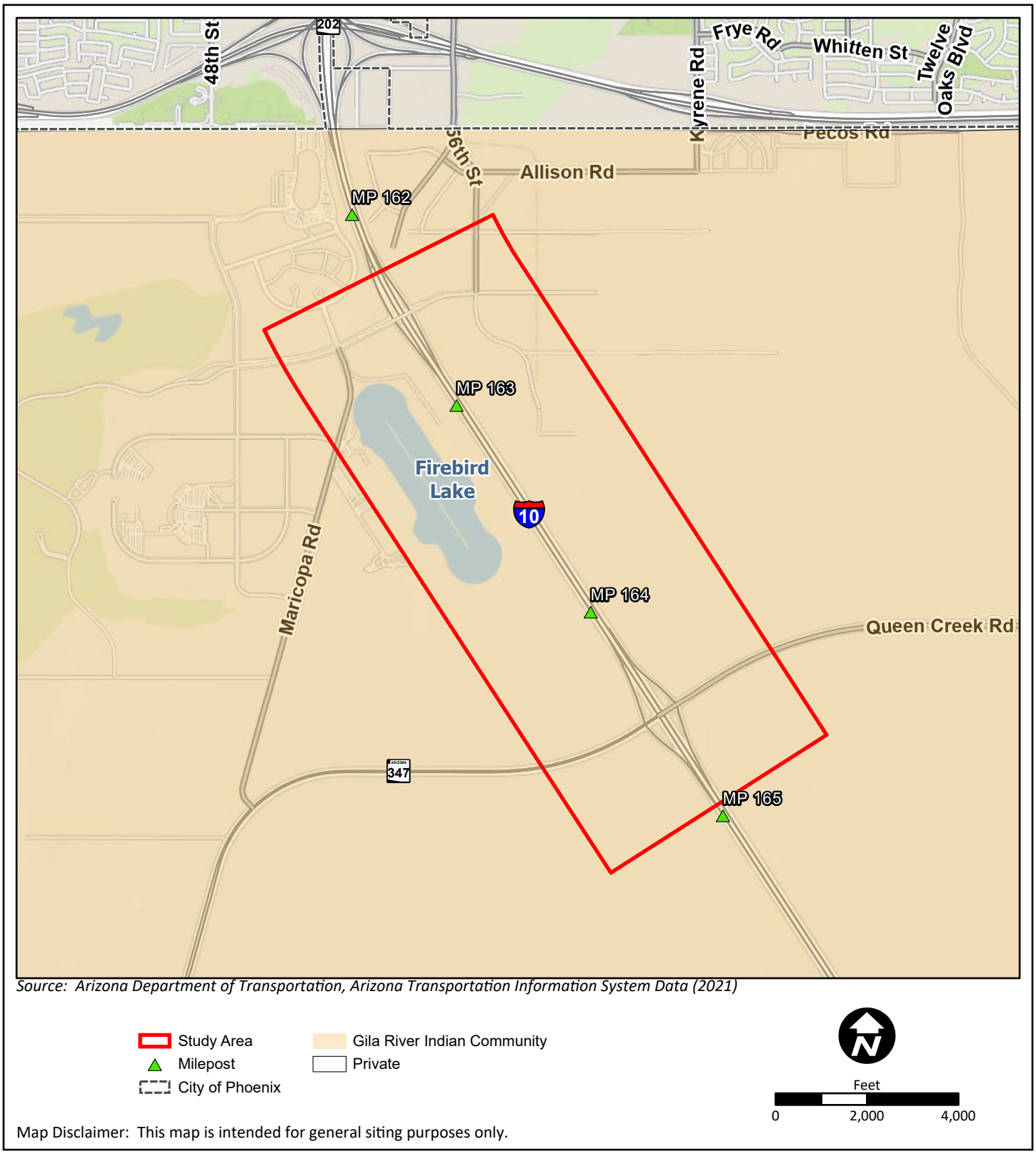


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Christina Waquie
General Manager
Lone Butte Development LLC
1235 S. Akimel Lane
Chandler, AZ 85226

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Waquie:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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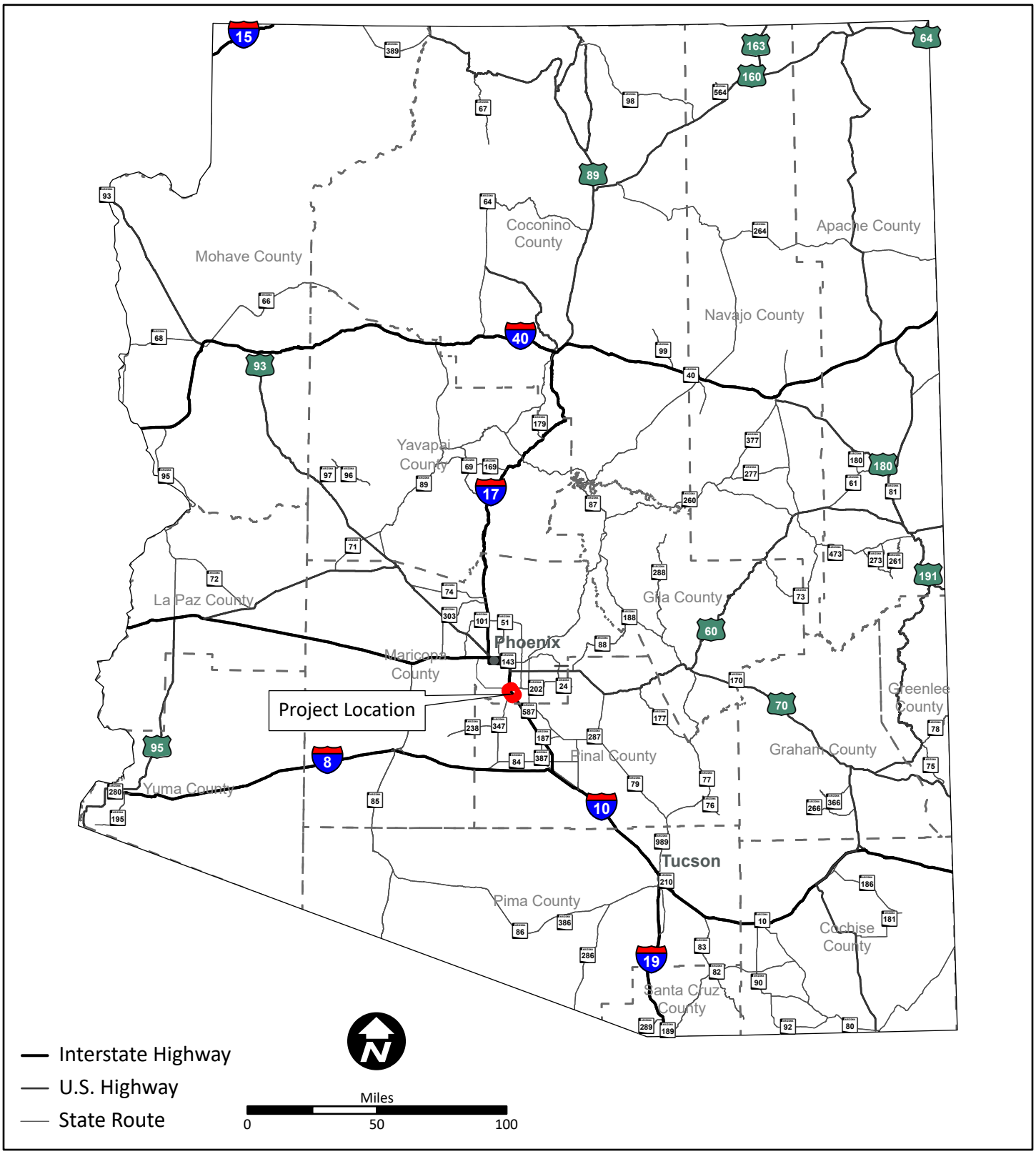


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

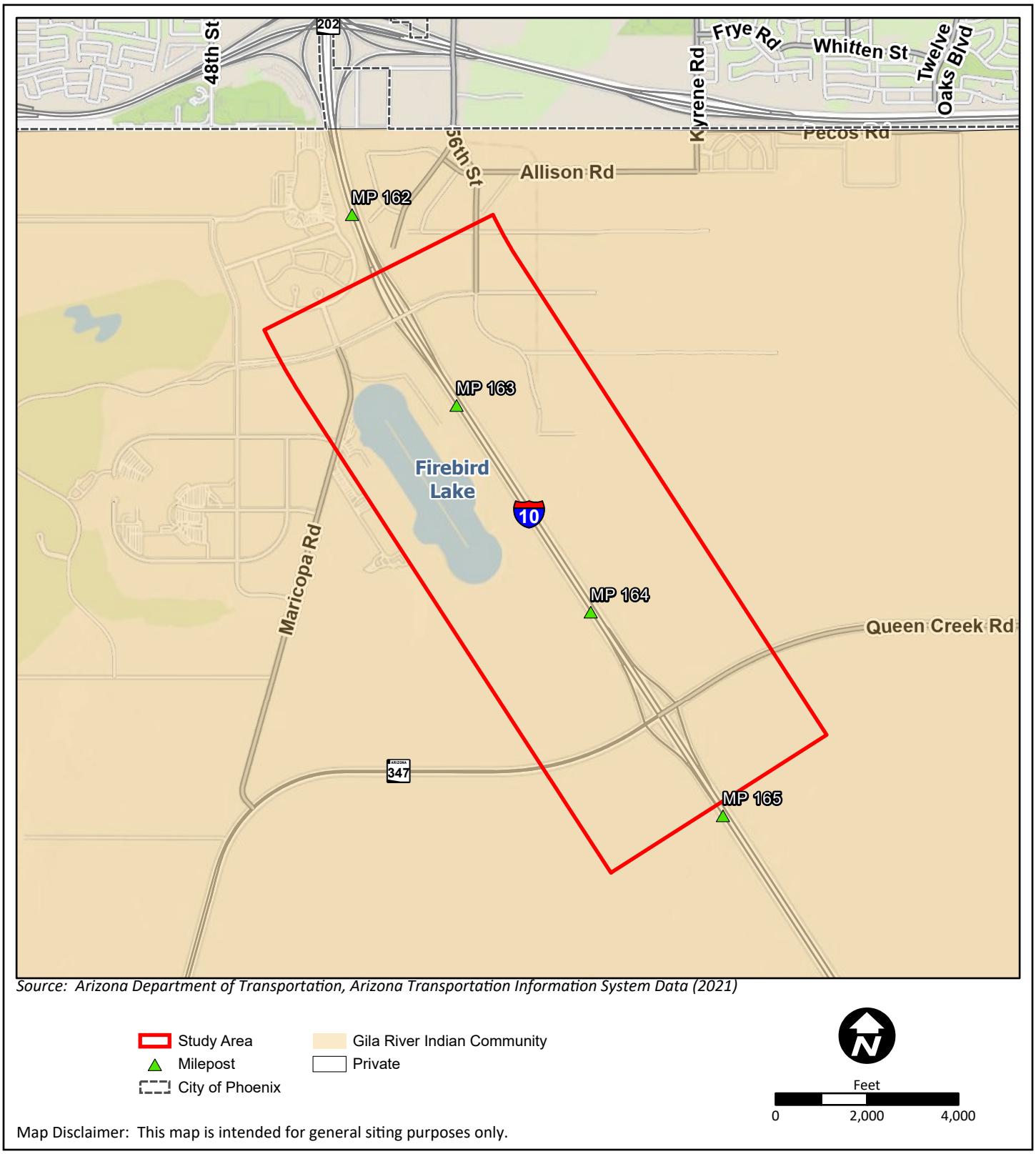


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Paul Penzone
Sheriff
Maricopa County Sheriff's Office
550 W. Jackson Street
Phoenix, AZ 85003

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Penzone:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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The scope of work for this Project includes:

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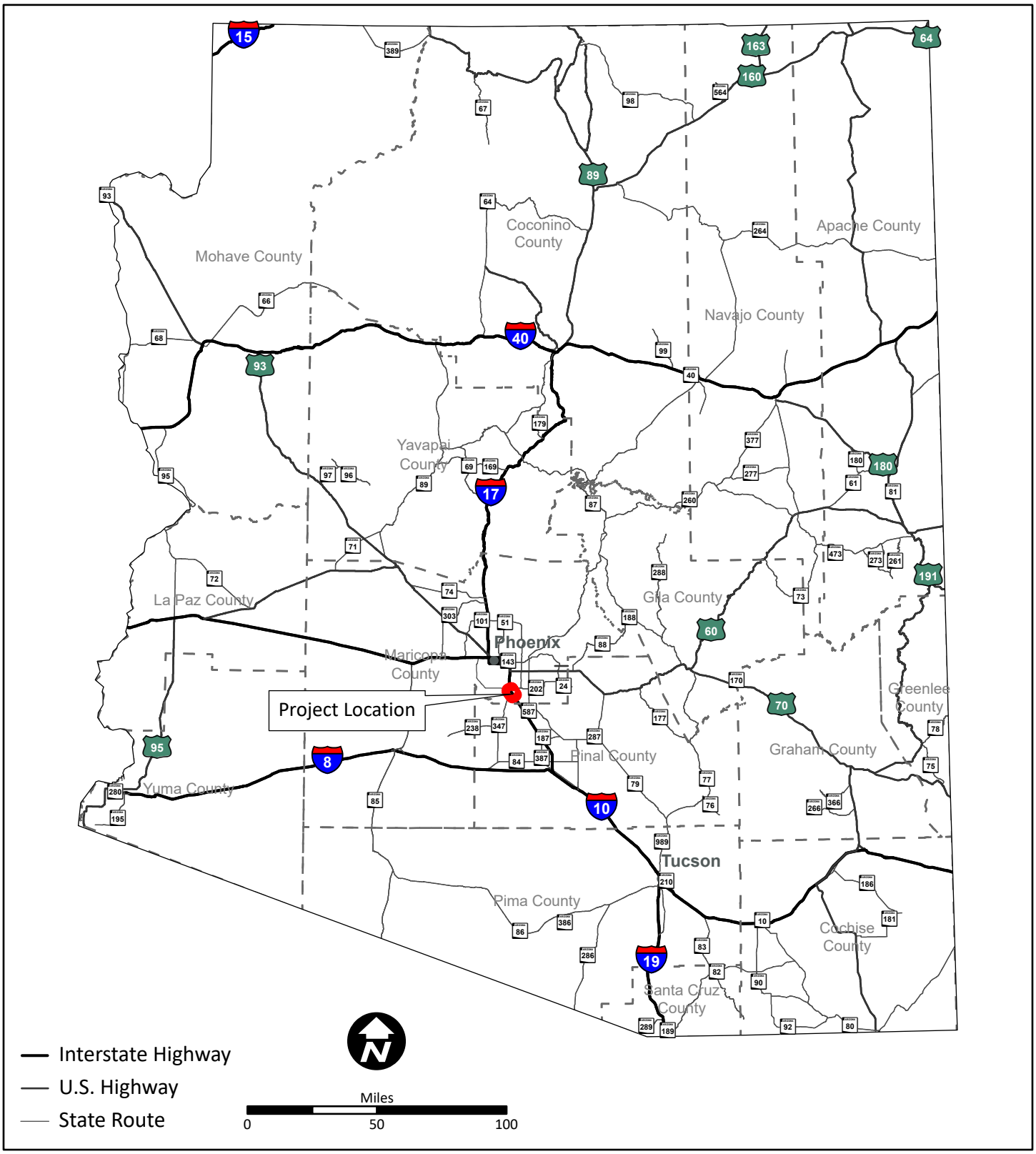


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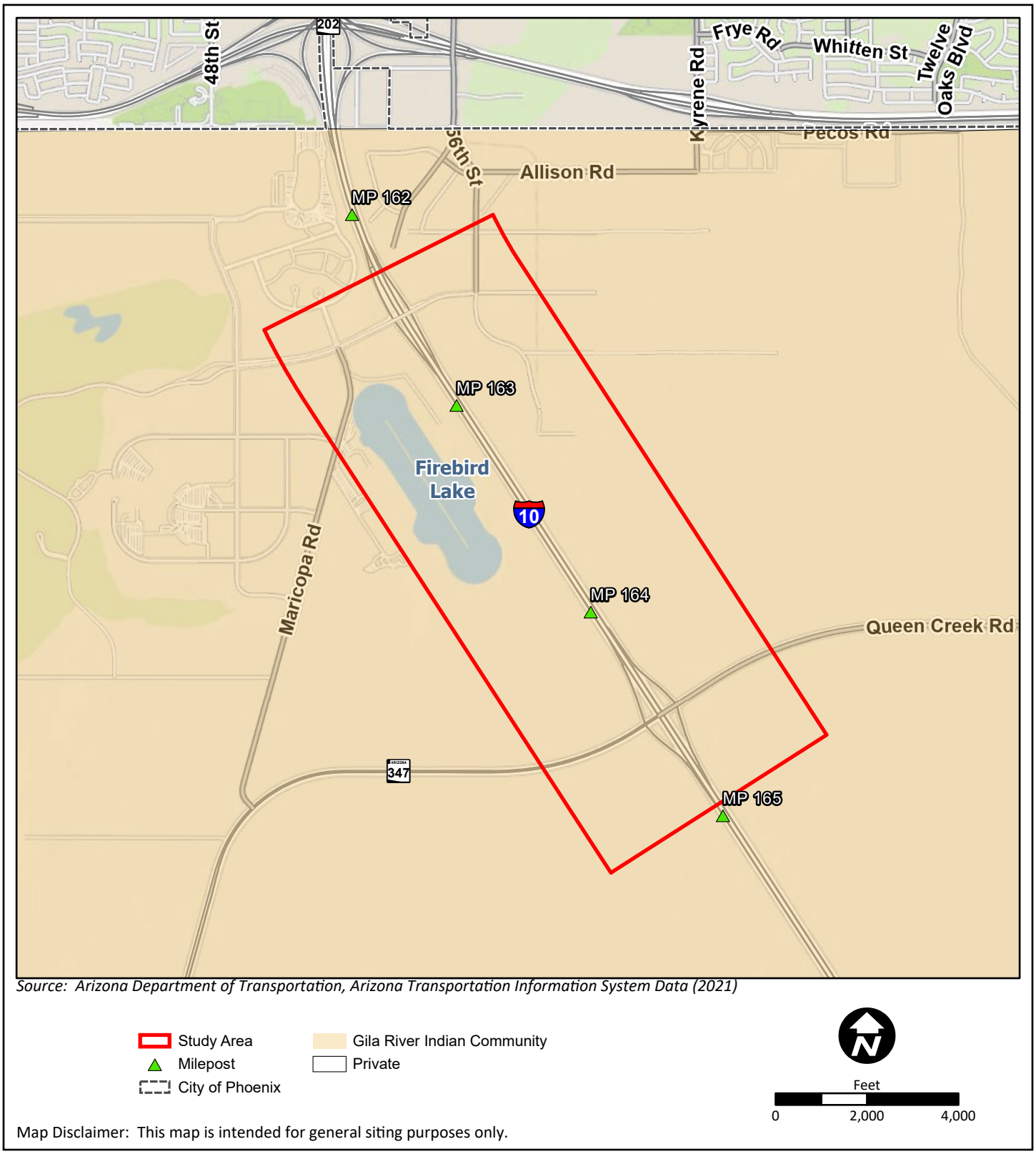


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Tom Ellsworth
Director
Maricopa County Planning & Development Department
301 W. Jefferson Suite 170
Phoenix, AZ 85003

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Ellsworth:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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NEPA Assignment Manager
ADOT Environmental Planning

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Figure 2 – Vicinity Map

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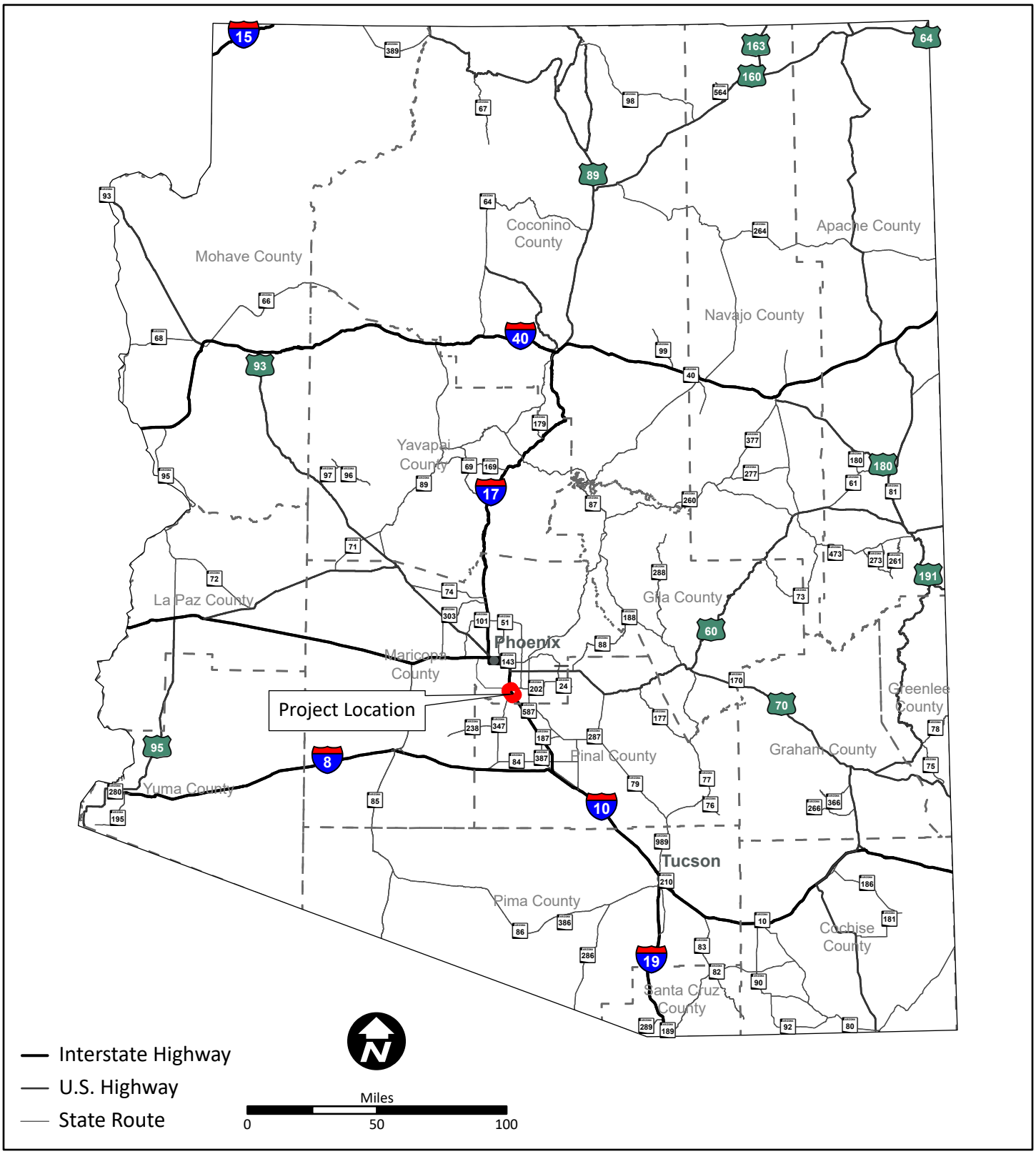


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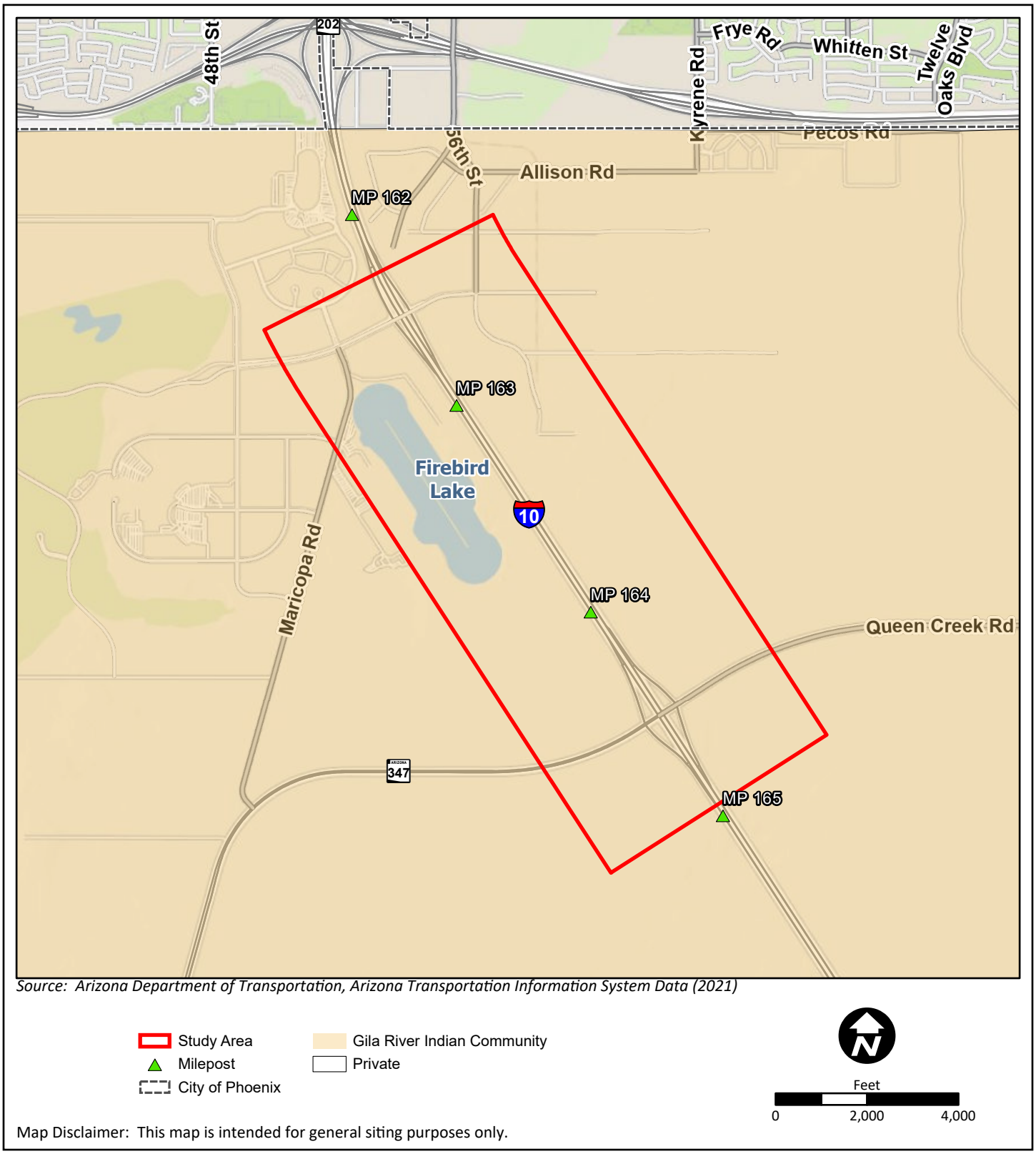


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

November 7, 2023

Carl Morgan
Liason
Community Development Advisory Committee
234 N. Central Avenue 3rd Floor
Phoenix, AZ 85004

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Morgan:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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ADOT Environmental Planning

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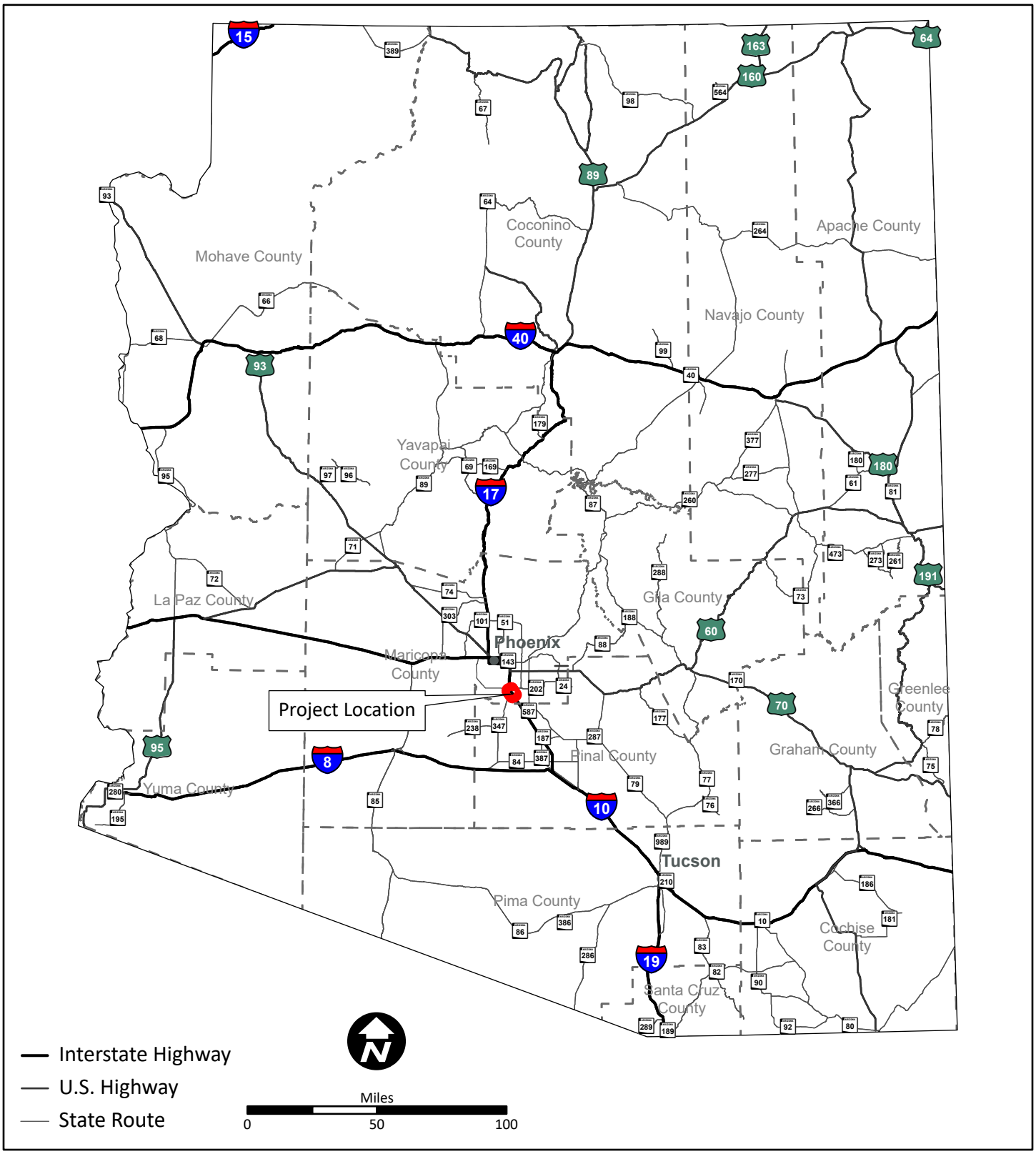


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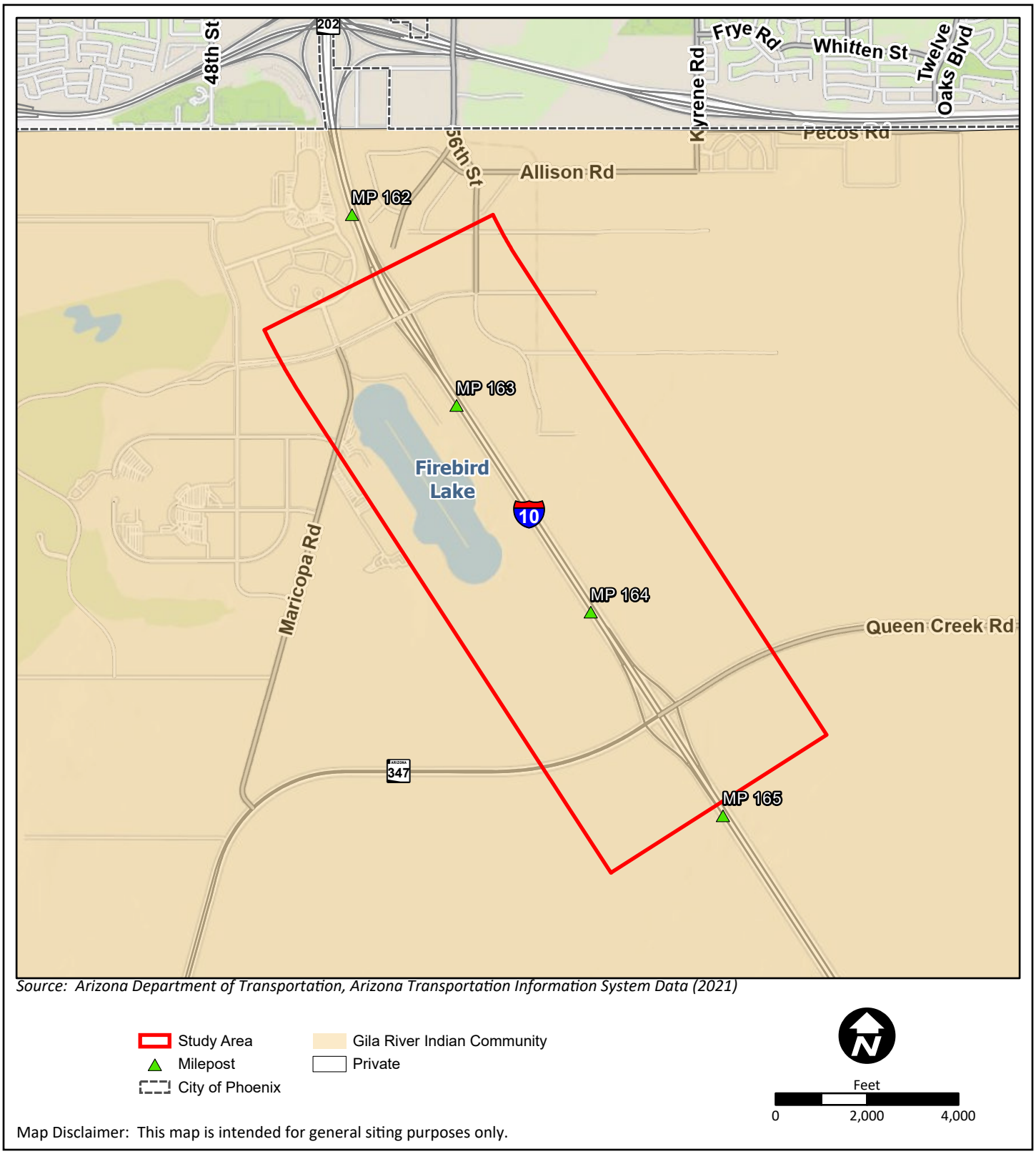


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Michael Fulton
Agency Director
Flood Control District
2801 W. Durango Street
Phoenix, AZ 85009

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Fulton:

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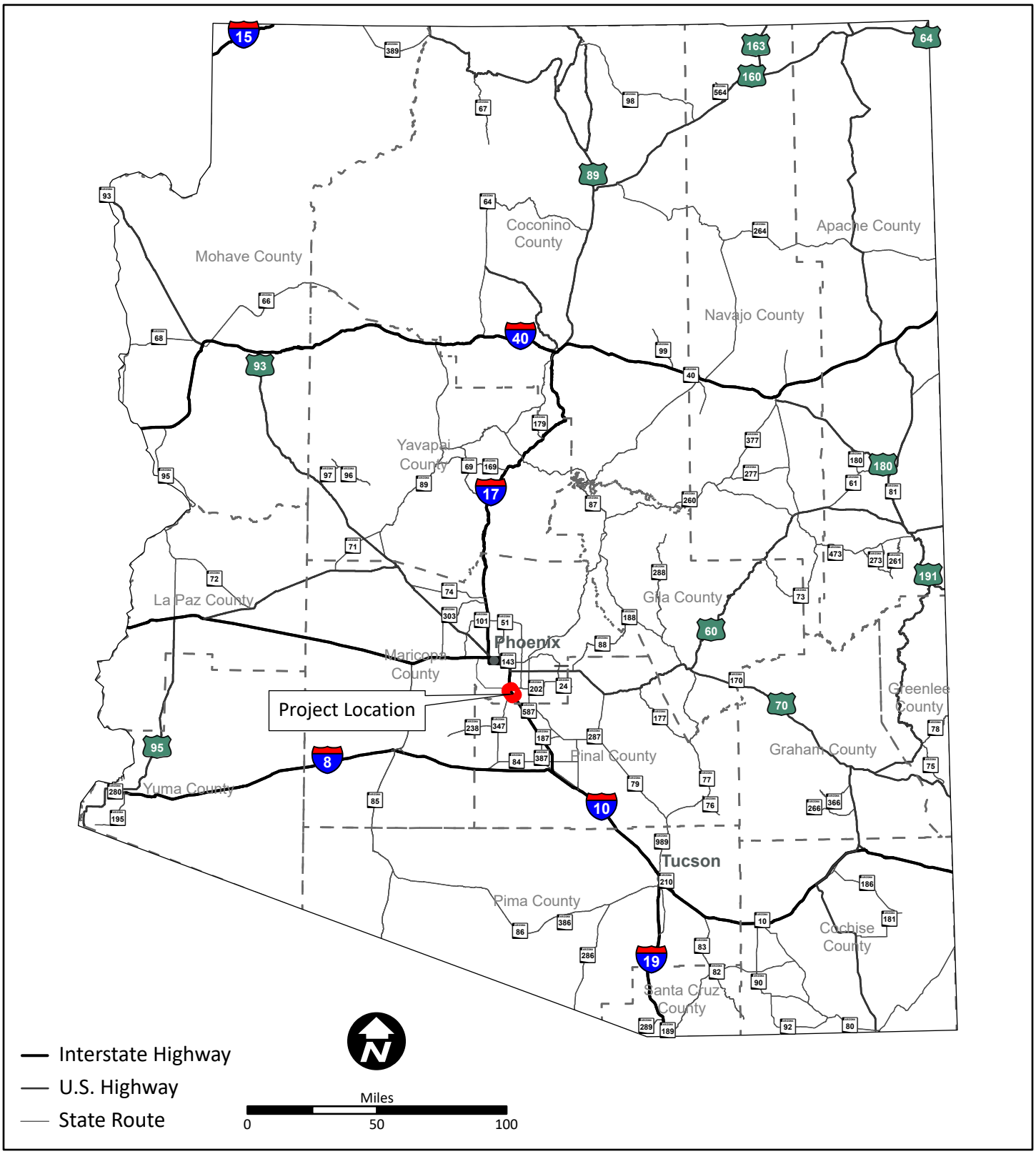


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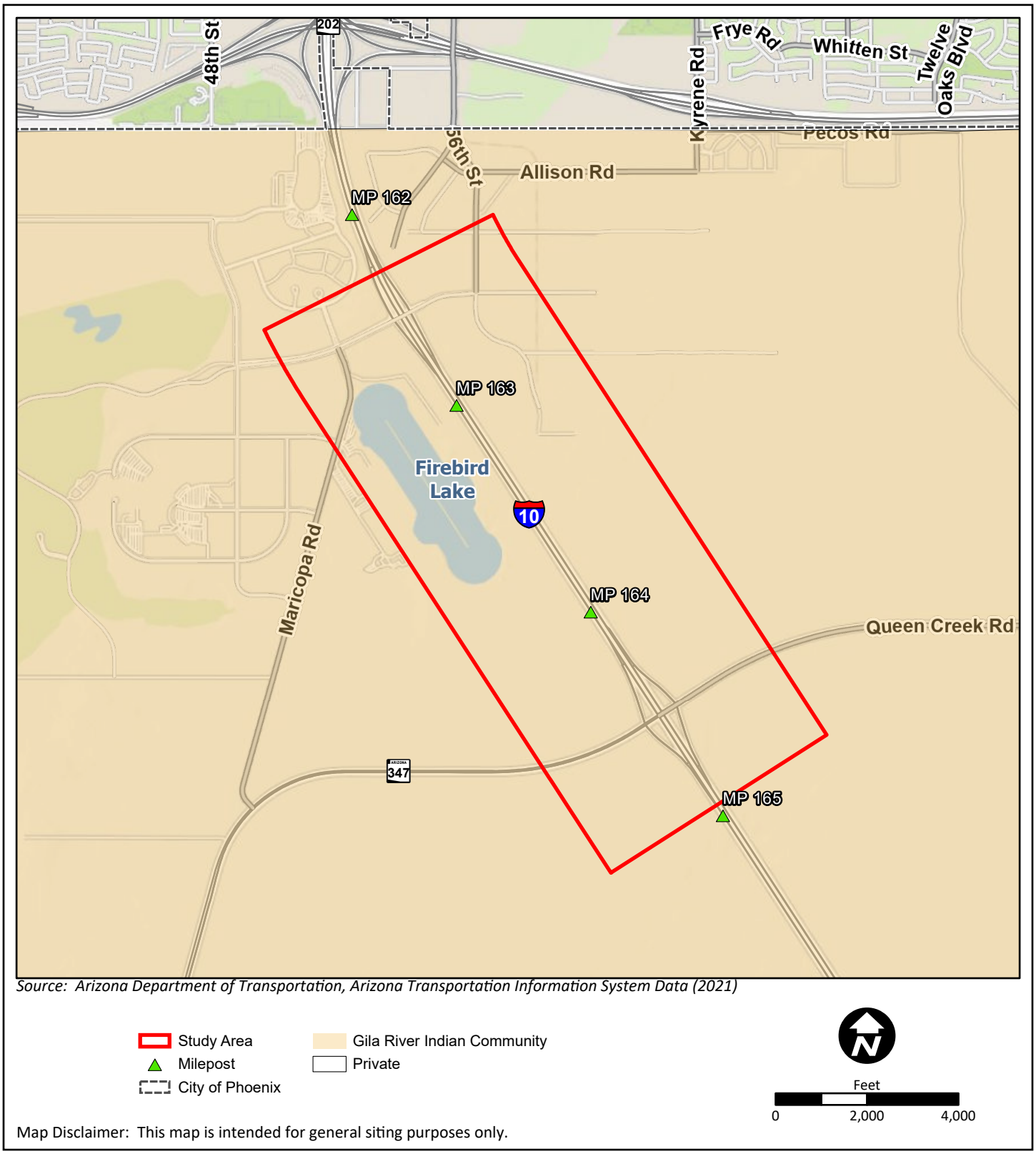


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TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Robert Rowley
Director
Department of Emergency Management
5630 E. McDowell Road
Phoenix, AZ 85003

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Rowley:

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Steve Olmsted
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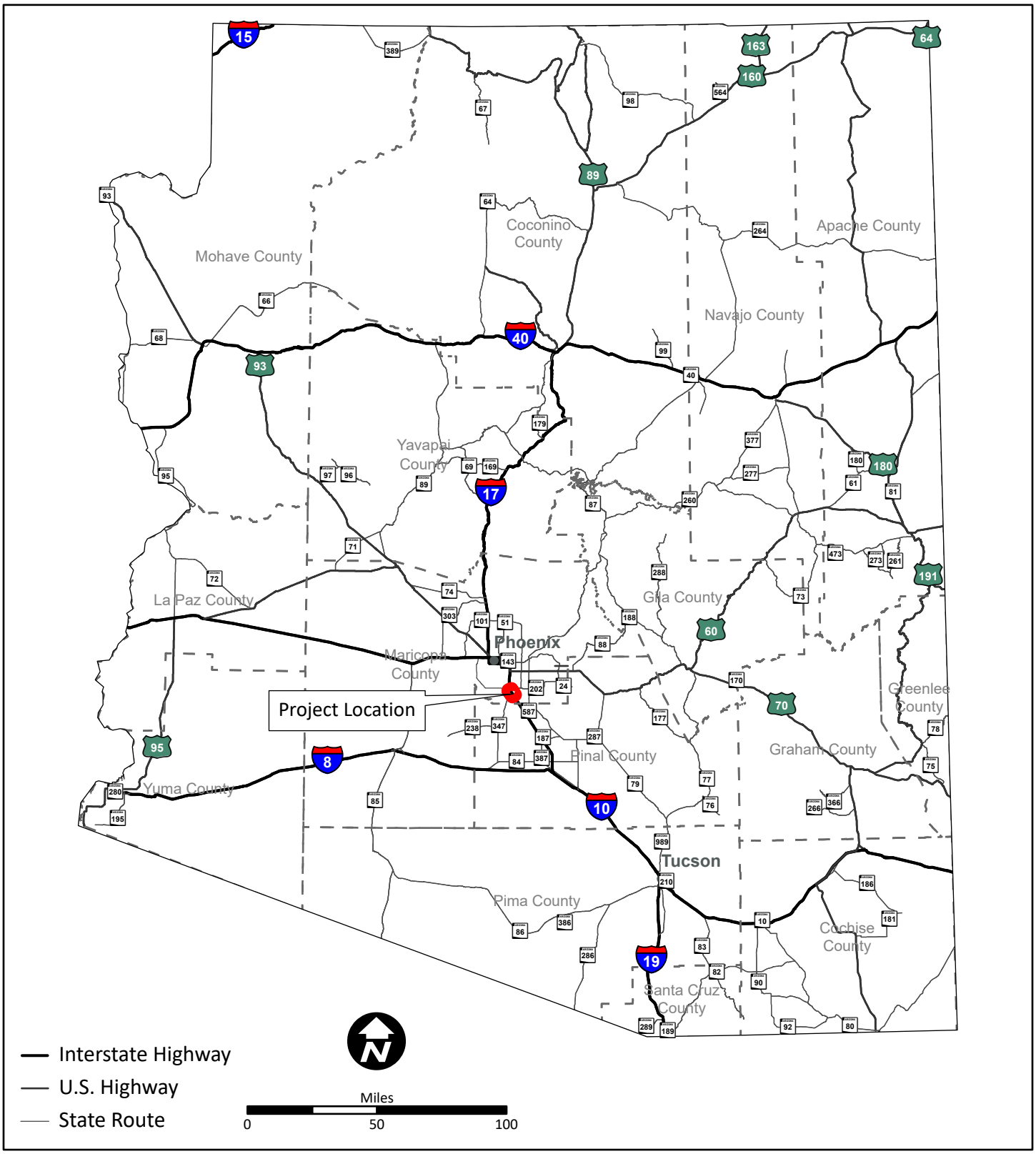


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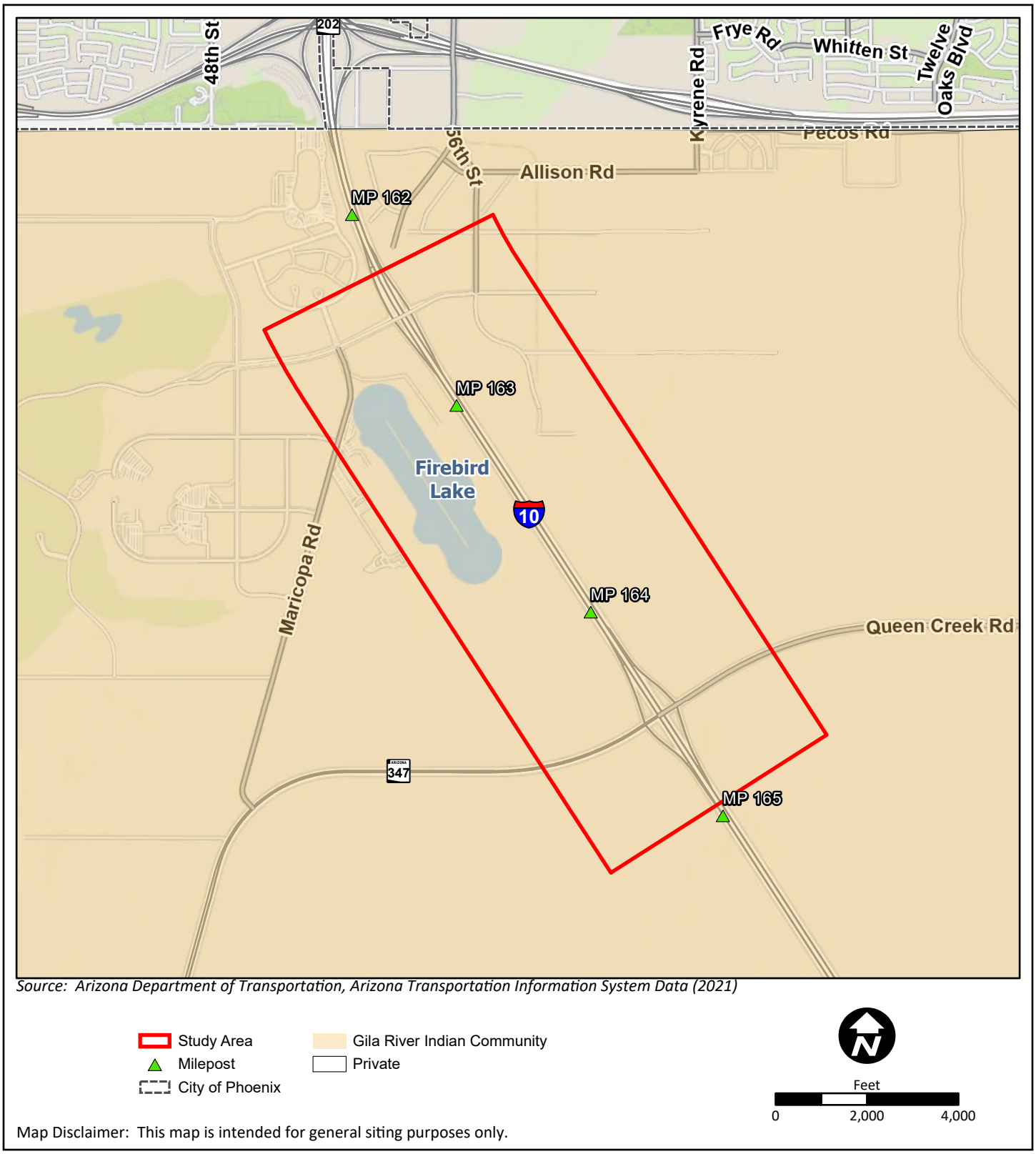


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TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Ed Zuercher
Executive Director
Maricopa Association of Governments (MAG)
302 North 1st Avenue Suite 300
Phoenix, AZ 85003

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Zuercher:

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Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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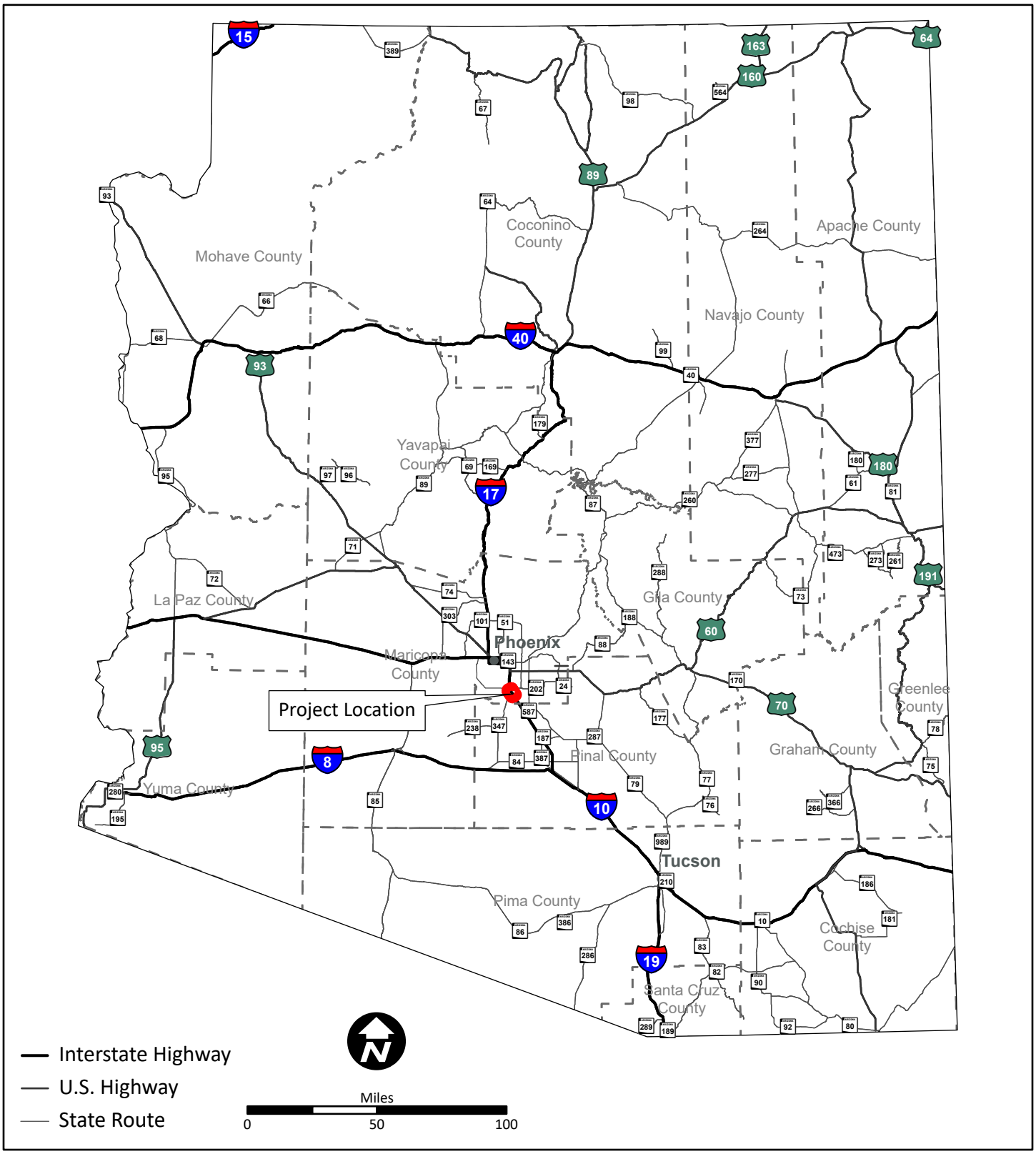


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

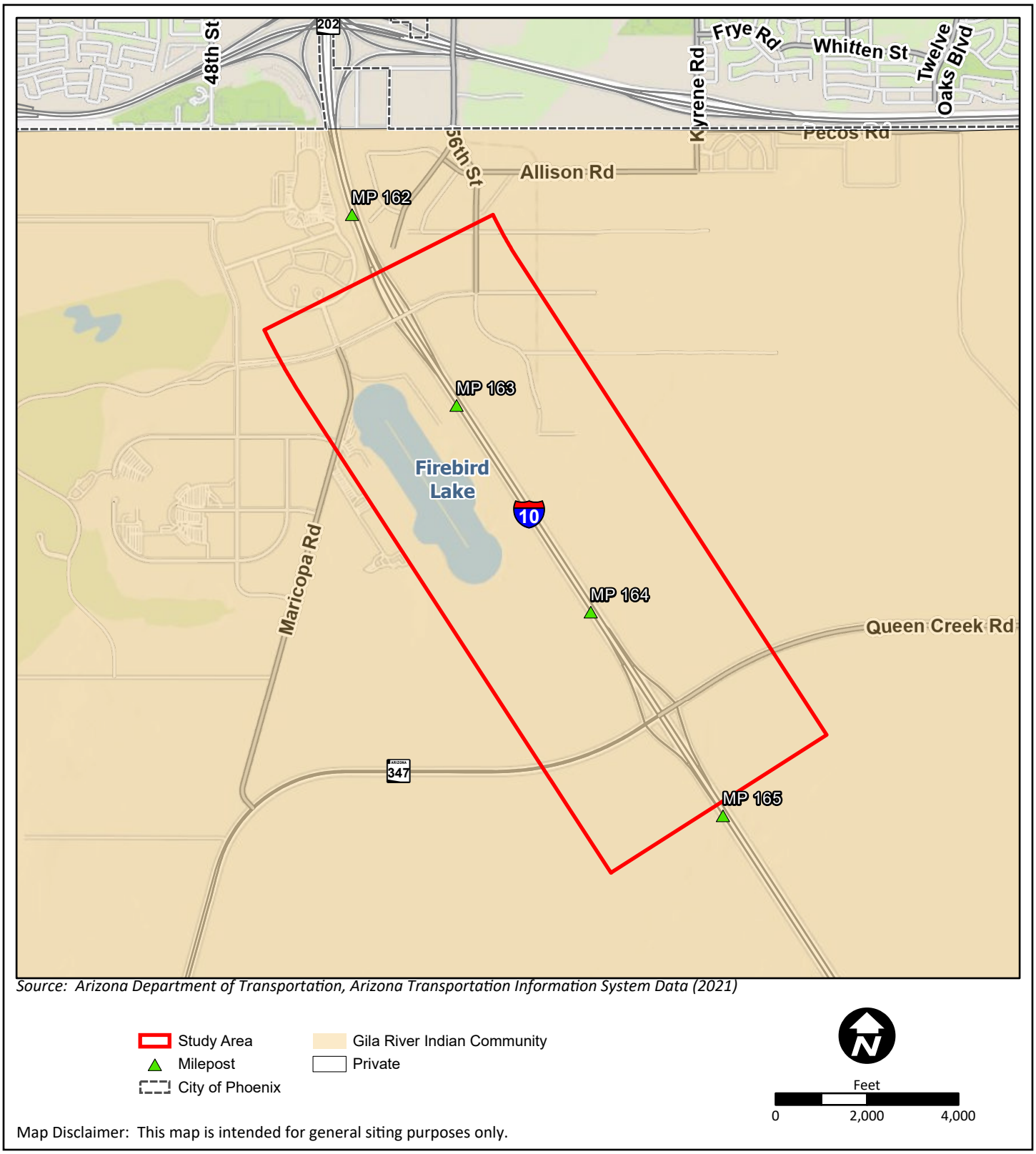


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

November 7, 2023

Chad Hinderliter
Captain
Arizona Department of Public Safety - Metro South
2222 W. Encanto Blvd.
Phoenix, AZ 85009

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Hinderliter:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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

[1] Note: The I-10 Germann TI Project is located within the limits of the I-10 Wild Horse Pass Corridor Study (I-10: SR 202L to SR 387) but is a separate project.

The scope of work for this Project includes:

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

The Project limits are generally located within ADOT's existing I-10 easement; however, additional easement would likely be needed for the Project.

This letter serves as our agency's invitation to review the proposed Project based upon the scope of work outlined above. If you or others in your agency have any specific concerns, suggestions, or recommendations pertaining to this specific proposed Project, please let us know. This may include information on future development, general plans, or capital improvement projects that would be affected, to name a few.

Please submit your comments or concerns by December 8, 2023, to ADOT c/o Audrey Unger, HDR, 20 E. Thomas Rd., Phoenix, AZ, 85012, (602) 299.2991, audrey.unger@hdrinc.com. Thank you for your time and assistance.

Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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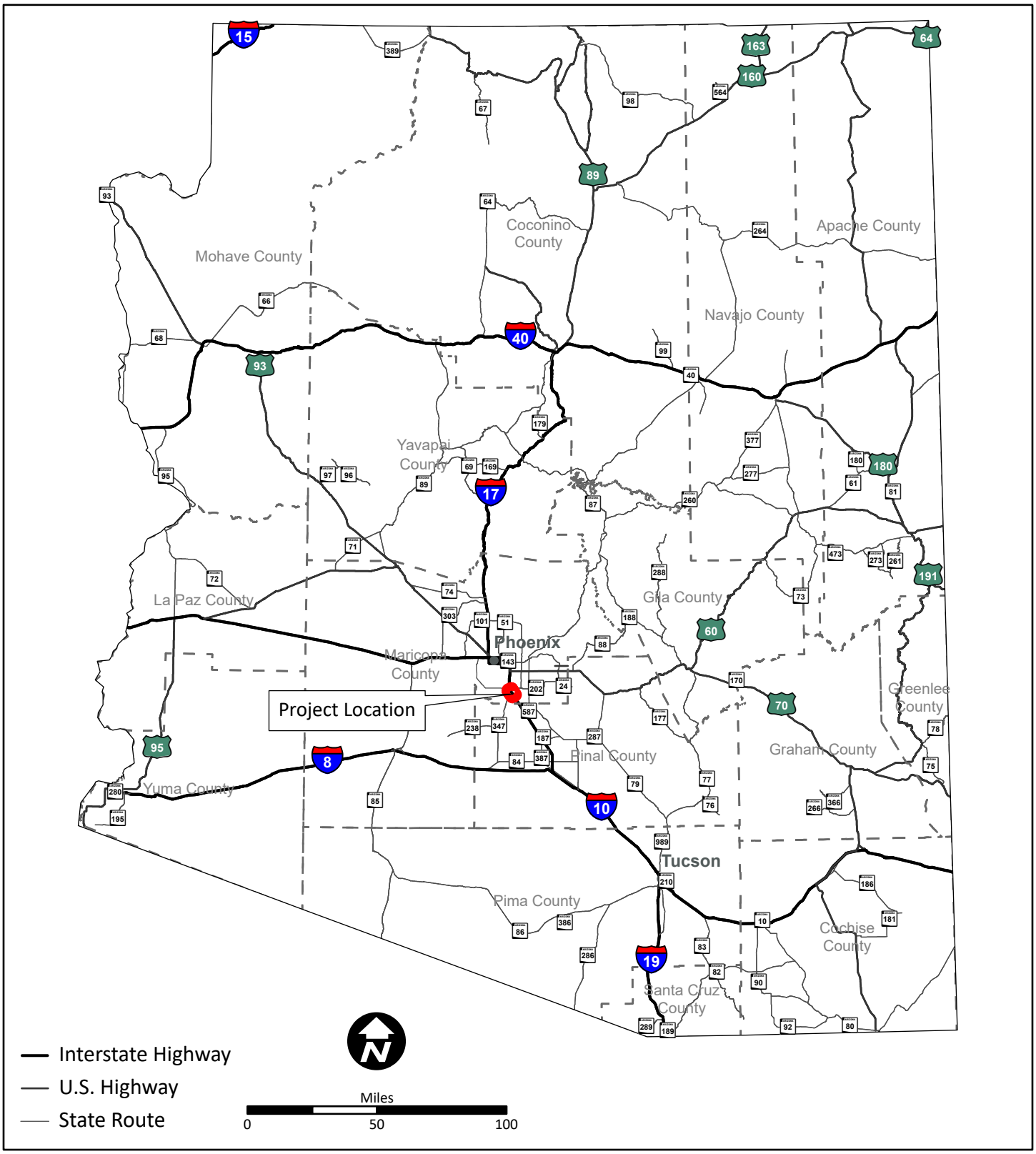


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

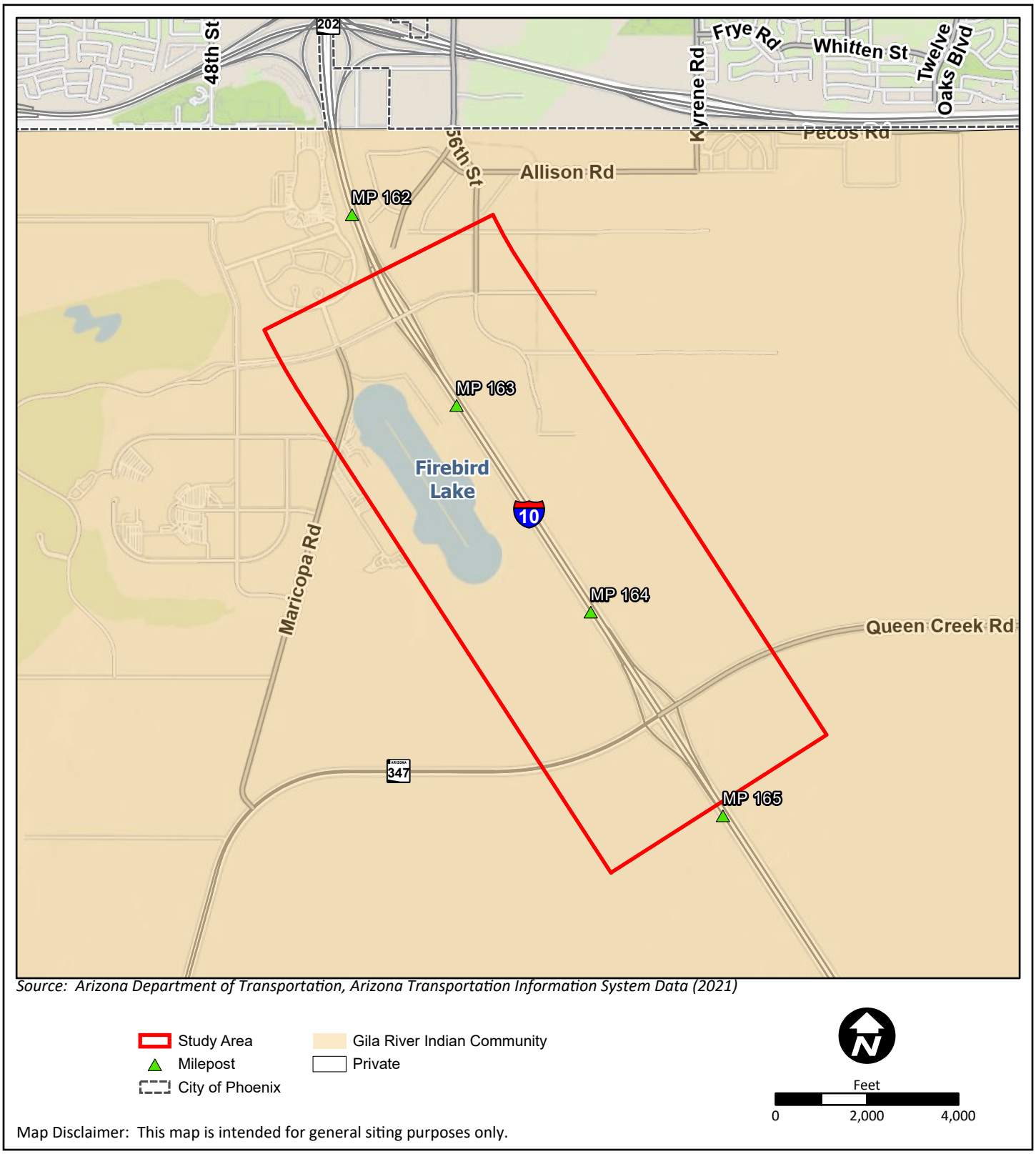


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Cecilia Baker
Superintendent
Pima Agency, Bureau of Indian Affairs
P.O. Box 8
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. Baker:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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The scope of work for this Project includes:

- Construct new TI of some type between the existing Wild Horse Pass Boulevard TI and SR 347 TI
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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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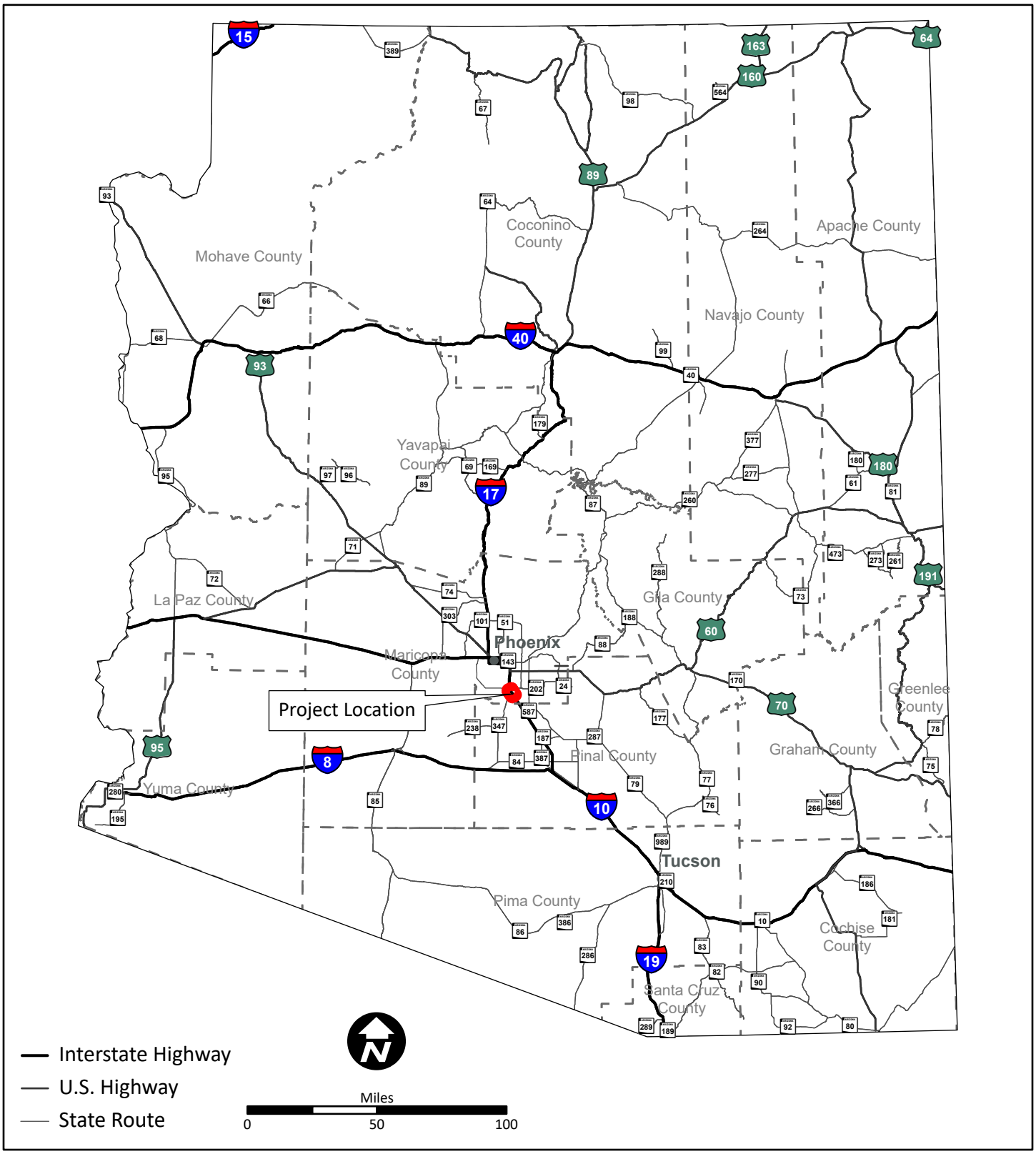


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

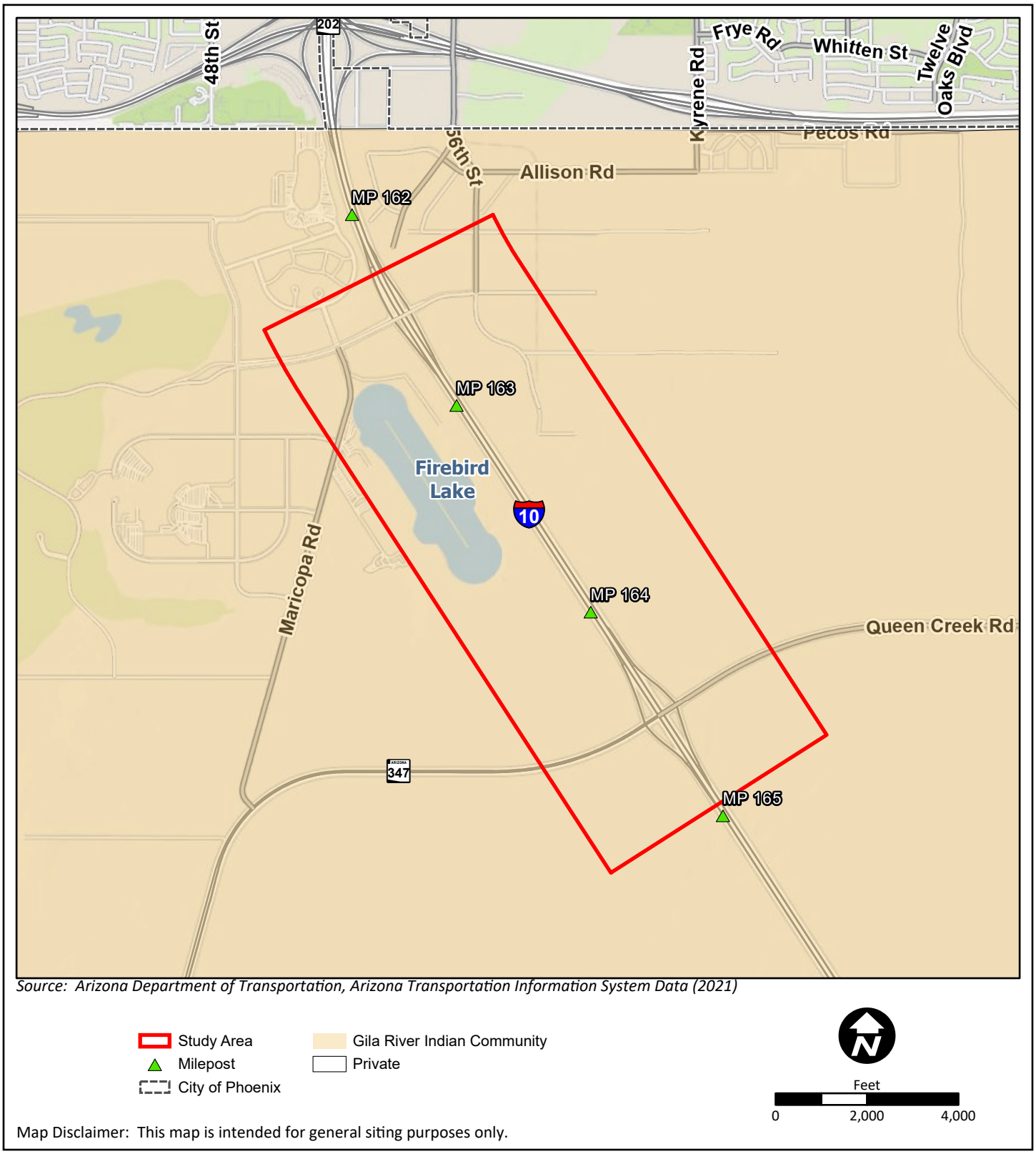


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Stephen Roe Lewis
Governor
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Lewis:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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The scope of work for this Project includes:

- Construct new TI of some type between the existing Wild Horse Pass Boulevard TI and SR 347 TI
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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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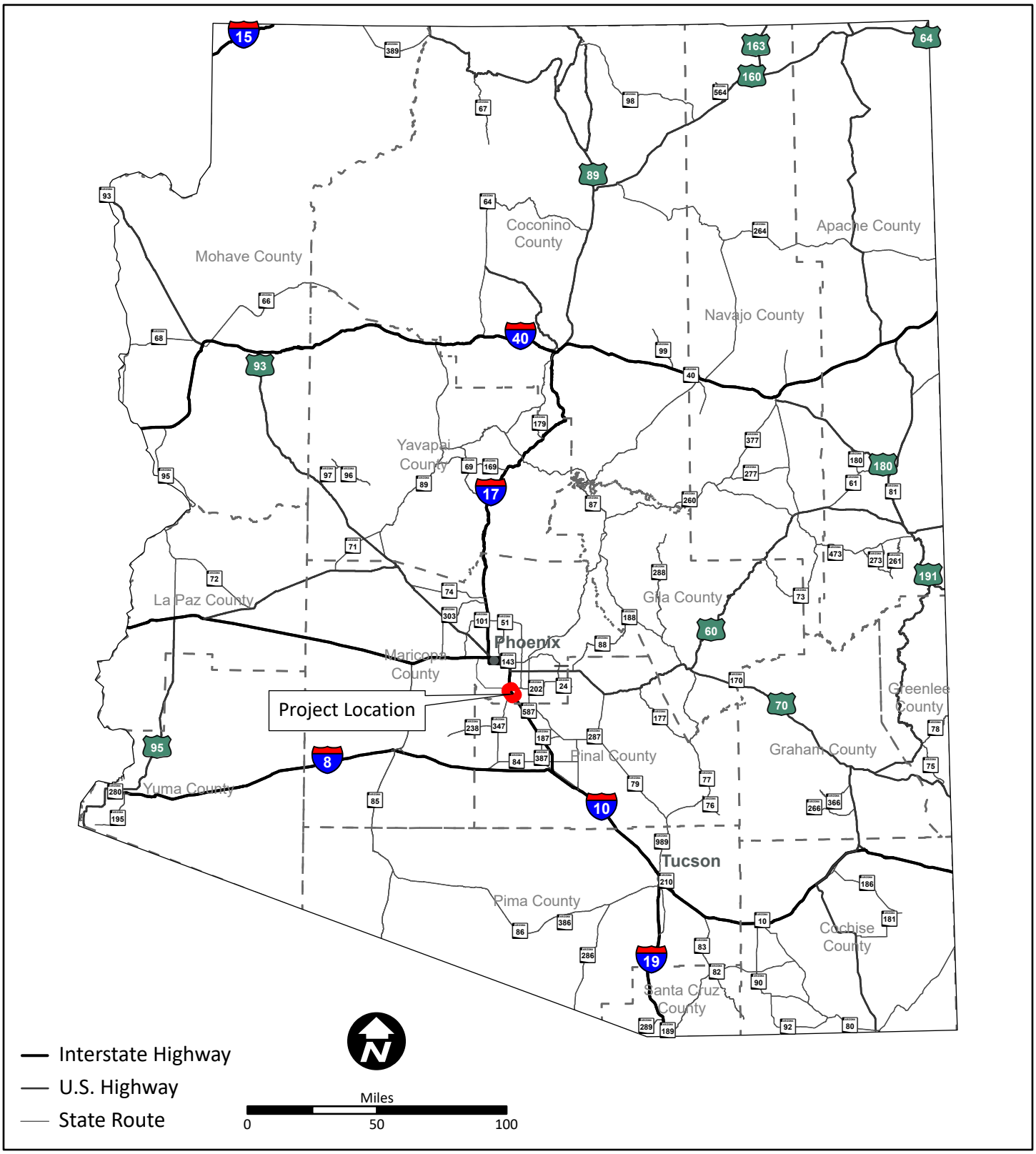


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I-10 Germann Road Traffic Interchange

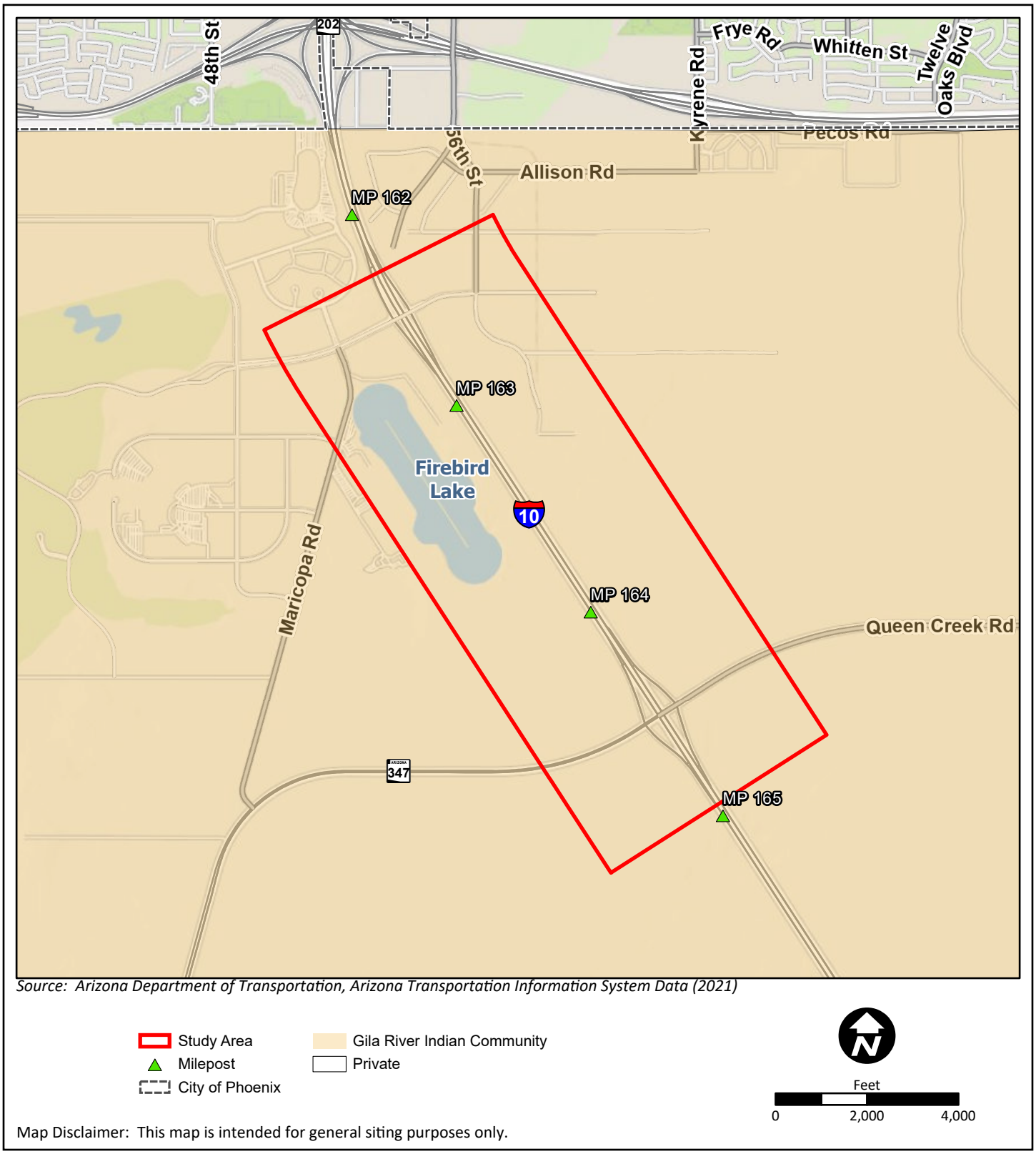


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Jesse Crabtree
Chief of Police
Gila River Police Department
P.O. Box 2186
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Crabtree:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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The scope of work for this Project includes:

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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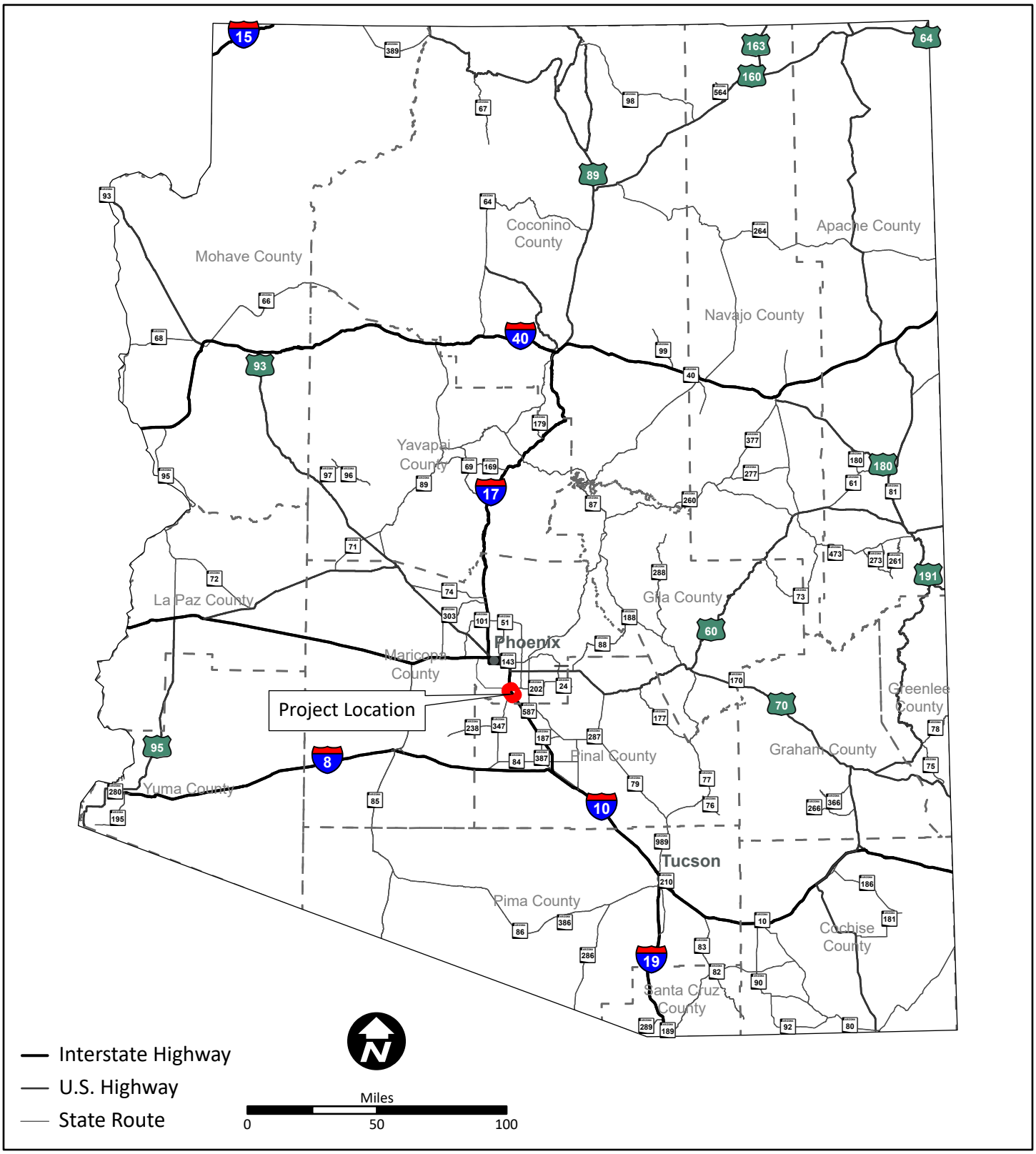


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I-10 Germann Road Traffic Interchange

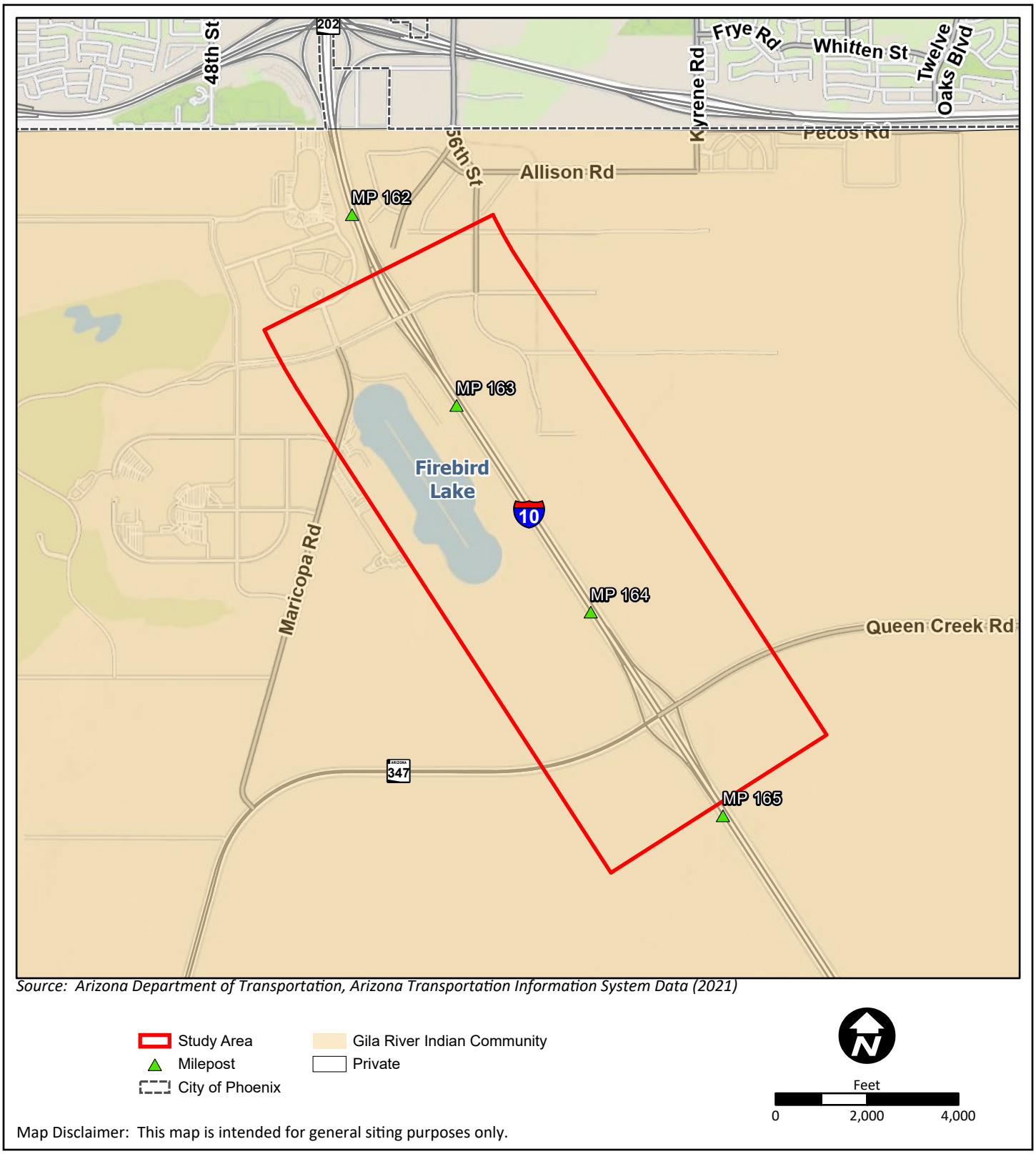


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Paul Vanderveen
General Manager
Wild Horse Pass Development Authority
5350 N. 48th Street Suite 210
Chandler, AZ 85226

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Vanderveen:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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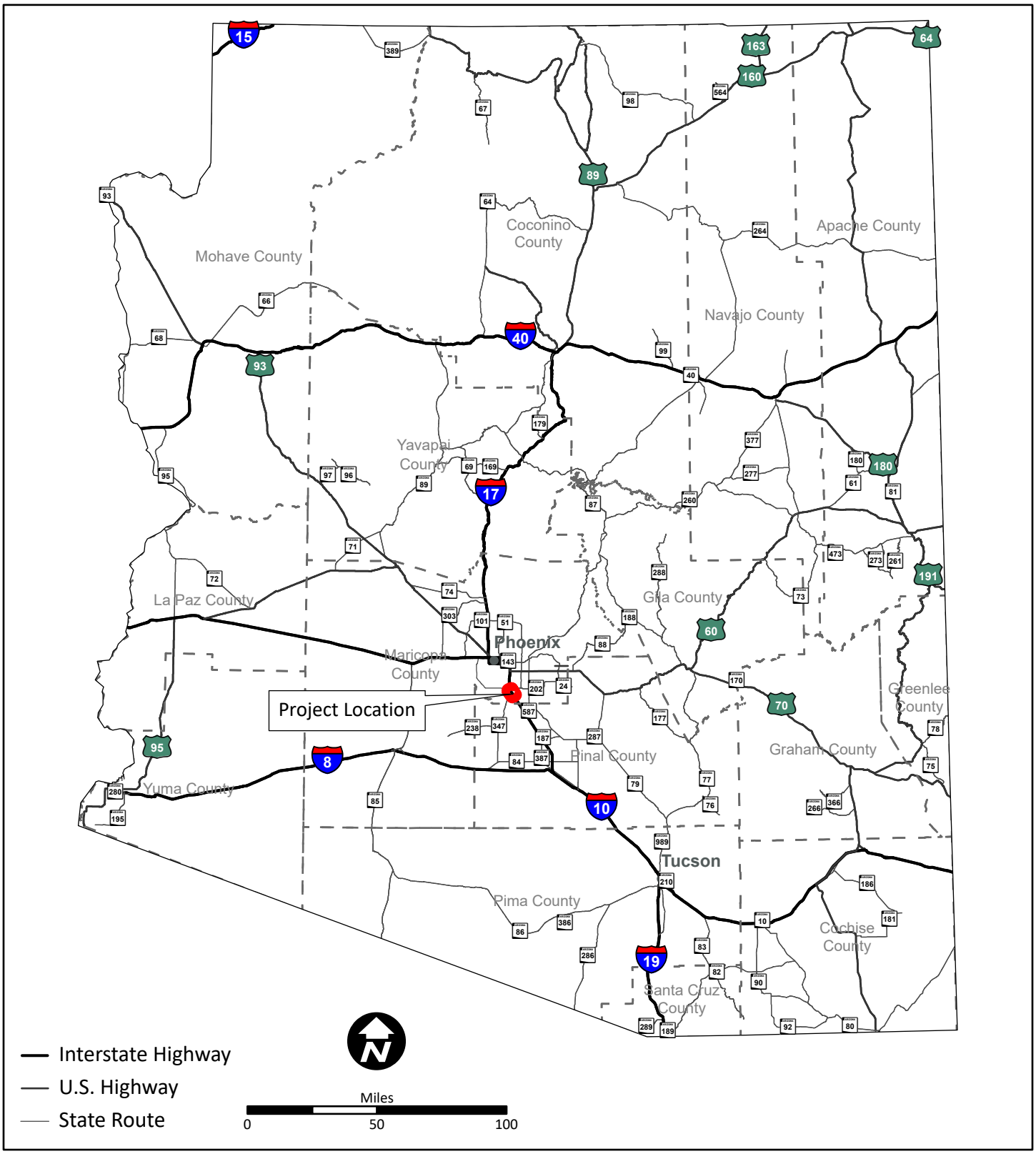


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TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

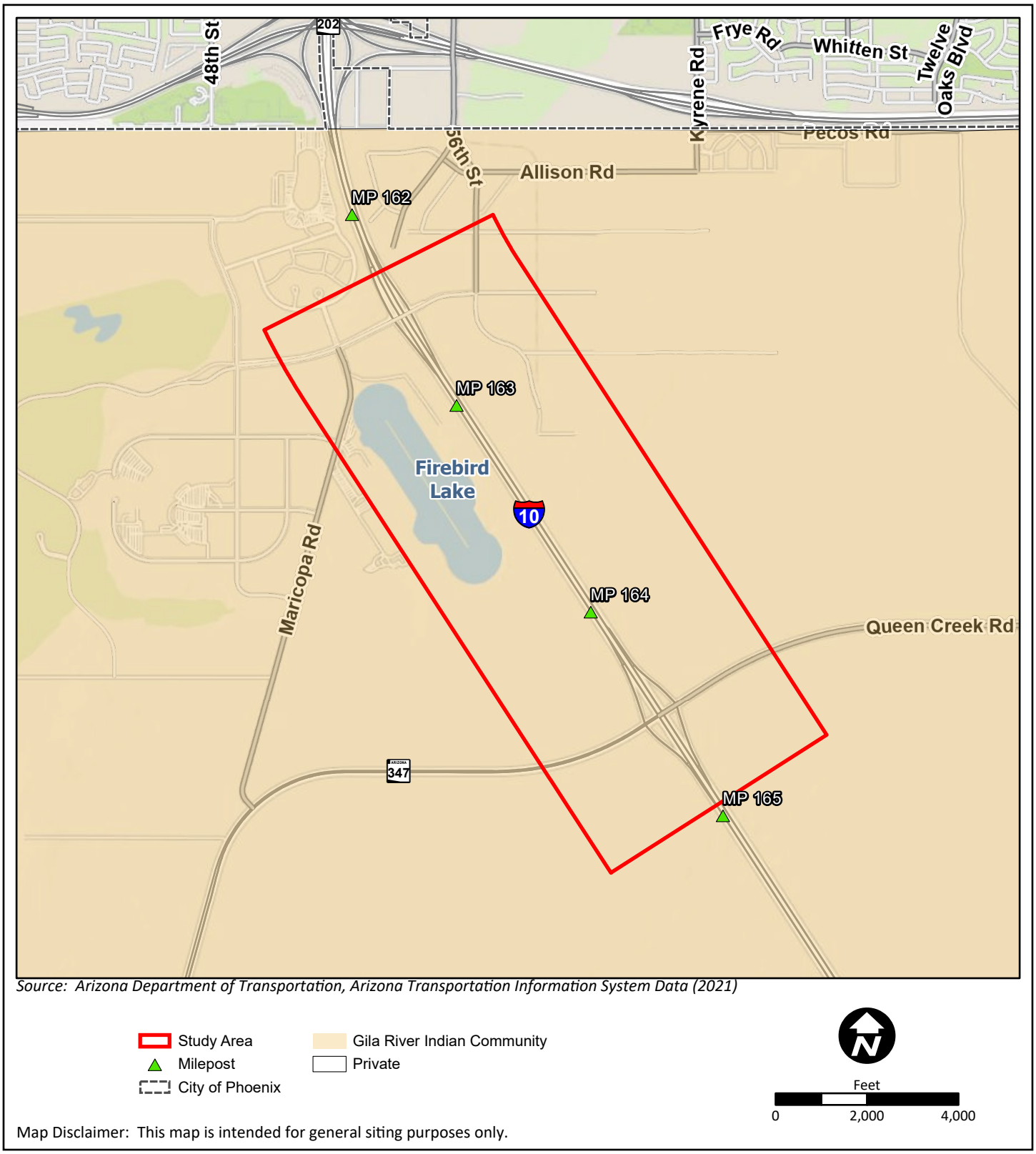


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Shannon White
Council Secretary
Community Council Secretary's Office
P.O. Box 2138
Sacaton, AZ 85147

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ms. White:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

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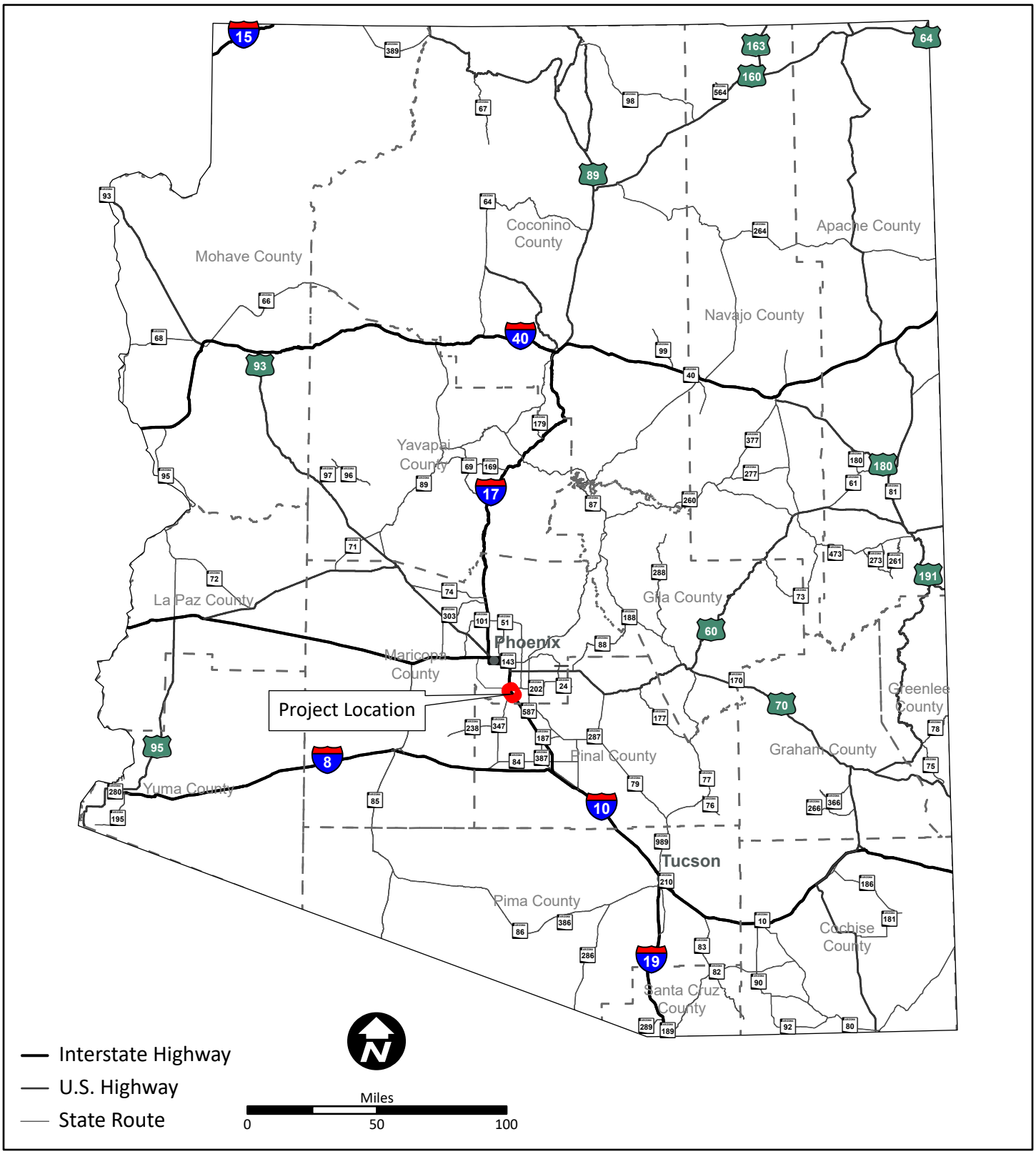


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

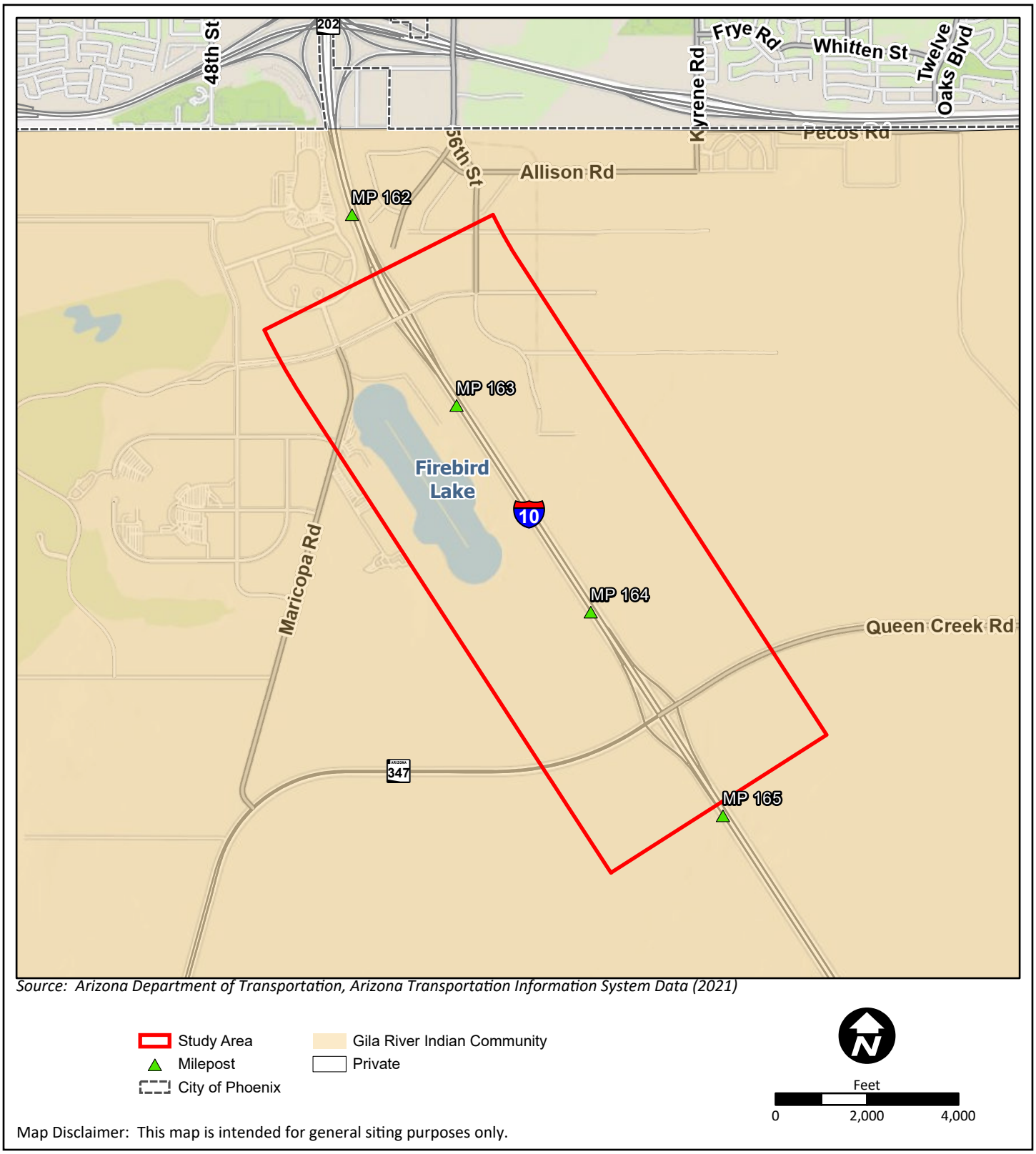


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Kieran Suckling
Executive Director
Center for Biological Diversity
P.O. Box 710
Tucson, AZ 85702

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Suckling:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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

[1] Note: The I-10 Germann TI Project is located within the limits of the I-10 Wild Horse Pass Corridor Study (I-10: SR 202L to SR 387) but is a separate project.

The scope of work for this Project includes:

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

The Project limits are generally located within ADOT's existing I-10 easement; however, additional easement would likely be needed for the Project.

This letter serves as our agency's invitation to review the proposed Project based upon the scope of work outlined above. If you or others in your agency have any specific concerns, suggestions, or recommendations pertaining to this specific proposed Project, please let us know. This may include information on future development, general plans, or capital improvement projects that would be affected, to name a few.

Please submit your comments or concerns by December 8, 2023, to ADOT c/o Audrey Unger, HDR, 20 E. Thomas Rd., Phoenix, AZ, 85012, (602) 299.2991, audrey.unger@hdrinc.com. Thank you for your time and assistance.

Sincerely,

Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Audrey Unger, HDR

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 326 and a Memorandum of Understanding dated January 4, 2021, and executed by FHWA and ADOT.

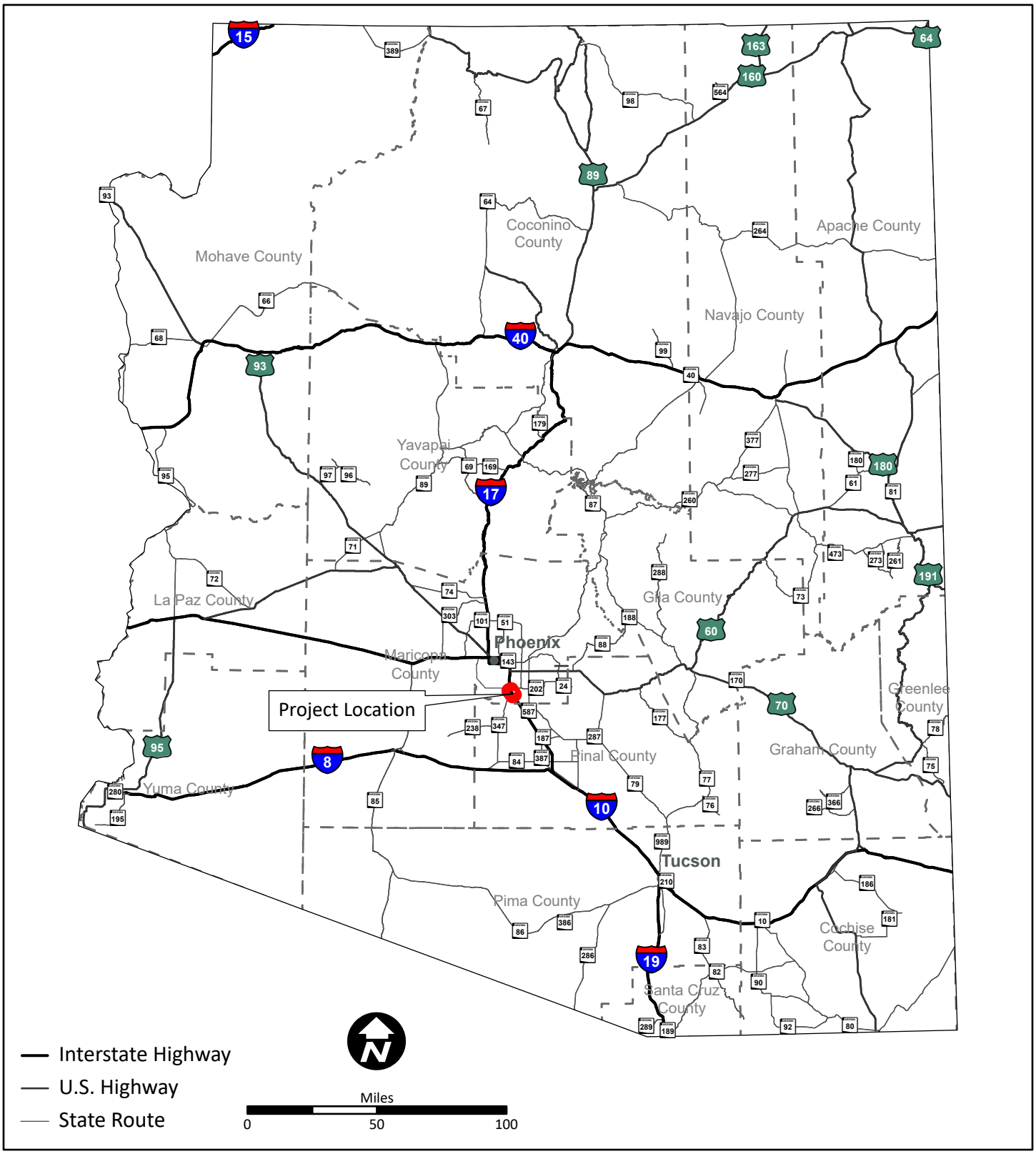


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

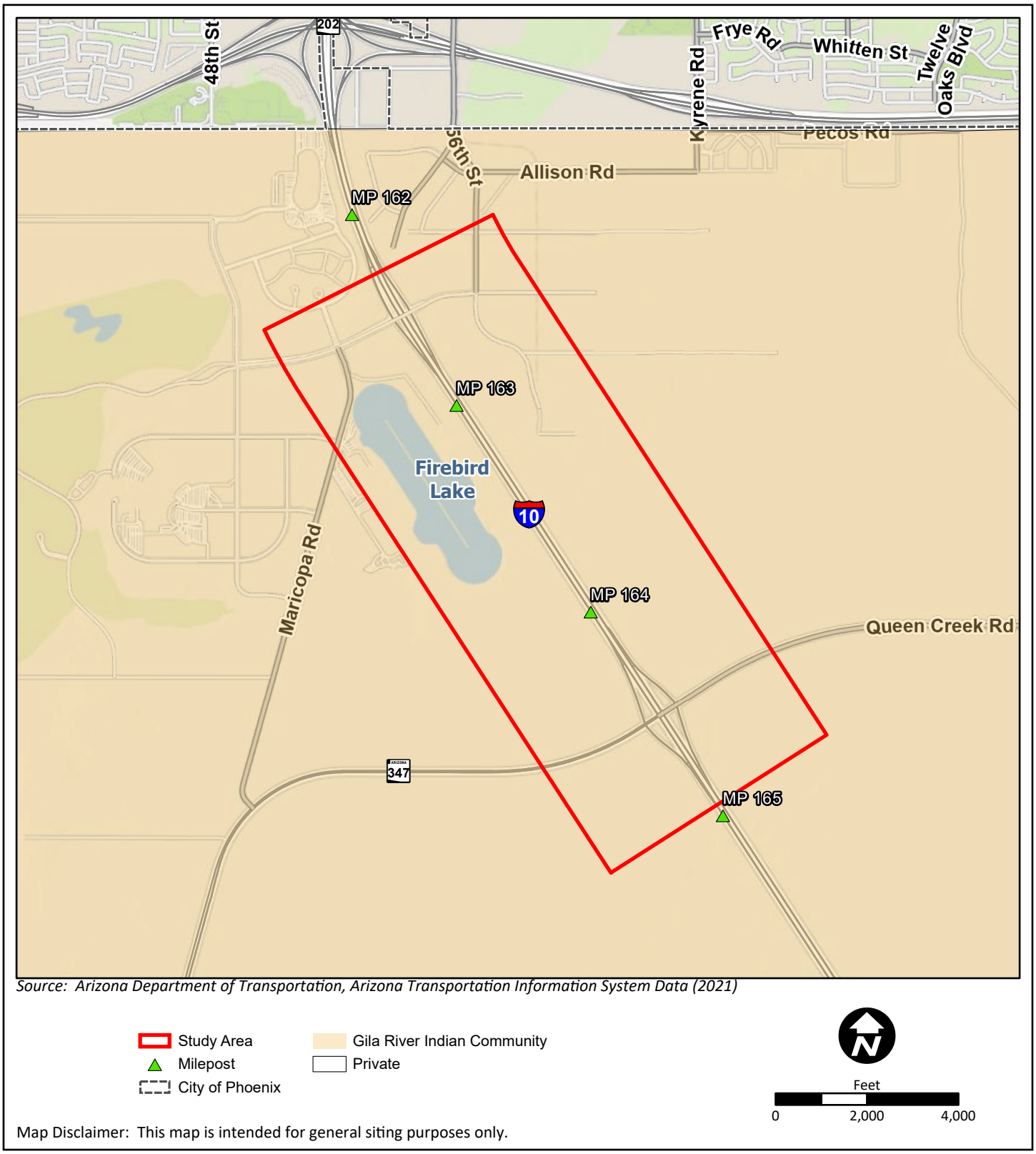


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Jonathan Hayes
Executive Director
Audubon Southwest
P.O Box 9314
Santa Fe, NM 87504

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Hayes:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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Steven Olmsted

Steve Olmsted
NEPA Assignment Manager
ADOT Environmental Planning

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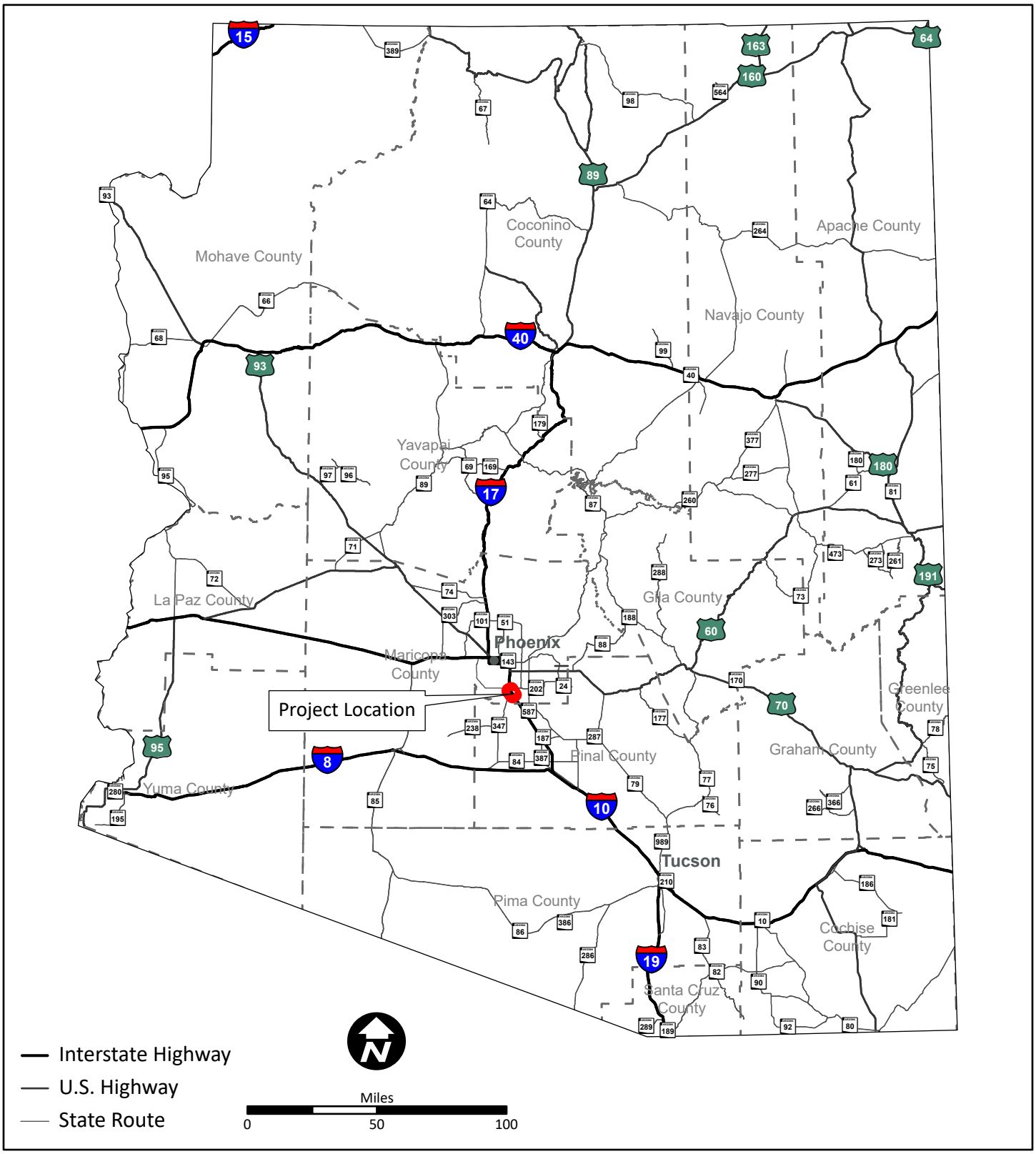


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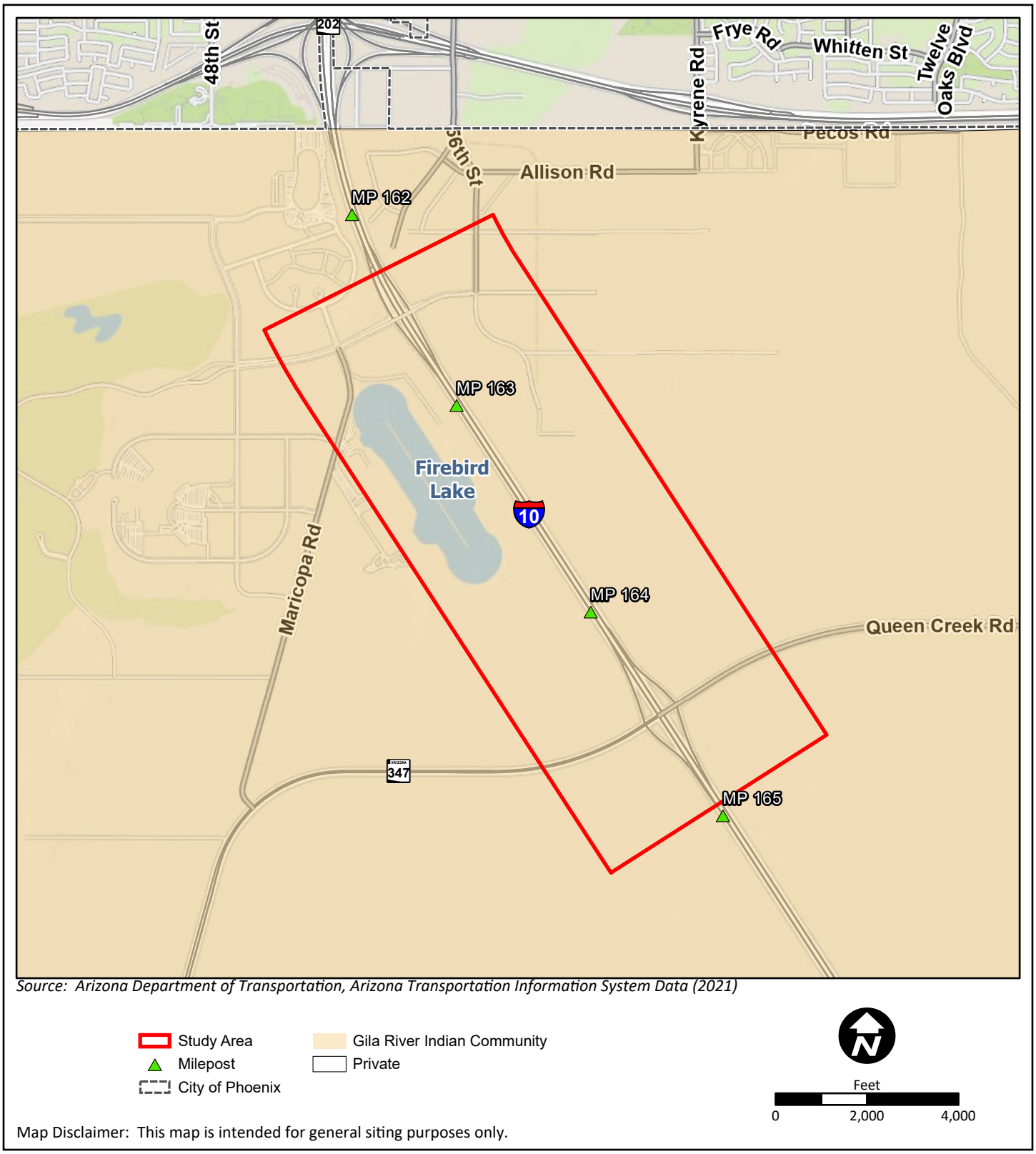


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

November 7, 2023

Anthony Santiago
Chief Executive Officer
Hau'pal (Red Tail Hawk) Health Center
3042 W. Queen Creek Road
Chandler, AZ 85286

Subject: Scoping Letter

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Mr. Santiago:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

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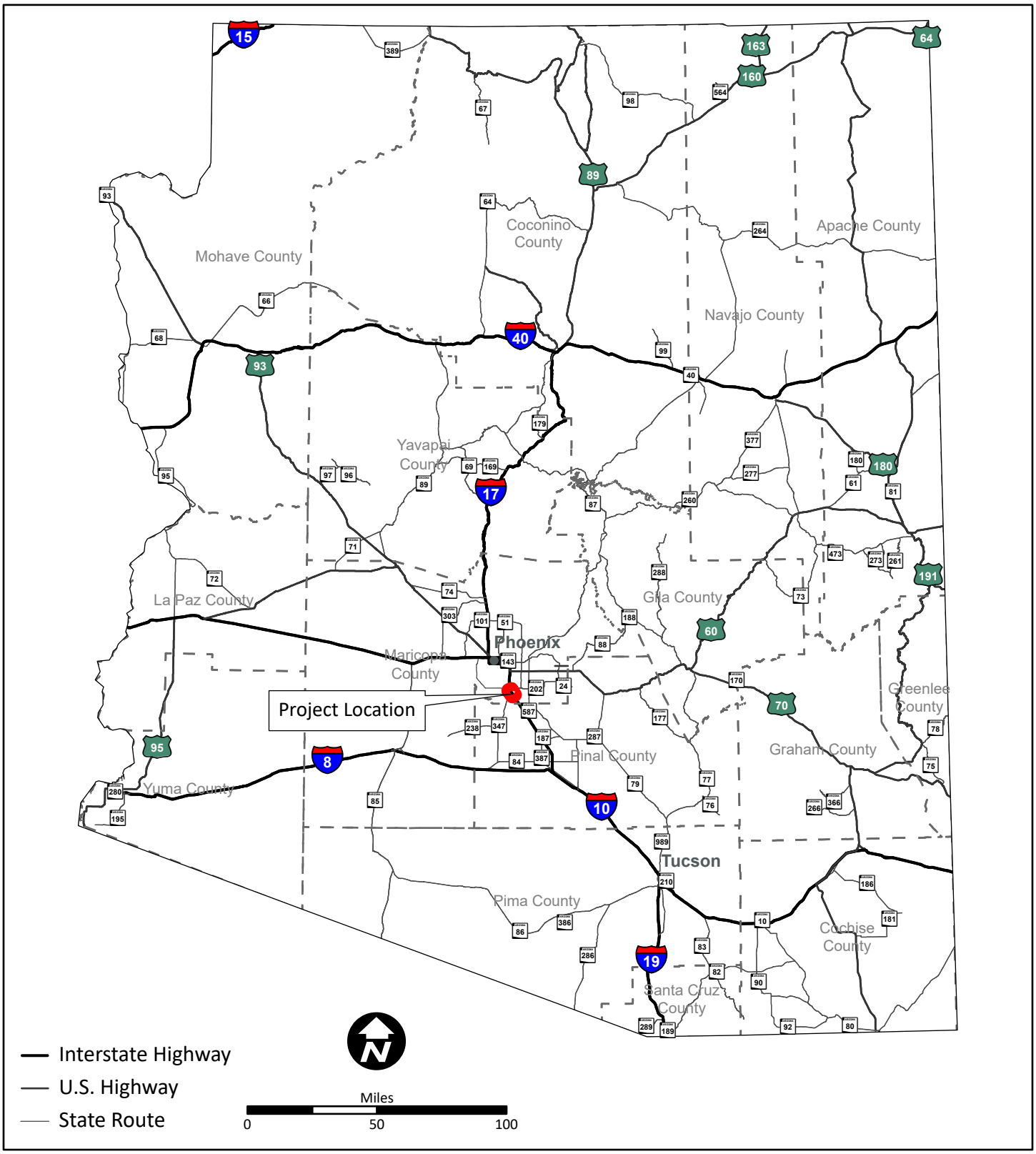


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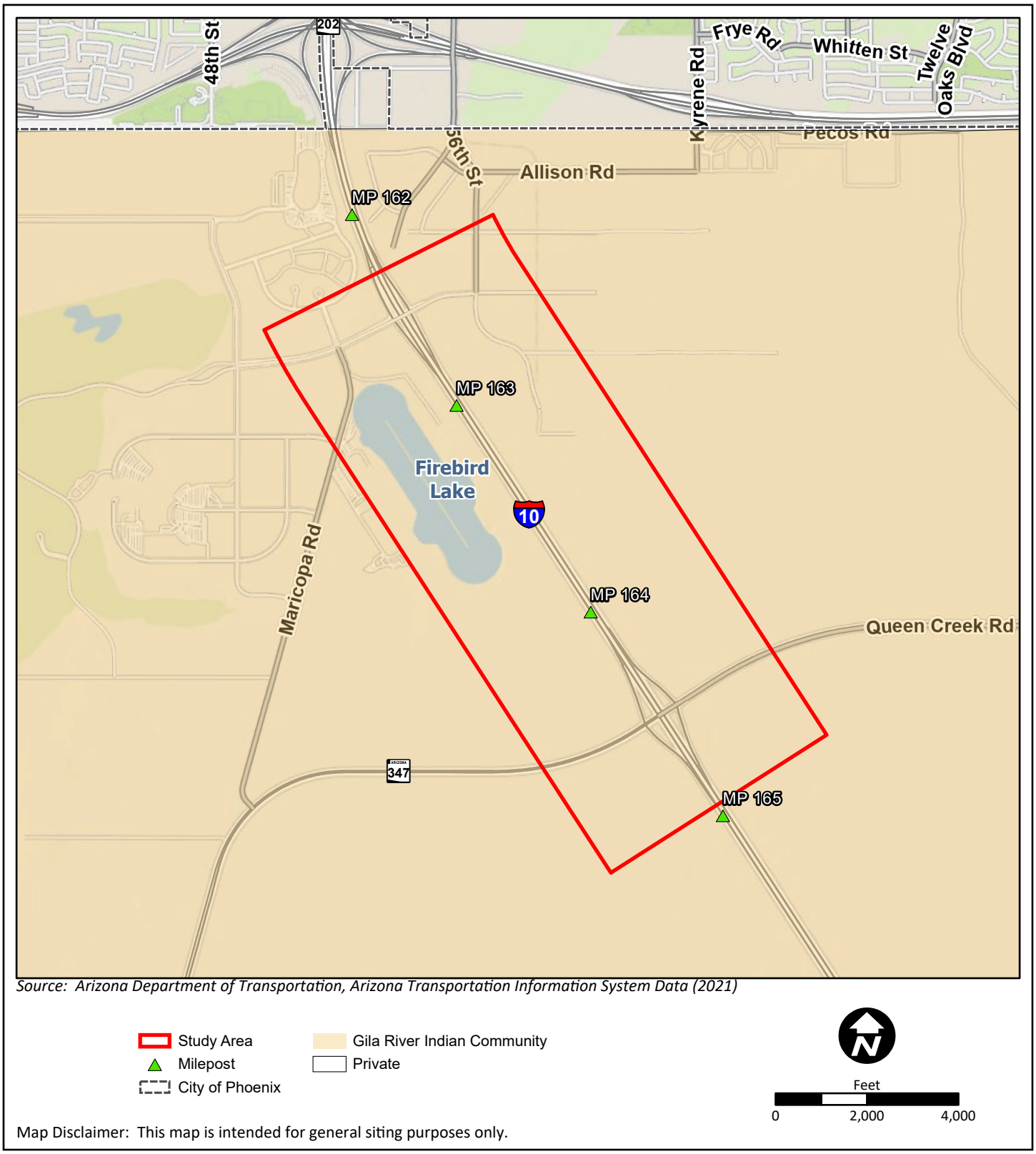


Figure 2. Project Vicinity Map
TRACS: F0701 O1L
I-10 Germann Road Traffic Interchange

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Appendix B. Alternatives Memorandum

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Technical Memo

Date:	Monday, March 24, 2025
Project:	F0701 01L Koli Td TI
To:	Distribution List - Project Team, Stakeholders and Agency Reps
From:	HDR
Subject:	Alternatives Considered & Eliminated – Phase 1 Evaluation

1 Purpose Statement

The purpose of this technical memorandum is to document and summarize the screening and evaluation of alternatives for the I-10/Koli Road Traffic Interchange (Koli Road TI) Study. This memorandum is intended to support the project's Environmental Assessment and is not intended as a stand-alone document. It provides brief descriptions of the early-stage design concepts and summarizes the methodology and reasoning for eliminating certain alternatives. This evaluation included confirming the proposed improvements at the Koli Road TI to address the Community's access needs, improve safety and traffic operations, and support regional growth in alignment with the project's Purpose and Need.

2 Background/Context

Background for the development and evaluation of initial concepts begins with the *Chapter II Project Purpose and Need* in the Koli Road TI EA. Preliminary concepts developed in support of state and regional stakeholder's (ADOT, the Community, BIA, MAG and others) consideration for a new traffic interchange along I-10. A summary of the purpose and need is provided below:

Purpose: Provide efficient access to the Community and I-10, improve safety and emergency response time, and support regional mobility and growth.

Need: Address limited access to community lands, reduce travel delays during I-10 incidents, and expand capacity for anticipated population and economic growth.

The proposed TI is identified in regional and jurisdictional planning studies. The initial evaluation effort refined and advanced the concepts and locations established in previous studies and reports, including:

- *Wild Horse Pass Circulation Study, Final Report, June 2016*, prepared for the Maricopa Association of Governments
- *Wild Horse Pass Master Plan Index, November 2019, prepared for Wild Horse Pass Development Authority. I-10 / Germann Rd (now Koli Rd) TI Concept Study, June 2020*, prepared for the Maricopa Association of Governments

- *I-10 / Germann Rd (now Koli Rd) TI Concept Study, June 2020*, prepared for the Maricopa Association of Governments
- *Wild Horse Pass: Koli Rd Traffic Interchange Study, February 2024*, prepared for the Wild Horse Pass Development Authority

A summary of the findings and recommendations from the reports are provided in Attachment 1.

3 Discussion /Analysis

3.1 Methodology and Approach

The following methods and approach were developed to evaluate the ability of various alternatives and configurations to meet the project's purpose and need.

- Identifying TI and Weave Alternatives – Existing studies and planning documents determined a new traffic interchange could address the project needs. The team then developed a range of interchange and weave alternatives.
- Screening Criteria – The following criteria were considered to screen viable alternatives. The final screening matrix is provided in Attachment 4, the Engineering and Environmental Screening Matrix.
    - Align with adopted regional transportation plans and existing location studies.
    - Improve traffic operations.
    - Comply with engineering design standards.
    - Minimize right-of-way, utility, and environmental impacts.
    - Reduce overall project costs.
    - Secure support from agencies, governments (with emphasis on tribal governments), and the public.
    - Provide efficient community access to and from the I-10 mainline.
    - Enhance travel reliability during event traffic to improve ingress and egress times.
    - Support effective traffic management during incidents requiring I-10 detours.
    - Accommodate current and future travel demand driven by projected population and employment growth in the Wild Horse Pass area, while improving connectivity to local attractions such as casinos, offices, shopping centers, restaurants, medical facilities, museums, stadiums, outdoor venues, convention centers, water parks, and sports facilities.
- Phase 1 Screening - Using the criteria, a qualitative screening (Phase 1) was completed to determine which alternatives merited further study. Each concept was evaluated for how well it met the purpose and need and how it balanced factors like cost and impacts. A scoring system is provided in Attachment 4.
- Phase 2 Screening – Viable alternatives passing Phase 1, proceed to Phase 2 screening (Phase 2 screening is documented in the Environmental Assessment and the Design Memo).

3.2 Finding/ Results

The **interchange alternatives** that were developed and initially considered in Phase 1 (including the no-build) are provided below:

- Alternative K1 – No Build: The action alternative maintains existing conditions; and provides a baseline for comparison.
- Alternative K2 – Diverging Diamond Interchange (DDI): An elevated interchange eastbound and westbound traffic cross to the opposite side of the road at ramp terminals, allows easier left-turn movements onto I-10.
- Alternative K3 – Conventional Diamond Interchange: An elevated standard diamond configuration with straight ramp terminals and traditional on/off ramps.
- Alternative K4 – Single Point Urban Interchange (SPUI): An elevated interchange where all ramp movements are controlled by a single traffic signal at one central intersection.
- Alternative K5 – Displaced Left-Turn (DLT) Interchange: An elevated design that re-routes left-turning traffic to the opposite side of the road in advance of the interchange, allowing continuous flow onto ramps.

In addition to the interchange configuration options, ancillary design concepts were developed to manage traffic weaving on I-10 between adjacent interchanges. Several mainline connection and weave options were considered to handle the closely spaced interchanges and lane merges influenced by the new TI:

The **mainline/weave connection alternatives** that were developed and initially considered in Phase 1 are provided below:

- Standard Auxiliary Lane: A short lane connecting the on-ramp of one interchange to the off-ramp of the next, allowing entering and exiting vehicles a dedicated space to merge over a short distance.
- Continuous Auxiliary Lane: An extended auxiliary lane that effectively adds a continuous lane along the freeway between multiple interchanges, this gives drivers more distance and a constant lane for merging between successive ramps.
- Braided Ramps: A configuration where ramps are grade-separated (one ramp crosses over/under another) so that merge/weave conflicts are eliminated. This typically requires elevated ramp structures.
- Collector-Distributor (C-D) Roads: Parallel lanes physically separated from the main freeway lanes. Allows vehicles to move between interchanges without directly interacting with mainline traffic.

Attachment 2 includes conceptual 5% design level diagrams of weave solutions.

The preliminary findings indicated that while Alternatives K2 and K3 satisfactorily met the screening criteria, Alternatives K4 and K5 showed shortcomings. Similarly, for mainline weave configurations, auxiliary lane options are substantially more feasible than braided or collector-distributor designs.

3.3 Phase 1 Screening

On February 14, 2024, the potential Koli Road TI configurations and weave alternatives were presented to stakeholders in an in-person meeting at ADOT Santan Field Office (7130 E Fairview St, Chandler, 85226). This is the meeting that initiated the Phase 1 screening.

Based on the screening criteria outlined in section 3.1 and input from stakeholders at the February 14, 2024, meeting. A consensus to eliminate two interchange alternatives and two weave concepts from further study.

These alternatives did not adequately meet the project's objectives or were outperformed by other options.

Interchange Alternatives Eliminated:

- Alternative K4 – Single Point Urban Interchange (SPUI): ***Eliminated***. Screening showed that the SPUI design did not sufficiently meet key criteria. The SPUI's larger footprint and complex single-signal operation introduced increased construction costs and complex operational procedures. Alternatives K2 and K3 handled left-turning vehicles more efficiently, without the added costs and operational complexity.

  A complete evaluation and supporting documentation and the comparison ratings are provided the project Design Memo, available in 2025.

- Alternative K5 – Displaced Left-Turn (DLT) Interchange: ***Eliminated***. The DLT configuration was removed from further consideration in Phase 1. The design complexity and unfamiliar traffic pattern could create concern, there were no clear advantages over the standard diamond or DDI. Finally, there are no existing DLT intersections in Arizona, and it offered no benefits over Alternatives K2 and K3.

  A complete evaluation and supporting documentation and comparison ratings are the project Design Memo, available in 2025.

Weave/Mainline Concepts Eliminated:

- Braided Ramps: ***Eliminated***. This concept was dropped from further consideration due to higher impacts / costs compared to the auxiliary lane solutions. For example, braided ramps would require extensive structures and right-of-way – approximately 31.6 acres of additional land, versus about 19.8 acres for the auxiliary lane option (the smallest footprint) – and would dramatically increase project cost ($107.6 million at 5% design, vs. $21.8 million for the auxiliary lane concept) to achieve the necessary improvements.

  Attachment 3 (5% Design Cost Estimate Comparison) provides the cost disparity, and Attachment 4 (Evaluation Matrix) shows the impacts of the braided option.

- Collector-Distributor (C-D) Roads: ***Eliminated***. This option was also dropped from further consideration due to greater right-of-way needs and costs with significant benefit. C-D roads were anticipated to require about 22.5 acres of new right-of-way vs. 19.8 acres for an auxiliary lane and an increased cost of $71.4 million vs. $21.8 million for the auxiliary lane approach. The higher footprint and cost did not justify moving this concept forward when simpler solutions could manage the weaving effectively.

4 Recommendations and Conclusions

Interchange: Alternatives K1 (No-Build), K2 (DDI), and K3 (Diamond) were retained for further consideration.

Weave solution: The auxiliary lane concept (standard or continuous, depending on what consensus will be reached) will be carried forward as part of the interchange design, as it had the smallest impact and cost profile.

Next Steps:

Phase 2 evaluation will focus on the remaining alternatives (K1, K2, K3 with appropriate design refinements). This included more detailed engineering analysis, environmental impact assessment, and public input.

Phase 2 results will be documented in the Environmental Assessment (EA) and will support selecting a Recommended Build Alternative for the Koli Road TI project.

5 Supporting Information (Attachments)

Attachment 1:
Title: F0701 01L Koli Rd TI COAR MA 20250207 [APPENDIX A]
Description: Summary of Reports and Studies
Attachment 2:
Title: F0701_01L_I-10_Koli_5%_Design_Exhibits_20240307
Description: Weave Section Concepts 5% Graphics
Attachment 3:
Title: F0701_5%Design_Detailed_CostEstimate
Description: 5% Weave Section Cost Analysis.
Attachment 4:
Title: F0701_Alternatives Screening_20240307
Description: 5% Weave Section Screening Document.

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Appendix C. Regulatory Background

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Regulatory Background

This appendix contains background information on the regulations that apply to the resource areas discussed in the environmental assessment (EA) in Part IV, *Affected Environment, Environmental Consequences, and Mitigation*.

Land Ownership, Jurisdiction, and Land Use

Arizona state law requires that communities update their general or comprehensive plan every 10 years (Arizona Revised Statutes § 9-461.05 for incorporated municipalities and § 11-804 for counties). These plans establish a long-range blueprint, and goals and policies, to guide future growth and development, mapping a future envisioned for 20 or more years ahead.

The Arizona Growing Smarter/Growing Smarter Plus state legislation outlines the statutory requirements of general and comprehensive plan documents. These requirements are based on population size and whether the jurisdiction is an incorporated municipality or county, dictating a minimum series of elements. An element is a specific section of the plan that discusses a particular planning topic, such as land use, transportation, housing, economic development, energy, and public services. All plans must present existing and planned land uses and transportation strategies as well as related regulations.

The Gila River Indian Community (Community), as a sovereign Native American tribe, has a number of governmental departments that aid its members. The Community provides land use and zoning services through its Land Use Planning and Zoning Department—part of the overall Community Development Services Group.

Each city and town in Arizona regulates land use planning within its municipal planning area, while counties are responsible for planning in the unincorporated areas. While both lay out circulation plans for their jurisdictions, metropolitan planning organizations lead multimodal transportation planning throughout urbanized areas, in collaboration with their member agencies, which typically include all cities, towns, counties, and tribal governments in the planning area. The Maricopa Association of Governments (MAG) is the designated metropolitan planning organization for the Community.

Social and Economic Considerations

Social and economic impacts are not regulated by federal, state, or local governments. The Arizona Department of Transportation's (ADOT's) National Environmental Policy Act (NEPA) guidance (ADOT 2019) requires a socioeconomic impact analysis. Title VI of the Civil Rights Act of 1964 (Title VI) requires an evaluation of potentially disproportionate adverse effects on protected populations.

Cultural Resources

The proposed Interstate 10 (I-10) and Koli Road Traffic Interchange (TI) project qualifies as a federal undertaking subject to compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (54 U.S. Code [USC] Section 300101 et seq.) and its implementing regulations (36 Code of Federal Regulations [CFR] Section 800). Section 106 requires the responsible federal agency

to consider the effects of its actions on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking. Historic properties are cultural resources that qualify for listing on the National Register of Historic Places (NRHP). Pursuant to 23 USC Section 327 and a Memorandum of Understanding dated June 25, 2024, ADOT has been assigned the lead agency for the undertaking's NHPA compliance.

The area of potential effects for the project is defined as the Recommended Build Alternative, if chosen, including any area of new easement or temporary construction easements.

Section 4(f) and 6(f) Resources

Section 4(f) of the Department of Transportation Act of 1966 establishes a key regulatory framework aimed at preserving public parks, recreation areas, wildlife and waterfowl refuges, and significant historic sites. The provision prohibits the U.S. Department of Transportation from approving any project that uses land from these protected resources unless there is no feasible and prudent alternative and the action includes all possible planning to minimize harm. Codified in 49 USC Section 303 and 23 USC Section 138, Section 4(f) is a cornerstone of environmental protection in transportation project development. It mandates thorough environmental reviews and documentation, often integrated with the NEPA process, ensuring that protected resources are considered and safeguarded during the planning and implementation of transportation projects.

Section 6(f) of the Land and Water Conservation Fund (LWCF) Act of 1965 provides important protections for outdoor recreation areas funded through the LWCF. Under this provision, any public park or recreation area that has received LWCF funding cannot be converted to non-recreational use without approval from the National Park Service. The law requires that any conversion be mitigated by replacing the affected land with other property of at least equal recreational value, location, and utility. Section 6(f) is integral to preserving outdoor recreational spaces, ensuring that federally funded investments in public recreation remain accessible to the public in perpetuity. It also establishes a rigorous review process for proposed land conversions, which must demonstrate compliance with mitigation and replacement requirements to maintain the integrity of the national recreation estate.

Traffic and Transportation

ADOT's NEPA guidance (2019) requires the evaluation of traffic and transportation in an environmental assessment (EA). In addition, ADOT has prepared statewide plans that provide a framework for future I-10 improvements:

- *I-10 East Corridor Profile Study, State Route 202L to the New Mexico State Line* (ADOT 2017a)
- *Arizona State Freight Plan* (ADOT 2017b)
- *Arizona's Key Commerce Corridors* (ADOT 2014)

Air Quality

The federal Clean Air Act of 1970 established standards for common air pollutants to protect the public health and welfare. The Clean Air Act established National Ambient Air Quality Standards (NAAQS) for six pollutants: carbon monoxide, nitrogen dioxide, ozone, particulate matter/fine particulate matter, sulfur dioxide, and lead (Table B-1). Air pollutants at or below the NAAQS protect sensitive groups (people with asthma or other respiratory illnesses) from health effects caused by pollution.

Table B-1. National Ambient Air Quality Standards

Pollutant	Averaging time	Primary standard	Secondary standard
Carbon monoxide	1-hour	35 ppm	No standard
	8-hour	9 ppm	No standard
Nitrogen dioxide	1-hour	0.100 ppm	No standard
	Annual	0.053 ppm	0.053 ppm
Ozone	8-hour	0.070 ppm	0.070 ppm
Particulate matter	24-hour	150 $\mu g/m^3$	150 $\mu g/m^3$
Fine particulate matter	24-hour	35 $\mu g/m^3$	35 $\mu g/m^3$
	Annual	12 $\mu g/m^3$	15 $\mu g/m^3$
Sulfur dioxide	1-hour	0.075 ppm	No standard
	3-hour	No standard	0.5 ppm
Lead	Rolling 3-month average	0.15 $\mu g/m^3$	0.15 $\mu g/m^3$

Source: 40 CFR Section 50
Note: The 1-hour standard for ozone was phased out in 2005 but is applicable to previously designated nonattainment areas.
$\mu g/m^3$ = micrograms per cubic meter, ppm = parts per million

In addition to the NAAQS pollutants, the U.S. Environmental Protection Agency (EPA) regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (for example, airplanes), and stationary sources (for example, factories or refineries).

Mobile source air toxics (MSATs) are compounds that are emitted from highway vehicles and nonroad equipment. The Federal Highway Administration (FHWA) currently considers seven priority transportation toxics: acrolein, benzene, 1,3 butadiene, diesel particulate matter plus diesel exhaust organic gases, formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority MSATs, the list is subject to change.

Noise

23 CFR Part 772 outlines procedures for preparing operational and construction noise studies and evaluating noise abatement for highway projects. Traffic noise impacts are considered significant when the predicted noise level approaches or exceeds the noise abatement criteria (NAC) specified in 23 CFR Part 772, or when a predicted noise level substantially exceeds the existing noise level (a “substantial” noise increase). Table B-2 summarizes the NAC corresponding to various land use activity categories.

ADOT's *Noise Abatement Requirements* (NAR) comply with 23 CFR Part 772 and define a noise increase as "substantial" when the predicted noise levels for a future build exceed existing noise levels by 15 A-weighted decibels (dBA). The NAR also states that a sound level is considered to approach the NAC when the sound level is within 1 decibel of the NAC identified in 23 CFR Part 772 (that is, 66 dBA approaches the NAC of 67 dBA, but 65 dBA does not).

Table B-2. Noise Abatement Criteria

Activity category	$L_{Aeq(h)}$[a], dBA	Description of activity category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[b]	67 (Exterior)	Residential
C[b]	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E[b]	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	—	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	—	Undeveloped lands that are not permitted

Source: ADOT NAR, revised May 4, 2017
[a] The hourly equivalent sound level, $L_{Aeq(h)}$, represents the A-weighted sound level that contains the same amount of acoustic energy as the actual time-varying A-weighted sound level over one hour.
[b] Includes undeveloped lands permitted for this activity category.

ADOT considers abatement measures as mitigation for receivers predicted to be affected by traffic noise associated with a proposed transportation project. A mitigation measure, such as a noise barrier, must be both feasible and reasonable. ADOT's NAR stipulates that noise mitigation is considered reasonable when it achieves at least a 5 dBA reduction in highway traffic noise for 50% of affected receptors, and a 7 dBA reduction for the closest receptors. The maximum cost for mitigation is set at $49,000 per benefited receptor, with costs for barriers at $35 per square foot or $85 per square foot if constructed on a structure.

Utilities

The proposed project must comply with state and local regulations governing utility relocations, right-of-way coordination, and environmental compliance. A.R.S. Title 28, Chapter 22 and the ADOT *Utility and Railroad Engineering Manual* provide guidelines for utility accommodation within the state highway right-of-way.

Visual Resources

Under NEPA, it is the responsibility of the federal government to "… assure for all Americans safe, healthful, productive, and *esthetically* and culturally pleasing surroundings …" (emphasis added; 42 USC Section 4331). FHWA's 2015 *Guidelines for the Visual Impact Assessment of Highway Projects* was the primary methodology guide for this study.

Drainage and Floodplain Considerations

In Arizona, drainage and floodplain management is governed by a combination of federal, state, and local regulations aimed at mitigating flood risks and protecting water resources. The Federal Emergency Management Agency provides floodplain mapping and guidelines through the National Flood Insurance Program, which local jurisdictions must follow. The Arizona Department of Water Resources oversees floodplain management at the state level, ensuring compliance with floodplain regulations. Local governments are responsible for implementing floodplain management practices, with municipalities such as Phoenix and Tucson having specific regulations for flood control and stormwater management. Arizona's Stormwater Quality Standards further require development projects to manage drainage and water quality, particularly in urban areas, to prevent exacerbating flood risks.

Sections 404, 401, and 402 of the Clean Water Act and National Pollutant Discharge Elimination System

Clean Water Act – Section 404 and Section 401

Section 404 of the Clean Water Act (CWA) regulates activities in Waters of the U.S. (WUS), particularly actions that would discharge dredged or fill material into WUS. The definition of WUS is determined by EPA and the U.S. Army Corps of Engineers (Corps). Over the years, this definition has varied. The Corps administers the regulatory program and issues permits for actions in WUS.

Under Section 401 of the CWA, a Section 404 permit cannot be issued unless a Section 401 water quality certification (WQC) is issued as well. The WQC ensures that surface water quality is protected during permitted activities. EPA regulates the issuance of Section 401 WQCs, except in states where the responsibility has been assumed by that state's environmental bureau or department. In Arizona, the Arizona Department of Environmental Quality (ADEQ) has assumed responsibility for WQC application review and issuances.

Clean Water Act – Section 402

Section 402 of the CWA requires that a National Pollutant Discharge Elimination System (NPDES) permit be obtained for any discharge of pollutants from a point source to surface waters (WUS) or discharge into a municipal separate storm sewer system (MS4). In Arizona, ADEQ has assumed responsibility for the NPDES permit program, and operates the Arizona Pollutant Discharge Elimination System (AZPDES) and NPDES permit programs. For construction projects that disturb over 1 acre that would discharge pollutants into a WUS or MS4, an AZPDES permit is typically required.

Biological Resources

Gila River Indian Community Native Plant Ordinance

The Community's Ordinance GR-03-90, or Native Plant Ordinance, includes stipulations for the protection of certain species of plants; regulates the removal, salvage, and disposal, of certain plant species; outlines the necessity of permits for plant removal; and provides guidelines on enforcement of the ordinance. Because the proposed project would take place entirely on Community land, removal of vegetation for the proposed project would adhere to the Native Plant Ordinance. Additionally, the Community has a list of Focal Species that are of cultural and traditional importance and include plant and animal species.

Federal Endangered Species Act

The federal Endangered Species Act (ESA) of 1973 establishes protections for certain fish, wildlife, and plants that have been listed by the U.S. Fish and Wildlife Service as threatened or endangered. The law requires agencies to ensure that their actions would not be likely to jeopardize the continued existence of the listed species or their designated critical habitat.

Federal Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act of 1918 prohibits the take (which includes killing, capturing, selling, trading, transport, and harassing) of protected migratory bird species. The law protects native bird species and their parts, including feathers, eggs, and nests.

Federal Fish and Wildlife Coordination Act

The federal Fish and Wildlife Coordination Act establishes standards to protect fish and wildlife resources for federalized projects that may affect a stream or other body of water.

Prime and Unique Farmland

Prime and unique farmland is regulated under the Farmland Protection Policy Act of 1981, administered by the U.S. Department of Agriculture's Natural Resources Conservation Service (NRCS). The Act aims to minimize the impact of federally funded projects on farmland classified as prime or unique farmland, or farmland of statewide or local importance. The NRCS Soil Surveys determine whether land meets the criteria for prime and unique farmland based on soil properties, moisture availability, and location.

Hazardous Materials

Environmental regulations are developed and enforced by federal, state, local and tribal governments. States such as Arizona have certain environmental regulations that are at least as strict as the federal regulations and have obtained primacy to enforce those regulations. Other regulations remain federally mandated. Table B-3 summarizes common regulations that pertain to hazardous materials.

Table B-3. Hazardous materials regulations

Regulation	Description
Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), enacted in 1980 (42 USC Section 9601 et seq.) and subsequently amended by the Superfund Amendments and Reauthorization Act (42 USC Section 9601 et seq.) (Superfund)	This law authorized EPA to identify parties responsible for contamination of closed or abandoned sites and compel the parties to clean up the sites. Sites are reported to EPA and, based on the results of an investigation, EPA either determines that no further action is necessary at the federal level (but may refer the site to the state for additional activities), or can place the site on the National Priority List (NPL). Sites remain on the NPL until cleanup activities have been completed and the site is removed or delisted.
Formerly Used Defense Sites (FUDS)	The U.S. Department of Defense used land to train and test soldiers and weapons to ensure the nation's military readiness. It is responsible for environmental restoration (cleanup) of properties that were formerly owned by, leased to, or otherwise possessed by the United States and under the jurisdiction of the Secretary of Defense prior to October 1986. Environmental cleanup of FUDS sites is conducted under CERCLA.
Resource Conservation and Recovery Act (RCRA) (42 USC Section 321 et seq.), enacted in 1976	RCRA establishes a framework for the management of both solid waste and solid hazardous waste. RCRA Subtitle C authorizes EPA to develop regulations for cradle-to-grave management of these wastes.
Arizona state regulations for management of both solid waste (A.R.S. Title 49, Chapter 4, and Arizona Administrative Code [AAC] Title 18, Chapter 13) and hazardous waste (A.R.S. Title 49, Chapter 5, and AAC Title 18, Chapter 8)	ADEQ regulates hazardous waste through primacy and implementation of EPA regulations. State solid waste regulations in Arizona regulate solid waste facilities (landfills), including municipal and non-municipal solid waste landfills; biohazardous medical waste facilities; solid waste transfer stations; waste tire collection sites; special waste transporters and receivers; used oil marketers, processors, and transporters; battery collection sites, and many others.
Water Quality Assurance Revolving Fund (WQARF) (A.R.S. Title 49, Chapter 2 and AAC Title 18, Chapter 16)	The State of Arizona has regulations to address sites potentially affected by hazardous substances. This program is administered by ADEQ. The model of the WQARF program is similar to CERCLA, with sites investigated and either cleaned up or granted a determination that no further action is necessary.
Underground Storage Tanks (USTs) (A.R.S. Title 49, Chapter 6, and AAC Title 18, Chapter 12)	Regulation of USTs that are used to store gasoline, petroleum products, or certain hazardous substances is the responsibility of ADEQ. USTs are commonly used at retail fueling stations, auto repair facilities, and fleet service operations. Releases from USTs (that is, leaking USTs [LUSTs]) must be reported to ADEQ and investigated to evaluate whether remedial action is required. Regulations provide guidance for remediation of releases and closure of facilities after remediation is complete.
Voluntary Remediation Program (VRP) and Brownfields	The VRP encourages property owners and other interested parties to voluntarily remediate affected properties. Ineligible sites include those that are listed on the WQARF registry with the same contaminants of concern, and hazardous waste sites and UST sites undergoing certain remedial actions required by ADEQ, a court of law, or an administrative order. The Brownfields program assists with clean up and redevelopment of abandoned or underutilized properties where reuse is complicated by actual or perceived environmental contamination. The Brownfields program is administered through ADEQ with funding from the EPA state response grant.
Other regulations	Other state and federal regulations exist; however, they are not applicable to this proposed project since there are no identified facilities under their jurisdiction within the Study Area.

Materials Sources and Waste Materials

Arizona's regulatory standards for material sources and waste materials establish guidelines to ensure environmental protection, public health, and legal compliance. These regulations define key terms such as material sources, waste materials, recyclable materials, and hazardous waste. All material extraction sites must be permitted through the appropriate state agencies, and environmental impact assessments are required before operations begin. Operators must adhere to dust control, water conservation, and reclamation plans, along with compliance with air, water, and noise quality standards. Regular monitoring and reporting are mandated to maintain transparency and accountability.

Waste material management regulations require proper disposal following ADEQ guidelines, prohibiting illegal dumping and encouraging recycling and reuse. Construction and demolition waste should be separated for potential repurposing, while hazardous waste must be handled according to strict labeling, transportation, and containment protocols.

Enforcement measures include inspections and audits, with penalties such as fines, permit revocation, and legal action for non-compliance. Repeat offenses can lead to increased penalties and potential criminal charges. The regulation is periodically reviewed and updated to align with evolving environmental and industrial standards, ensuring continued effectiveness. The regulation becomes effective upon approval and publication by the State of Arizona, with compliance required from all relevant entities.

Secondary Impacts

Secondary impacts are defined by Council on Environmental Quality (CEQ) guidelines as impacts that “are caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable” (40 CFR Section 1508.8). Secondary impacts from the proposed project would occur after the new TI becomes operational. Such impacts may include growth-inducing effects and other effects related to changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems. Secondary impacts also can be considered as effects that would not occur if the project did not occur. Actions that may induce secondary (or indirect) impacts can be less obvious than those identified as direct impacts.

ADOT uses FHWA guidance, which supplements the CEQ guidance, to assess secondary and cumulative impacts—*Secondary and Cumulative Impact Assessment in the Highway Development Process* (1992). Secondary and cumulative impacts are described based on type (neutral, positive, or negative), severity (minor, moderate, or substantial), and duration (temporary or permanent).

Cumulative Impacts

CEQ regulations define cumulative effects as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative effects can result from individually minor, but collectively significant actions taking place over a period of time” (40 CFR Section 1508.7). CEQ recommends that cumulative impact analyses examine resources that could be affected by the action under investigation or that could potentially be at risk.

For this cumulative impact assessment, transportation and other development was considered. The analysis assumed that planning documents for the Community will direct future development in the area. This development would likely occur eventually with or without the new TI.

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Appendix D. Land Use and Socioeconomic Report

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ARIZONA DEPARTMENT OF TRANSPORTATION

Draft Land Use and Socioeconomic Report

Interstate 10 and Koli Road Traffic Interchange

Maricopa County, Arizona

ADOT Project No. F0701 01L

May 2025

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

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1 Introduction

The Arizona Department of Transportation (ADOT) proposes to build the new Koli Road traffic interchange (TI) on Interstate 10 (I-10) in south-central Maricopa County. The proposed TI would be located on I-10 at approximately milepost 163.5, between the existing Wild Horse Pass Boulevard TI and State Route (SR) 347/Queen Creek Road TI. The proposed action is located on Gila River Indian Community (Community) land just south of the cities of Phoenix and Chandler (Figures 1 and 2). The new Koli Road TI would connect with Maricopa Road to the west of I-10 through an extension of Koli Road, which would be built by the Community as a separate project. The Koli Road TI is being evaluated to meet the Federal Highway Administration's National Environmental Policy Act (NEPA) requirements.

This report discusses the land use, social, and economic characteristics of the Study Area and describes the potential effects of the proposed Koli Road TI by comparing the Recommended Build Alternative with the No-Build Alternative.

I-10 is a major transportation route for both freight and passenger traffic in Arizona, connecting Arizona's largest major metropolitan areas of Phoenix and Tucson. I-10 carries both interstate and commuter traffic destined to and from the Phoenix area. The existing I-10 TIs at Wild Horse Pass Boulevard and SR 347/Queen Creek Road provide access to commercial enterprises on the Community that offer important employment opportunities for Community members. Extensive future development is planned for the Wild Horse Pass area.

At milepost 163.5, I-10 is classified as an urban freeway, with two general purpose lanes and one auxiliary lane in each direction. An unpaved median with a cable barrier system separates the eastbound and westbound lanes. The Study Area for the proposed TI extends approximately 0.5 mile east of I-10, 1.2 mile north of milepost 163.5, and 1.5 mile south of milepost 163.5. To the west, the Study Area extends farther out—from 0.5 to 1.7 mile west of I-10—to encompass the existing Maricopa Road.

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

- provide efficient access to the Community to and from I-10
- improve emergency vehicle response times from the Community Fire Station
- improve traffic management on I-10 during incidents
- accommodate growth in population and employment

With the No-Build Alternative, a new TI would not be provided on I-10 in the Study Area. Maintenance of I-10 and the nearby TIs (at Wild Horse Pass Boulevard and SR 347/Queen Creek Road) would continue. With the No-Build Alternative, issues related to poor and inefficient access to Community land, inadequate emergency response times during special events, traffic management challenges during incidents, and inadequate infrastructure to handle substantial visitor population and employment growth would continue and worsen over time as the Wild Horse Pass Development Authority (WHPDA) Master Plan is implemented.

Figure 1. Project location in state

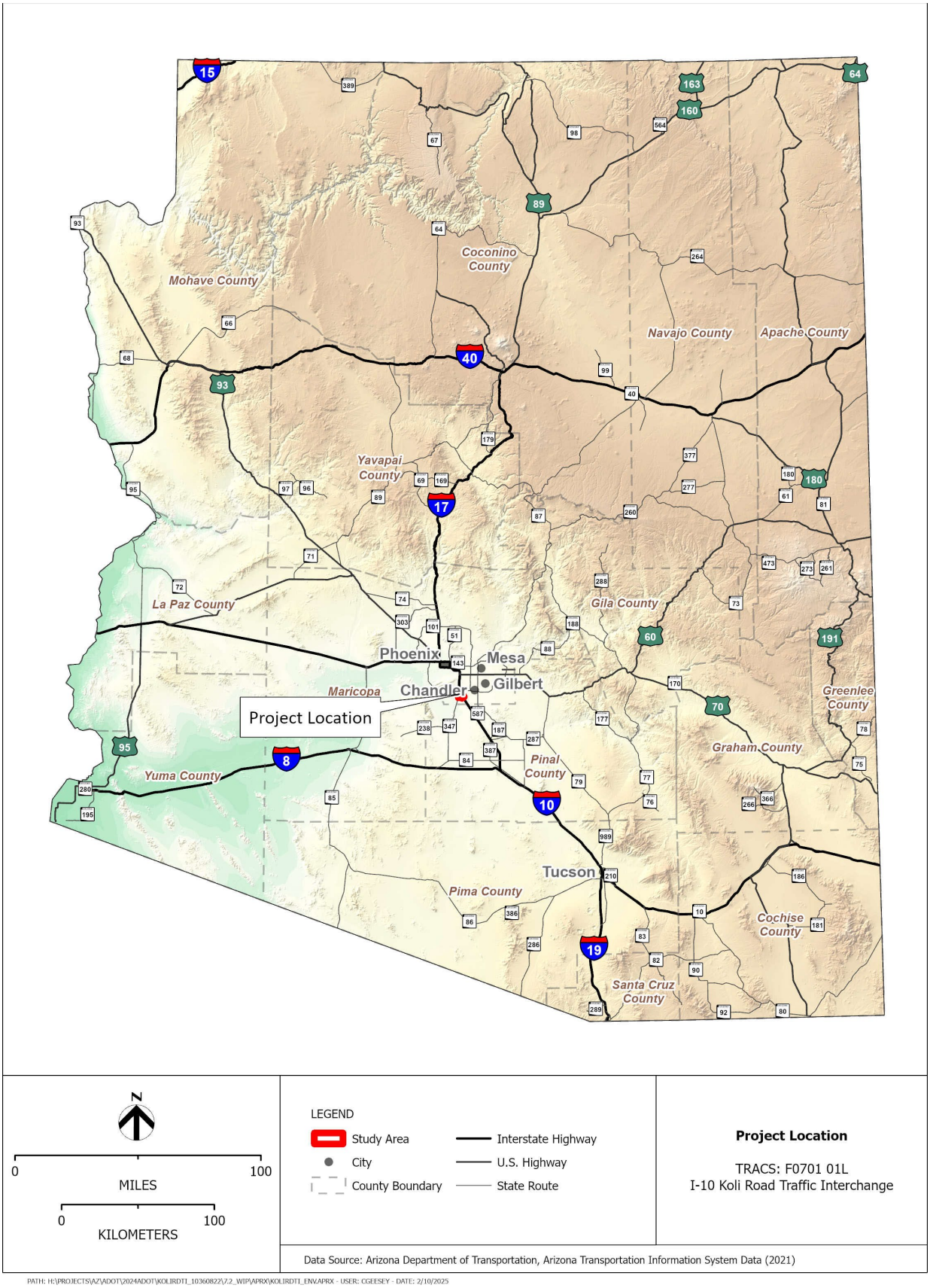
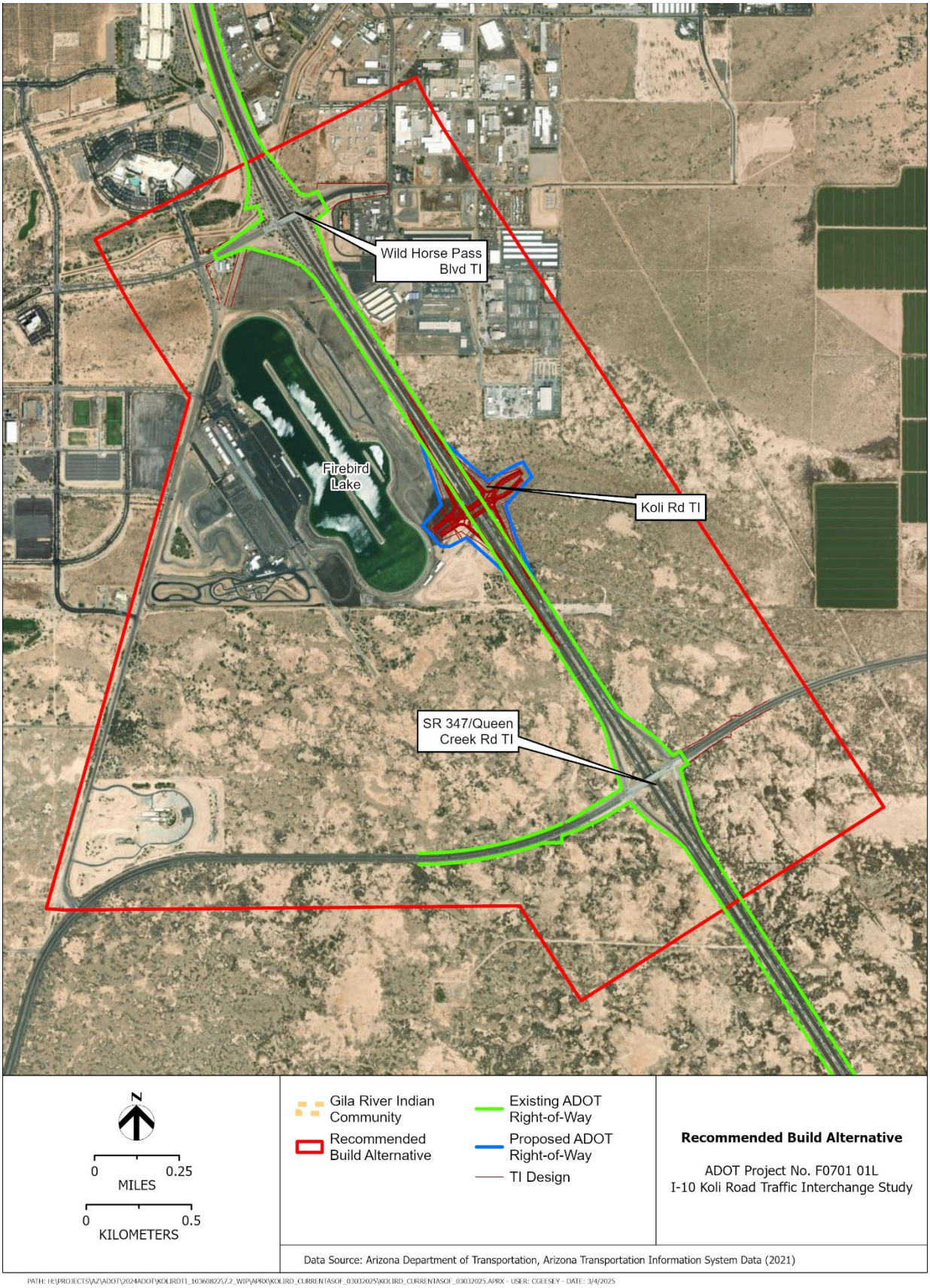


Figure 2. Study area and footprint



2 Land Ownership, Jurisdiction, and Use

The proposed Koli Road TI is located entirely on Community land in south-central Maricopa County, just south of the cities of Phoenix and Chandler. The proposed TI would be located on I-10 at approximately milepost 163.5, between the existing Wild Horse Pass Boulevard TI and SR 347/Queen Creek Road TI. For the purposes of this analysis, the area up to 150 feet beyond the required right-of-way (ROW) would be cleared. No construction would occur within the 150-foot buffer beyond the ROW, but the area is being cleared in case it is needed for staging or access. Use of the 150-foot buffer would require temporary construction easements from the Community.

2.1 Regulatory Setting

Arizona state law requires that communities update their general or comprehensive plan every 10 years (Arizona Revised Statutes [A.R.S.] § 9-461.05 for incorporated municipalities, and A.R.S. § 11-804 for counties). These plans establish a long-range blueprint, and goals and policies, to guide future growth and development, mapping a future envisioned for 20 or more years ahead.

The Arizona Growing Smarter/Growing Smarter Plus state legislation outlines the statutory requirements of general and comprehensive plan documents. These requirements are based on population size and whether the jurisdiction is an incorporated municipality or county, dictating a minimum series of elements. An element is a specific section of the plan that discusses a particular planning topic, such as land use, transportation, housing, economic development, energy, and public services. All plans must present existing and planned land uses and transportation strategies and related regulations.

The Community, as a sovereign Native American tribe, has a number of governmental departments that aid its members. The Community provides land use and zoning services through its Land Use Planning and Zoning Department—part of the overall Community Development Services Group.

Each city and town in Arizona regulates land use planning within its municipal planning area, while counties are responsible for planning in the unincorporated areas. While both lay out circulation plans for their jurisdictions, metropolitan planning organizations lead multimodal transportation planning throughout urbanized areas, in collaboration with their member agencies, which typically include all cities, towns, counties, and tribal governments in the planning area. The Maricopa Association of Governments (MAG) is the designated metropolitan planning organization for the Community.

2.2 Land Ownership and Jurisdiction

The Koli Road TI Study Area is located entirely on Community land. In the Community, there are two types of land ownership: tribal and allotted. Tribal land is owned by the United States and held in trust for the benefit of the Community. Allotted lands are parcels owned by the United States for the benefit of individuals in the Community; many of these parcels have been passed down to designated heirs of the original allottees. Allotted land on Native American reservations in the U.S. is based on the General Allotment Act of 1887. The purpose of the Act was to allot tribally owned lands into small, private, individually owned tracts of land. The Community was one of seven tribes in Arizona to become an

"allotted tribe."[1] When the allotment process was completed in the Community, over 96,000 acres of land was allotted to nearly 4,900 members of the Community. The allotment process took place in the Community between 1914 and 1922.

Land allotted to individuals in the Community was broken out of larger sections that were originally tribal land. The allotted land is based on trust patents held by the U.S. government. The types of allotments include those with rights to water primarily for agricultural use—a primary allotment—and a non-irrigable grazing allotment with no assurance of water—a secondary allotment. Because of the trust patents, allotments could not be sold, mortgaged, taxed, or encumbered for a period of 25 years. Tribal and allotted parcels in the Community are interspersed with each other throughout the Study Area.

2.3 Existing and Future Land Use

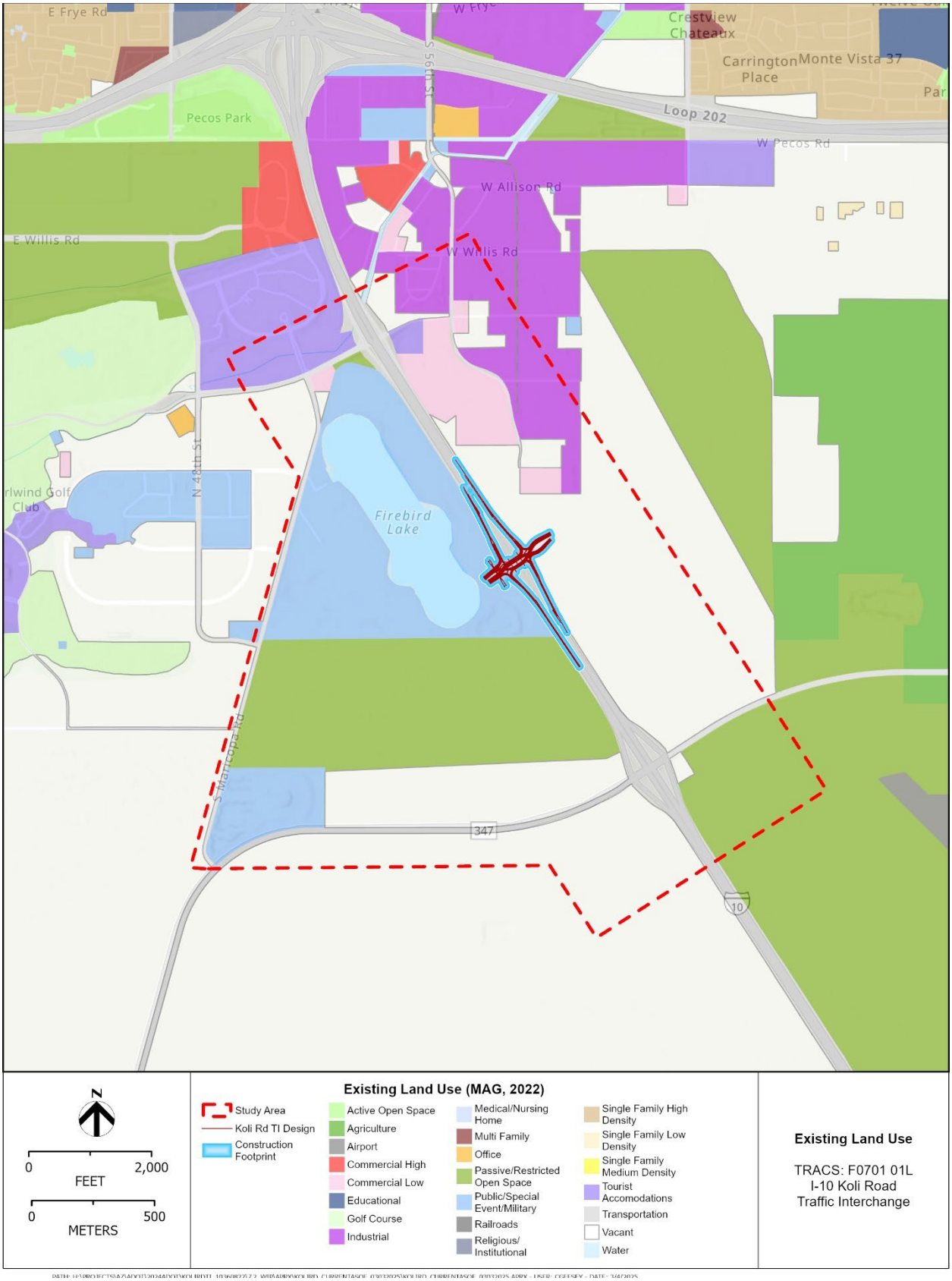
This section describes existing and future land use in the Study Area.

2.3.1 Existing Land Use

Existing land uses in the Study Area are documented in the MAG Existing Land Use dataset (2022). While the Study Area encompasses multiple land uses, those immediately adjacent to the TI include vacant, public/special event/military, and passive/restricted open space. As illustrated in Figure 3 and summarized in Table 1, the predominant land use in the Study Area is vacant (29.7 percent), followed by industrial and passive/restricted open space (both 18.7 percent). Together, these uses account for approximately 67.2 percent of the land in the Study Area. The portion of the study area identified as water use (4.4 percent) encompasses Firebird Lake, which is being decommissioned and redeveloped.

[1] https://www.familysearch.org/wiki/en/Allotment_Records_for_Indigenous_Peoples_of_the_United_States, site accessed July 14, 2021

Figure 3. Existing land use



Source: MAG Existing Land Use Dataset, 2022

Table 1. Existing land use

Category	Acres	Percentage of Total
Commercial Low	94.53	3.2%
Industrial	558.39	18.7%
Passive/Restricted Open Space	558.18	18.7%
Public/Special Event/Military	385.32	12.9%
Railroads	106.86	3.6%
Tourist Accommodations	63.70	2.1%
Transportation	194.81	6.5%
Vacant	886.37	29.7%
Water	131.80	4.4%
Total	**2,979.96**	**100.0%**

Source: MAG Existing Land Use Dataset, 2022

2.3.2 Future Land Use

Future land uses in the Study Area were obtained through a review of Community planning documents. The area of the Community from the northern boundary with Phoenix and Chandler to the I-10 and SR 347/Queen Creek Road service TI in the Wild Horse Pass area is planned as infill development of currently undeveloped parcels. The Community has a master plan for additional commercial and event uses on the western side of I-10. Planned development includes over 3,000 acres to be completed in various phases between 2030 and 2060. As part of this WHPDA master plan, Firebird Lake is slated for decommissioning in favor of other land uses, independent of the proposed Koli Road TI, as outlined in the joint project agreement for the project. In addition, industrial, mixed use, and commercial uses would infill existing vacant parcels east of I-10.

2.4 Environmental Consequences

Existing and planned future land uses were evaluated to determine whether the Koli Road TI project would affect such uses in an adverse or beneficial manner, based on a review and analysis of existing conditions.

2.4.1 Recommended Build Alternative

The Recommended Build Alternative would require 28.5 acres of new, long-term easement converting existing land uses, including portions of vacant parcels, Firebird Lake,[2] and the Wild Horse Pass Motorsports Park, to a transportation land use. Of the total acreage required for additional easement, only allotted land would be affected. As summarized in Table 2, the Koli Road TI would require no new long-

[2] All activities at Firebird Lake have ceased and the lake is being drained as part of the Community's plans, as outlined in its master plan for the area.

term freeway easement or billboard relocations from Tribal land. For allotted land, which is owned by individuals rather than the Tribe, and under the jurisdiction of the U.S. Bureau of Indian Affairs (BIA), the Recommended Build Alternative would require 28.5 acres of new long-term freeway easement and three billboard relocations. The relocation of billboards would be coordinated with the Community. The cost of the new long-term freeway easement would be determined through negotiations with the Tribe, BIA, and allottees. None of the allottee parcels have any development that would be affected, and parcel access is not expected to materially change from the existing conditions today. If parcel access were affected, it would be adequately compensated for during the acquisition process.

Table 2. Additional new ADOT easement for tribal and allotted land

Feature	Tribal land acreage	Allotted land acreage	Number of allotted parcels affected
Koli Road TI	0.0	28.5	11

2.4.2 No-Build Alternative

The No-Build Alternative would not result in changes to existing or future land use patterns or the acquisition of land in the study area. Under the No Build Alternative, Firebird Lake would still be decommissioned and converted to commercial and event uses. The No Build Alternative would not conform to plans and policies established by regional planning organizations, ADOT, and the Community regarding future development based on an efficient transportation system. It is possible that development could slow without convenient access.

2.5 Mitigation Measures

ADOT and the contractor shall follow the federal laws, regulations, and guidelines and the ADOT standards and specifications to avoid, minimize, and mitigate impacts for all relevant environmental resources, including the following related to land acquisition:

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- Uniform Relocation Act Amendments of 1987
- ADOT's *Public Involvement Plan*
- ADOT's *Right of Way Procedures Manual*

3 Social and Economic Considerations

This section describes the potential social and economic impacts of the proposed action on the local and surrounding population.

3.1 Regulatory Setting

Social and economic impacts are not regulated by federal, state, or local governments. However, ADOT's NEPA guidelines require a socioeconomic impact analysis. The evaluation process involves measuring the effect that a proposed project would have on the community and economy in a specified area. Title VI of the Civil Rights Act of 1964 (Title VI) requires an evaluation of potentially disproportionate adverse effects on protected populations.

The public involvement plan developed for the Koli Road TI was prepared in adherence to Title VI and complies with ADOT and Federal Highway Administration (FHWA) guidelines. A discussion of the public outreach activities can be reviewed in the Draft Environmental Assessment, Part V, *Public Involvement and Coordination*.

3.2 Social Conditions

3.2.1 Community Facilities

Community facilities and services are those that support the social fabric of an area and include schools; religious facilities; community/civic centers; senior centers; health care facilities; social service facilities; cultural facilities; police, fire, and emergency services; government buildings; intermodal facilities; business districts; parks and recreational areas; major attractors; and other facilities that improve quality of life.

Community facilities in the Study Area include the Community Fire Station 429 at 5002 N. Maricopa Road and the Huhugam Heritage Center at 21359 S. Maricopa Road. Major attractions in the Study Area include the Wild Horse Pass Motorsports Park at 20000 S. Maricopa Road and the Gila River Resorts & Casinos – Wild Horse Pass at 5040 Wild Horse Pass Boulevard.

3.2.2 Community Character and Cohesion

Community character and cohesion is generally defined as the degree to which residents have a sense of belonging to their neighborhood. It is also defined by their level of commitment to the community or as a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. The impacts on neighborhood character and cohesion from highway projects can, therefore, be examined through changes to the social fabric of a community from residential displacements, property acquisition, changes in access and circulation, barrier effects, noise, and similar changes caused by the construction and long-term operation of a freeway facility.

The northern portion of the Study Area features commercial and industrial development, including the Wild Horse Pass Motorsports Park. The southern portion of the Study Area is characterized by open space and undeveloped land. No residential development occurs in the Study Area.

3.2.3 Demographic Characteristics

Population and employment data were obtained from MAG for the portion of the Community within Maricopa County. The data were collected at the regional analysis zone level. A regional analysis zone is a discrete section of a community in which demographic data are analyzed by MAG.

The Community population is projected to remain essentially the same between 2020 and 2050. Employment is projected to grow by 72 percent (Table 3), contributing to increased traffic levels on I-10 and local roadways in the Study Area.

Table 3. Population and employment projections

Location	2020	2040	2050	% increase (2020–2050)
Population				
Gila River Indian Community in Maricopa County[a]	3,583	3,589	3,590	0.2
Employment				
Gila River Indian Community in Maricopa County[a]	6,857	11,136	11,785	71.9

Source: MAG 2023 Socioeconomic Projections
[a] regional analysis zone 324

3.2.4 Title VI of the Civil Rights Act

This section discusses minority populations in the Study Area and region. ADOT must comply with Title VI, which states that no person "shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination" under any federally funded program or activity (Public Law 88-352).

For this report, the Title VI analysis considered minority populations in the census tract overlapping the Study Area. The minority groups considered are include people who identify themselves as follows:

- Hispanic or Latino (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race)
- Black or African American (a person having origins in any of the black racial groups of Africa)
- American Indian or Alaskan Native (a person having origins in any of the original people of North America, South America, including Central America, and who maintains cultural identification through Tribal affiliation or community recognition)
- Asian (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent)
- Native Hawaiian or Other Pacific Islander (people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands)

Additionally, the analysis included those with limited English proficiency (LEP), as follows:

- Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English.

The Study Area lacks residential areas and, therefore, has no residential population. It is within census tract 9411, which measures 35 square miles and extends from SR 202L on the north to the Maricopa County line on the south, and from approximately the 40th Street alignment on the west to the Old Price Road alignment on the east. Census tract 9411 encompasses land that is largely undeveloped, or developed with commercial and industrial uses, and thus has a small population of only 31. Table 4 shows minority and language demographic information for census tract 9411, as compared with Maricopa County. As shown in the table, census tract 9411 has a much higher Asian population percentage (100 percent) than Maricopa County (4.3 percent), and more people who speak English "less than very well" (16.1 percent) than Maricopa County (8.3 percent).

Table 4. Minority and language demographic information

Minority population/language	Population % in census tract 9411	Population % in Maricopa County
Hispanic or Latino	0.0	31.7
Black or African American	0.0	5.7
American Indian or Alaskan Native	0.0	1.9
Asian	100.0	4.3
Native Hawaiian or Other Pacific Islander	0.0	0.2
Two or more races	0.0	13.5
Some other race	0.0	7.6
LEP	16.1	8.3

Source: U.S. Census Bureau, *2018–2022 American Community Survey 5-Year Estimates*, Tables DP05 and C16001

In a larger context, the Study Area is within the Community, which encompasses 583 square miles and has a population of 12,179. The Community's population is 85 percent Native American (U.S. Census Bureau 2022). I-10 is an important route through the Community, connecting Community members based in Sacaton, Casa Blanca, Bapchule, and other residential areas south of the Study Area to Community enterprises in the Wild Horse Pass area and to the larger Phoenix metropolitan area.

Table 5 shows the percentages of low-income and other vulnerable populations in census tract 9411 and in Maricopa County.

Table 5. Low-income and other demographic information

Low-income or vulnerable population	Population % in census tract 9411	Population % in Maricopa County
Low-income households[a]	0.0	12.0
Elderly – over age 65	0.0	15.6
Disabled – under age 65	0.0	6.9
Female head of household	0.0	14.8
LEP[b]	16.1	8.3

Source: U.S. Census Bureau, *2018–2022 American Community Survey 5-Year Estimates*, Tables B17021, B01001, B18101, B11002, and C16001

[a] A low-income population is defined as having a median household income at or below the U.S. Department of Health and Human Services poverty guidelines for a four-person household in 2022, which was $27,750.

[b] Limited English proficiency is defined as speaking English "less than very well."

The EA discusses public outreach conducted for the study in Part V, *Public Involvement and Coordination*.

3.3 Economic Conditions

Table 6 provides data on the major employers by industry type in the Study Area, as well as in the Community in Maricopa County. The data were obtained from the MAG Employer Database—employers with 5 or more employees in 2022—and aggregated for the study to show the types of employers that make up the local economy in and near the Study Area.

Table 6. Local employers (by industry)

Industry type	Employers	Employees
Gila River Indian Community – Study Area		
Construction	2	120
Consumer services	2	59
Hospitality, tourism, and recreation	2	33
Metal inputs and transportation-related manufacturing	2	550
Non-metallic manufacturing	1	270
Retail	3	32
Transportation and distribution	2	17
Gila River Indian Community – Maricopa County		
Business services	2	34
Construction	13	607
Consumer goods manufacturing	2	10
Consumer services	11	153
Education	5	85
Finance, insurance, and real estate	2	16
Government, social, and advocacy services	7	181
Health care	4	137
High tech manufacturing and development	3	281
Hospitality, tourism, and recreation	11	3,170
Media, publishing, and entertainment	1	10
Metal inputs and transportation-related manufacturing	7	901
Non-metallic manufacturing	4	390
Resource-dependent activities	1	11
Retail	60	826
Telecommunications	2	23
Transportation and distribution	9	138

Source: MAG Employer Database, employers with 5 or more employees, 2022

The data presented in Table 6 illustrate a distribution of employee numbers across various industries and businesses. The distribution of employees by industry within the Study Area is further explained below:

- The “metal inputs and transportation-related manufacturing” sector employs the largest workforce, totaling 550 employees, with Arconic (400 employees) being the largest contributor in this category, followed by AF Steel Fabricators LLC (150 employees).
- The “non-metallic manufacturing” sector follows, with Pacific Scientific Energetic Materials Co. accounting for all 270 employees in this sector.

- In the "construction" sector, Rock Solid Concrete and Superlite Block Inc. contribute 30 and 90 employees, respectively.
- The "consumer services" industry employs 59 people, split between McDonald's (43 employees) and Arby's (16 employees).
- In the "hospitality, tourism, and recreation" industry, there are 33 employees, with Best Western (25 employees) leading this category, followed by Lone Butte 3 LLC (8 employees).
- The "retail" sector has 32 employees, with Love's Travel Stops (19 employees) employing most of them.
- The "transportation and distribution" sector employs 17 workers, split between Lone Butte RV Superstorage LLC (7 employees) and Westman Company Inc. (10 employees).

The Community has focused on increasing and diversifying its industrial, agricultural, retail, and recreational economic base and continues to expand its gaming enterprises. Additionally, the WHPDA prepared the *Wild Horse Pass Master Plan* in 2019. The Master Plan documents an economic and market analysis of the larger Phoenix metropolitan area and recommends future development to best capitalize on market opportunities at Wild Horse Pass, including apartments, hotels, a casino, office and retail space, restaurants, medical facilities, a museum, a stadium, sports facilities, a water park, outdoor festival venues, and a convention center.

3.4 Environmental Consequences

3.4.1 Recommended Build Alternative

The proposed TI would benefit community facilities in the Study Area by improving access to I-10. This would be particularly beneficial for the Community Fire Station 529, providing quicker access to I-10 and an alternative route to reach I-10 when other nearby TIs experience congestion during special events.

No impacts on community character and cohesion would occur with the proposed TI. The TI would be built adjacent to the Wild Horse Pass Motorsports Park and would not be out of character with the area. The Recommended Build Alternative would not divide any established residential areas.

The proposed TI would support the expected employment growth in the Community by providing additional access to I-10 and local roadways for employees in the Wild Horse Pass area, including the Huhugam Heritage Center and Sheraton Grand at Wild Horse Pass. The Wild Horse Pass Motorsports Park would be affected by construction of the TI, which would remove a parking area at the eastern end of the facility and interrupt the motorsports park's internal road system. However, the motorsports park has other parking areas available, and an equipment underpass would allow vehicles to pass underneath the TI ramps, thus maintaining traffic circulation in the area. During construction, detour routes would be provided to maintain circulation within the motorsports park, if necessary and in coordination with the Community. The proposed TI would also affect three billboards along I-10; however, the impact would be temporary and the billboards would be relocated.

Because no residential areas occur in the Study Area, the build alternative would not cause displacements or relocations. People traveling through the area on I-10 would experience some short-term construction

impacts, such as lane restrictions, during construction of the Koli Road TI. These short-term impacts, however, would affect all populations traveling on I-10 during construction in the same manner. Minority populations in census tract 9411 and in the larger Community would benefit, along with all populations, from the additional access to attractions and employers in the Study Area that would be provided by the new TI. The impacts on Wild Horse Pass Motorsports Park related to parking and traffic circulation would be minor and temporary because the motorsports park has other parking areas available and because detour routes within the motorsports park property would be provided during construction, as needed. Traffic circulation would be restored, as needed and in accordance with Community plans, once construction of the equipment underpass underneath the TI is completed.

The proposed TI would support continued economic growth in the Community by providing additional access to I-10 and local roadways for businesses in the Wild Horse Pass area.

3.4.2 No-Build Alternative

With the No-Build Alternative, limited access to I-10 would continue. People traveling to and from the Study Area's community facilities would need to use adjacent TIs at Wild Horse Pass Boulevard and SR 347/Queen Creek Road for access to I-10.

No impacts on community character and cohesion would occur with the No-Build Alternative because no new facilities would be built.

With the No-Build Alternative, the expected growth in employment would pose a burden on the existing I-10 TIs and local roadways because no new facilities would be built to accommodate additional traffic related to employment growth.

No impacts on minority populations would occur with the No-Build Alternative because no new facilities would be built. Minority populations and non-minority populations would continue to use the existing TIs and roadway network to reach attractions and employers in the Study Area.

With the No-Build Alternative, the expected economic growth in the Wild Horse Pass area would pose a burden on the existing I-10 TIs and local roadways because no new facilities would be built to accommodate additional employees and visitors.

3.5 Mitigation Measures

The following mitigation measures are proposed to address potential impacts related to social and economic considerations.

Arizona Department of Transportation Design Responsibilities

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

Contractor Responsibilities

- The contractor would use the most current Arizona Department of Transportation best management practices to reduce short-term adverse construction impacts related to air quality (from dust and exhaust); noise and vibration; surface and groundwater quality (from runoff); the transport, use, storage, and disposal of hazardous materials and waste; and related pollution control measures and practices during construction.
- The contractor would ensure the construction project would be managed in such a manner as to minimize temporary impacts on businesses, community facilities, and the traveling public, such as noise, vibration, dust, exhaust, traffic restrictions, and potential road closures during construction.

4 References

U.S. Census Bureau. 2022. *2018–2022 American Community Survey 5-Year Estimates*.

Wild Horse Pass Development Authority (WHPDA). 2019. *Wild Horse Pass Master Plan Index*. Gila River Indian Community, Wild Horse Pass Development Authority. November.

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Appendix E. Cultural Resources Information

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ARIZONA DEPARTMENT OF TRANSPORTATION

Katie Hobbs, Governor
Jennifer Toth, Director
Greg Byres, Deputy Director for Transportation/State Engineer
Paul O'Brien, Environmental Planning Administrator

February 10, 2025

In Reply Refer To:

TRACS No. 010 MA 166 F0701 01L
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
Area of Potential Effects Definition and Class I Report Adequacy

Mr. Travis Bone, Archaeologist
Western Regional Office
Bureau of Indian Affairs
2600 North Central Avenue, Fourth Floor Mailroom
Phoenix, AZ 85004

Dear Mr. Bone:

The Arizona Department of Transportation (ADOT), in cooperation with the Gila River Indian Community (GRIC), is proposing a new traffic interchange (TI) along Interstate 10 (I-10) between milepost (MP) 162.30 and MP 164.90, south of the city of Phoenix in Maricopa County, Arizona. The project would occur within lands owned by GRIC and ADOT easements across GRIC-owned lands.

Consulting parties for this project include ADOT, the Ak-Chin Indian Community, the Bureau of Indian Affairs (BIA) Pima Agency, the BIA Western Regional Office, the Fort Mojave Indian Tribe, the Gila River Indian Community (lead for the Four Southern Tribes), the Hopi Tribe, the Maricopa County Department of Transportation (MCDOT), the Pascua Yaqui Tribe (PYT), the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRPMIC), the Tohono O'odham Nation (TON), the Tonto Apache Tribe, the White Mountain Apache Tribe (WMAT), and the Yavapai-Apache Nation.

This project is currently being funded with State funds through the Maricopa Association of Governments. However, because ADOT is acquiring parcels through the BIA, this project is considered an undertaking subject to Section 106 review. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated June 25, 2024, and executed by the Federal Highway Administration (FHWA) and ADOT. Under the MOU, FHWA retains responsibility for government-to-government Tribal consultation under Section 106. Tribes may engage FHWA on a project at any time.

Previous Consultation

Aerial Target Survey

Previous consultation was conducted with all consulting parties on January 29, 2024. At that time, federal

funding was anticipated and a Federal Aid number (888-A[219]S) was assigned. The initial Section 106 consultation was conducted for the preconstruction aerial photographic survey portion of the project. The consultation outlined the scope of work, and area of potential effects (APE), for installing aerial photograph targets at 22 locations within and adjacent to the ADOT I-10 easement and near Firebird Lake within GRIC lands, and determined that a project effect finding of "No Adverse Effect" was appropriate for the target installations.

Concurrences were received from BIA-WRO (February 29, 2024), GRIC (April 2, 2024), the Hopi Tribe (March 1, 2024), MCDOT (March 7, 2024), PYT (March 1, 2024), SRPMIC (March 18, 2024), and WMAT (March 8, 2024). TON responded on March 1, 2024 and stated that they deferred to GRIC. Following a change in target locations and access routes, consultation on May 21, 2024 (with GRIC only) again resulted in a "No Adverse Effect" determination (GRIC concurrence, June 25, 2024).

Geotechnical Investigations

Continuing Section 106 consultation was conducted with all consulting parties on November 5, 2024 for the geotechnical investigations portion of the project. The consultation outlined the geotechnical investigations scope of work and APE, and determined that a project effect finding of "No Historic Properties Affected" was appropriate for the geotechnical investigations portion of the project.

Concurrences were received from BIA-WRO (November 6, 2024), the Hopi Tribe (November 5, 2024), PYT (November 5, 2024), SRPMIC (November 12, 2024), TON (November 5, 2024), and WMAT (November 7, 2024). GRIC responded on December 12, 2024 and stated that two proposed boreholes were located within, or in proximity to, Firebird Lake which has not been evaluated for inclusion in the National Register of Historic Places (NRHP). Therefore, GRIC stated that Firebird Lake should be treated as NRHP eligible for the purposes of this project and that a project effect finding of "No Adverse Effect" was appropriate for the geotechnical investigations portion of the project, instead of a finding of "No Historic Properties Affected."

Current Evaluation and Proposed Scope of Work

At this time, ADOT is conducting an environmental assessment (EA) that examines the purpose and need for a new TI and is comparing two options, Build or No-Build. The study area for the EA extends approximately 0.50 mile east of I-10, 1.20 miles north of MP 163.50, and 1.50 miles south of MP 163.50. To the west, the study area extends farther out - from 0.50 to 1.70 miles west of I-10. If the Build option is chosen, the proposed TI would be located on I-10 at approximately MP 163.50, between the existing Wild Horse Pass Boulevard TI and State Route (SR) 347/Queen Creek Road TI.

If the Build option is chosen, the APE would consist of the existing I-10 main line approximately 0.50 miles north and south of the proposed TI, the footprint of the new easement, and any temporary construction easements that would be required. Similarly, if the Build alternative is chosen, the scope of work would include:

- Constructing a new TI between the existing Wild Horse Pass Boulevard TI and SR 347 TI, including new roadway pavement, curb and gutter, sidewalks, and median improvements
- Constructing new exit and entrance access ramps along I-10
- Acquiring new easement from GRIC through the BIA
- Constructing new TI drainage features

- Relocating utilities, where necessary
- Installing or modifying signs, pavement striping, and lighting
- Installing a box culvert between the racetrack parking and the racetrack
- Clearing and grubbing vegetation, including trees (as needed), prior to construction and revegetating areas after construction

Class I Inventory

A Class I inventory of the Study Area recently was compiled by HDR, Inc. as reported in *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025). In accordance with report standards and guidelines set forth by the GRIC-Tribal Historic Preservation Office (THPO), survey and site maps containing locational information have been redacted from the enclosed report. At the request of the GRIC-THPO, only the Four Southern Tribes will receive the full version of the report. The Class I reports that 31 previous projects (**Table 1**) and 26 previously recorded cultural resources (**Table 2**) were recorded within the study area. The entirety of the study area previously was surveyed for cultural resources; however, a small portion of the study area within Firebird Lake and a paved area adjacent to the Lake were not surveyed to GRIC Cultural Resource Management Program standards. Archaeological survey in these locations would be impractical.

ADOT is not currently making a project finding of effect. Please review the enclosed report and the information in this letter. If you agree with the definition of the APE and the adequacy of the Class I report, please indicate your concurrence by signing below. If you have any questions or concerns, please contact me at (480) 489-9256 or mbowler@azdot.gov.

Sincerely,

Maggie Bowler

Maggie Bowler, MA, RPA
Senior Historic Preservation Team Specialist

_____ _____
Signature for BIA Western Regional Office Concurrence Date
010 MA 166 F0701 01L

Enclosure: *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025)

Table 1. Previous Projects within the Study Area

Project number[a]	Project name or descriptions	Reference
64.01-ASM	Survey of the Proposed Interstate 10 between Phoenix and Casa Grande	Vivian 1964
64.03-ASM	Class II Survey of Archaeological Sites in Maricopa County	Ayres 1965
71.01-ASM	Class II Survey of the Gila River Indian Community	Ayres 1975; Wood 1971a, 1971b, 1972
75.01-ASU	Class II Survey Montezuma Hydroelectric Pumped-Storage Project	Burton 1975a, Johnson 1975; Weaver 1976; Weaver and Rosenberg 1975
75.02x0-ASU	Class I Inventory of Cultural Resources for the Proposed Gila Floodway	Burton 1975a
79.03x0	Preliminary Design Report on the Gila Drain Flood Control District	Coe and Van Loo 1979
80.31	Class III Survey along Maricopa Road for a Proposed Powerline Construction	Bayer 1980
82.02-Northland	Class III Survey of Potential Agricultural Development Lands	Conway and Macnider 1982; Marmaduke and Conway 1984
83.31-ARS	Class III Survey of Parcels of Land Adjacent to the Firebird Lake Complex for the Arizona Raceway Project	Stone 1983
83.32-ACS	Class III Survey of the Proposed National Football League Stadium	Effland 1983
88.07-OCRM	Class III Survey of Maricopa Road for the Pinal County Highway Department	Ravesloot 1989
89.05-OCRM	Class III Survey of the Queen Creek Road Alternative C for the Pinal County Highway Department	Kaler 1990
90.04x0-OCRM	Data Recovery at a Historic Pima Site, AZ U:9:44 (ASM) for the Pinal County Highway Department's Maricopa Road Improvement Project	Ravesloot et al. 1992
90.09-OCRM	Class III Survey for a Proposed Borrow Area West of Maricopa Road and Interstate 10 Interchange	Haynes-Peterson 1990
91.11-OCRM	Class III Survey of Queen Creek Road from Interstate 10 to Price Road for Proposed Queen Creek Road Extension	Lascaux 1992
93.01s0-CRMP	Class III Survey of Sites for the Construction of the GRIC Casino	Lascaux and Ravesloot 1994
93.05x0-OCRM	Archaeological Testing at AZ U:9:40 (ASM) and AZ U:9:112 (ASU) along Queen Creek Road at the Maricopa Road Site for ADOT	Lascaux and Ravesloot 1993
94.14s0-CRMP	Class III Survey for the Bureau of Reclamation's Pima-Maricopa Irrigation Project	Gilpin et al. 2014; Lascaux and Ravesloot 1994; Neily et al. 1999b; Wells and Greenspan 2002a, 2002b

Project number[a]	Project name or descriptions	Reference
94.14x11-CRMP	Eligibility Testing of the Main Stem Canal as part of the Pima-Maricopa Irrigation Project	Garraty and Woodson 2009; Lack and Burden 2015; Rice and Ravesloot 2001; Rodrigues et al. 2003; Woodson 2006, 2007; Woodson et al. 2004; Woodson and Rice 2004
96.05s0-CRMP	Class III Survey of Undeveloped Tracks in the Lone Butte Industrial Park	Bubemyre 1997
96.23-ARS	Class III Survey of Approximately 41.35 Miles of Proposed Gila River Telecommunications Right-of-Way and Two Block Parcels	Lite and Stone 1997
97.26s0-CRMP	Class III Survey of the Borderlands Area	Brodbeck 1999; Neily et al. 1999a; Plumlee 2013; Plumlee and Waters in press
97.37s0-CRMP	Class III Survey for the Proposed Cultural Repository	Brodbeck 1998
98.45-Stantech	Cultural Resources Survey along Sections of I-10, I-17, and SR 51	Larkin and Giacobbe 1998
99.01s0-CRMP	Class III Survey of the Interstate 10 and Maricopa Road Traffic Interchange for ADOT	Brodbeck and James 2000
99.40s0-CRMP	Class III Survey for a San Carlos Irrigation Project Powerline Land Exchange	Foster et al. 2000
2000.25s1-CRMP	Class III Survey of Interstate 10 for the Right-of-Way from Maricopa Road to the Gila River Indian Community Boundary	Darling and Touchin 2001
2009.02s0-CRMP	Fiscal Year 2009 Archaeological Class III Survey	Anton 2012; Johnson 2009; Morgan 2009
2009.56s0-CRMP	Class III Survey for the Compton Terrace Motocross and BMX Park Project	Loendorf 2008; Plumlee 2013
2009.56x1-CRMP	Archaeological Testing for the Compton Terrace Motocross and BMX Park	Loendorf 2010
2019.41x0-CRMP	Eligibility Testing of Site GR-784 for the Wild Horse Pass Development Authority	Woodson 2019

[a] ACS = Archaeological Consulting Services; ARS = Archaeological Resource Services; ASM = Arizona State Museum; OCRM = Office of Cultural Resource Management, ASU; Stantech = Stantech Consulting

Table 2. Previously Identified Cultural Resources within the Study Area

Resource number	Resource type	NRHP status, Criterion	Reference
GR-379	PreClassic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-383	Colonial period artifact scatter	Unevaluated	Wells and Greenspan 2002a, 2002b
GR-384 AZ U:13:192(ASM)	Prehistoric habitation and Historic[b] artifact scatter	Determined Eligible, D	Wood 1971b
GR-388 AZ U:9:42(ASM)	Colonial and Historic period artifact scatters and Historic habitation	Determined Eligible, D	Lack and Burden 2015
GR-389 AZ U:9:41(ASM)	PreClassic and Historic period artifact scatters and Historic habitation	Determined Eligible, D	Gilpin et al. 2014; Wells and Greenspan 2002a, 2002b
GR-390	Prehistoric and Historic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-391	Colonial period and Historic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-392 AZ U:9:44(ASM) AZ U:9:44(ASU)	PreClassic artifact scatter	Determined Eligible, D	Gilpin et al. 2014; Kaler 1990; Ravesloot et al. 1992; Wood 1971b
GR-510	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-566	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-567	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-755 AZ U:13:80, 83, and 84(ASM)	Prehistoric lithics scatter	Unevaluated	Neily et al. 1999b
GR-758	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-762 AZ U:9:112(ASU)	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b; Lascaux 1992; Lascaux and Ravesloot 1993

Resource number	Resource type	NRHP status, Criterion	Reference
GR-784 AZ U:9:32(ASM)	Prehistoric and Historic habitation and artifact scatter	Determined Eligible, D	Lascaux and Ravesloot 1994; Plumlee 2021; Woodson 2019, 2020; Haynes-Peterson 1990
GR-1108 AZ U:9:130(ASM)	Historic artifact scatter	Determined not eligible	Lascaux and Ravesloot 1994; Plumlee 2021; Woodson 2020
GR-1518	Colonial-Sedentary artifact scatter	Unevaluated	Loendorf 2008; Stone 1983, 1984
GR-1612 AZ T:12:80(ASM)	Gila Drain – Akimel O'odham and EuroAmerican canal and water control	Determined Eligible, D	Medchill 2021; Plumlee 2021
GR-1752	EuroAmerican artifact scatter and road	Determined Not Eligible	Woodson 2019, 2020
GR-1785 AZ T:16:130(ASM)	EuroAmerican – Casa Grande – Maricopa Highway	Determined Eligible, D	Bruder et al. 1990; Gomez 2006; Medchill in press; Woodson 2024
AZ U:9:2(ARS)	Historic habitation	Determined Not Eligible	Kite 1984; Stone 1983, 1984
AZ U:9:30(ASM)	Prehistoric ceramic scatter	Unevaluated	Wood 1972
AZ U:9:31(ASM)	Prehistoric lithic scatter	Unevaluated	Wood 1972
AZ U:9:43(ASM)	Colonial-Classic ceramic scatter	Determined Eligible, D	Wood 1971b
AZ U:9:96(ASU)	Historic habitation	Unevaluated	Kaler 1990
GR-1785 AZ U:9:235(ASM)	Maricopa and Phoenix Railroad; Maricopa, Phoenix, and Salt River Railroad; Maricopa Branch of the Eastern Arizona Railroad Company	Determined Eligible, A	AZSITE n.d.; Eiselt et al. 2002; Interstate Commerce Commission 1934; Medchill in press; Meskimons 1904; Poor 1894; Reed and Olberg 1916a, 1916b; Rice et al. 1983; Stone 1987; Trennert 1993; Woodson 2024

[b] Historic sites are Akimel O'Odham Native American, unless otherwise stated.

Katie Hobbs, Governor
Jennifer Toth, Director
Greg Byres, Deputy Director for Transportation/State Engineer
Paul O'Brien, Environmental Planning Administrator

February 10, 2025

In Reply Refer To:

TRACS No. 010 MA 166 F0701 01L
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
Area of Potential Effects Definition and Class I Report Adequacy

Mr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

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This project is currently being funded with State funds through the Maricopa Association of Governments. However, because ADOT is acquiring parcels through the BIA, this project is considered an undertaking subject to Section 106 review. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated June 25, 2024, and executed by the Federal Highway Administration (FHWA) and ADOT. Under the MOU, FHWA retains responsibility for government-to-government Tribal consultation under Section 106. Tribes may engage FHWA on a project at any time.

Previous Consultation

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consultation was conducted for the preconstruction aerial photographic survey portion of the project. The consultation outlined the scope of work, and area of potential effects (APE), for installing aerial photograph targets at 22 locations within and adjacent to the ADOT I-10 easement and near Firebird Lake within GRIC lands, and determined that a project effect finding of "No Adverse Effect" was appropriate for the target installations.

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Concurrences were received from BIA-WRO (November 6, 2024), the Hopi Tribe (November 5, 2024), PYT (November 5, 2024), SRPMIC (November 12, 2024), TON (November 5, 2024), and WMAT (November 7, 2024). GRIC responded on December 12, 2024 and stated that two proposed boreholes were located within, or in proximity to, Firebird Lake which has not been evaluated for inclusion in the National Register of Historic Places (NRHP). Therefore, GRIC stated that Firebird Lake should be treated as NRHP eligible for the purposes of this project and that a project effect finding of "No Adverse Effect" was appropriate for the geotechnical investigations portion of the project, instead of a finding of "No Historic Properties Affected."

Current Evaluation and Proposed Scope of Work

At this time, ADOT is conducting an environmental assessment (EA) that examines the purpose and need for a new TI and is comparing two options, Build or No-Build. The study area for the EA extends approximately 0.50 mile east of I-10, 1.20 miles north of MP 163.50, and 1.50 miles south of MP 163.50. To the west, the study area extends farther out - from 0.50 to 1.70 miles west of I-10. If the Build option is chosen, the proposed TI would be located on I-10 at approximately MP 163.50, between the existing Wild Horse Pass Boulevard TI and State Route (SR) 347/Queen Creek Road TI.

If the Build option is chosen, the APE would consist of the existing I-10 main line approximately 0.50 miles north and south of the proposed TI, the footprint of the new easement, and any temporary construction easements that would be required. Similarly, if the Build alternative is chosen, the scope of work would include:

- Constructing a new TI between the existing Wild Horse Pass Boulevard TI and SR 347 TI, including new roadway pavement, curb and gutter, sidewalks, and median improvements
- Constructing new exit and entrance access ramps along I-10
- Acquiring new easement from GRIC through the BIA
- Constructing new TI drainage features
- Relocating utilities, where necessary

- Installing or modifying signs, pavement striping, and lighting
- Installing a box culvert between the racetrack parking and the racetrack
- Clearing and grubbing vegetation, including trees (as needed), prior to construction and revegetating areas after construction

Class I Inventory

A Class I inventory of the Study Area recently was compiled by HDR, Inc. as reported in *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025). A copy of the report is enclosed for your review. In accordance with the GRIC Tribal Historic Preservation Office standards and guidelines, only the Four Southern Tribes will receive the full report. All other consulting parties will receive a modified version with survey and site location maps redacted. The Class I reports that 31 previous projects (**Table 1**) and 26 previously recorded cultural resources (**Table 2**) were recorded within the study area. The entirety of the study area previously was surveyed for cultural resources; however, a small portion of the study area within Firebird Lake and a paved area adjacent to the Lake were not surveyed to GRIC Cultural Resource Management Program standards. Archaeological survey in these locations would be impractical.

ADOT is not currently making a project finding of effect. Please review the enclosed report and the information in this letter. If you agree with the definition of the APE and the adequacy of the Class I report, please indicate your concurrence by signing below. If you have any questions or concerns, please contact me at (480) 489-9256 or mbowler@azdot.gov.

Sincerely,

Maggie Bowler

Maggie Bowler, MA, RPA
Senior Historic Preservation Team Specialist

_____ _____

Signature for GRIC Concurrence Date
010 MA 166 F0701 01L

Enclosure: *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025)

ecc:
Ms. Reylynne Williams, Tribal Historic Preservation Officer/Cultural Resource Specialist, Reylynne.Williams@gric.nsn.us (with enclosure)
Mr. Larry Benallie, Jr., Archaeological Compliance Specialist, Larry.BenallieJr@gric.nsn.us (with enclosure)
Dr. Kyle Woodson, CRMP Director, kyle.woodson@gric.nsn.us (with enclosure)
Mr. Dan Gabiou, FHWA Interim Environmental Program Manager, dan.gabiou@dot.gov
Arizona.FHWA@dot.gov

GILA RIVER INDIAN COMMUNITY
POST OFFICE BOX 2193, SACATON, AZ 85147

TRIBAL HISTORIC PRESERVATION OFFICE (520) 562-7162

February 11, 2025

Maggie Bowler
Senior Historic Preservation Team Specialist
Arizona Department of Transportation
205 S. 17th Avenue
MD EM02
Phoenix, Arizona 85007

RE: TRACS No. 010 MA 166 F0701 01L, Interstate 10 (I-10), Koli Road Traffic Interchange, Area of Potential Effects Definition and Class I Report Adequacy, Gila River Indian Community (GRIC), District 4, Maricopa County, Arizona, Continuing Section 106 Consultation

Dear Senior Specialist Bowler,

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation documents dated February 10, 2025. The GRIC-THPO initially responded to this undertaking on April 2, 2024, June 25, 2024, and December 12, 2024. The Arizona Department of Transportation (ADOT), in cooperation with the Gila River Indian Community (GRIC), is proposing to build a new traffic interchange (TI) on I-10 near Koli Road between mileposts (MP) 162.30 and MP 164.90. The project is located entirely on GRIC lands and on ADOT easements across GRIC-owned lands. The project is currently being funded with State Funds through the Maricopa Association of Governments (MAG). Because ADOT will be acquiring parcels through the Bureau of Indian Affairs (BIA), this project is considered a Federal undertaking subject to Section 106 review.

The scope-of-work for this undertaking includes: constructing a new TI; construction of new exit and entrance ramps; acquiring new easement from the GRIC through the BIA; construction of new TI drainage features; relocation of utilities; installation of new signage; installation of box culverts; clearing of vegetation; and revegetating disturbed construction areas.

The project area has been archaeologically assessed (Class I survey). The ADOT has submitted report "*Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona*" prepared by HDR consultants for review and comment. Twenty-six (26) previously documented archaeological sites and historic properties have been identified within the project area. Nine (9) of the historic properties are Register eligible; the Register eligibility of fourteen (14) of the historic properties has not yet been determined; and three (3) of the historic properties are not Register eligible. ADOT notes that the Register eligibility of Firebird Lake is undetermined and until demonstrated otherwise, Firebird Lake is considered a Register eligible property. The ADOT is currently not making a finding of

project effect and is seeking concurrence for the definition of the area of potential effect (APE) and with report adequacy for the Class I assessment.

The GRIC-THPO concurs with identification and definition of the APE and agrees that the Class I report is an adequate and acceptable cultural resource reporting document. The GRIC-THPO will continue to participate in the consultation process for this undertaking. This project occurs within the ancestral lands of the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O'Odham Nation).

Thank you for consulting with the GRIC-THPO on this project. If you have any questions please do not hesitate to contact our office at 520-562-7162.

Respectfully,

Reylynne Williams

Reylynne Williams
Tribal Historic Preservation Officer
Gila River Indian Community

Table 1. Previous Projects within the Study Area

Project Number[a]	Project Name or Descriptions	Reference
64.01-ASM	Survey of the Proposed Interstate 10 between Phoenix and Casa Grande	Vivian 1964
64.03-ASM	Class II Survey of Archaeological Sites in Maricopa County	Ayres 1965
71.01-ASM	Class II Survey of the Gila River Indian Community	Ayres 1975; Wood 1971a, 1971b, 1972
75.01-ASU	Class II Survey Montezuma Hydroelectric Pumped-Storage Project	Burton 1975a, Johnson 1975; Weaver 1976; Weaver and Rosenberg 1975
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83.31-ARS	Class III Survey of Parcels of Land Adjacent to the Firebird Lake Complex for the Arizona Raceway Project	Stone 1983
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93.01s0-CRMP	Class III Survey of Sites for the Construction of the GRIC Casino	Lascaux and Ravesloot 1994
93.05x0-OCRM	Archaeological Testing at AZ U:9:40 (ASM) and AZ U:9:112 (ASU) along Queen Creek Road at the Maricopa Road Site for ADOT	Lascaux and Ravesloot 1993
94.14s0-CRMP	Class III Survey for the Bureau of Reclamation's Pima-Maricopa Irrigation Project	Gilpin et al. 2014; Lascaux and Ravesloot 1994; Neily et al. 1999b; Wells and Greenspan 2002a, 2002b

Project Number[a]	Project Name or Descriptions	Reference
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96.23-ARS	Class III Survey of Approximately 41.35 Miles of Proposed Gila River Telecommunications Right-of-Way and Two Block Parcels	Lite and Stone 1997
97.26s0-CRMP	Class III Survey of the Borderlands Area	Brodbeck 1999; Neily et al. 1999a; Plumlee 2013; Plumlee and Waters in press
97.37s0-CRMP	Class III Survey for the Proposed Cultural Repository	Brodbeck 1998
98.45-Stantech	Cultural Resources Survey along Sections of I-10, I-17, and SR 51	Larkin and Giacobbe 1998
99.01s0-CRMP	Class III Survey of the Interstate 10 and Maricopa Road Traffic Interchange for ADOT	Brodbeck and James 2000
99.40s0-CRMP	Class III Survey for a San Carlos Irrigation Project Powerline Land Exchange	Foster et al. 2000
2000.25s1-CRMP	Class III Survey of Interstate 10 for the Right-of-Way from Maricopa Road to the Gila River Indian Community Boundary	Darling and Touchin 2001
2009.02s0-CRMP	Fiscal Year 2009 Archaeological Class III Survey	Anton 2012; Johnson 2009; Morgan 2009
2009.56s0-CRMP	Class III Survey for the Compton Terrace Motocross and BMX Park Project	Loendorf 2008; Plumlee 2013
2009.56x1-CRMP	Archaeological Testing for the Compton Terrace Motocross and BMX Park	Loendorf 2010
2019.41x0-CRMP	Eligibility Testing of Site GR-784 for the Wild Horse Pass Development Authority	Woodson 2019

[a] ACS = Archaeological Consulting Services; ARS = Archaeological Resource Services; ASM = Arizona State Museum; OCRM = Office of Cultural Resource Management, ASU; Stantech = Stantech Consulting

Table 2. Previously Identified Cultural Resources within the Study Area

Resource number	Resource type	NRHP status, Criterion	Reference
GR-379	PreClassic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-383	Colonial period artifact scatter	Unevaluated	Wells and Greenspan 2002a, 2002b
GR-384 AZ U:13:192(ASM)	Prehistoric habitation and Historic[b] artifact scatter	Determined Eligible, D	Wood 1971b
GR-388 AZ U:9:42(ASM)	Colonial and Historic period artifact scatters and Historic habitation	Determined Eligible, D	Lack and Burden 2015
GR-389 AZ U:9:41(ASM)	PreClassic and Historic period artifact scatters and Historic habitation	Determined Eligible, D	Gilpin et al. 2014; Wells and Greenspan 2002a, 2002b
GR-390	Prehistoric and Historic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-391	Colonial period and Historic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-392 AZ U:9:44(ASM) AZ U:9:44(ASU)	PreClassic artifact scatter	Determined Eligible, D	Gilpin et al. 2014; Kaler 1990; Ravesloot et al. 1992; Wood 1971b
GR-510	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-566	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-567	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-755 AZ U:13:80, 83, and 84(ASM)	Prehistoric lithics scatter	Unevaluated	Neily et al. 1999b
GR-758	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-762 AZ U:9:112(ASU)	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b; Lascaux 1992; Lascaux and Ravesloot 1993

Resource number	Resource type	NRHP status, Criterion	Reference
GR-784 AZ U:9:32(ASM)	Prehistoric and Historic habitation and artifact scatter	Determined Eligible, D	Lascaux and Ravesloot 1994; Plumlee 2021; Woodson 2019, 2020; Haynes-Peterson 1990
GR-1108 AZ U:9:130(ASM)	Historic artifact scatter	Determined not eligible	Lascaux and Ravesloot 1994; Plumlee 2021; Woodson 2020
GR-1518	Colonial-Sedentary artifact scatter	Unevaluated	Loendorf 2008; Stone 1983, 1984
GR-1612 AZ T:12:80(ASM)	Gila Drain – Akimel O'odham and EuroAmerican canal and water control	Determined Eligible, D	Medchill 2021; Plumlee 2021
GR-1752	EuroAmerican artifact scatter and road	Determined Not Eligible	Woodson 2019, 2020
GR-1785 AZ T:16:130(ASM)	EuroAmerican – Casa Grande – Maricopa Highway	Determined Eligible, D	Bruder et al. 1990; Gomez 2006; Medchill in press; Woodson 2024
AZ U:9:2(ARS)	Historic habitation	Determined Not Eligible	Kite 1984; Stone 1983, 1984
AZ U:9:30(ASM)	Prehistoric ceramic scatter	Unevaluated	Wood 1972
AZ U:9:31(ASM)	Prehistoric lithic scatter	Unevaluated	Wood 1972
AZ U:9:43(ASM)	Colonial-Classic ceramic scatter	Determined Eligible, D	Wood 1971b
AZ U:9:96(ASU)	Historic habitation	Unevaluated	Kaler 1990
GR-1785 AZ U:9:235(ASM)	Maricopa and Phoenix Railroad; Maricopa, Phoenix, and Salt River Railroad; Maricopa Branch of the Eastern Arizona Railroad Company	Determined Eligible, A	AZSITE n.d.; Eiselt et al. 2002; Interstate Commerce Commission 1934; Medchill in press; Meskimons 1904; Poor 1894; Reed and Olberg 1916a, 1916b; Rice et al. 1983; Stone 1987; Trennert 1993; Woodson 2024

[b] Historic sites are Akimel O'Odham Native American, unless otherwise stated.

ARIZONA DEPARTMENT OF TRANSPORTATION

Katie Hobbs, Governor
Jennifer Toth, Director
Greg Byres, Deputy Director for Transportation/State Engineer
Paul O'Brien, Environmental Planning Administrator

February 10, 2025

In Reply Refer To:

TRACS No. 010 MA 166 F0701 01L
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
Area of Potential Effects Definition and Class I Report Adequacy

Mr. Julian Hernandez, Chair
Pascua Yaqui Tribe
7474 South Camino de Oeste
Tucson, Arizona 85746

Dear Chairman Hernandez:

The Arizona Department of Transportation (ADOT), in cooperation with the Gila River Indian Community (GRIC), is proposing a new traffic interchange (TI) along Interstate 10 (I-10) between milepost (MP) 162.30 and MP 164.90, south of the city of Phoenix in Maricopa County, Arizona. The project would occur within lands owned by GRIC and ADOT easements across GRIC-owned lands.

Consulting parties for this project include ADOT, the Ak-Chin Indian Community, the Bureau of Indian Affairs (BIA) Pima Agency, the BIA Western Regional Office, the Fort Mojave Indian Tribe, the Gila River Indian Community (lead for the Four Southern Tribes), the Hopi Tribe, the Maricopa County Department of Transportation (MCDOT), the Pascua Yaqui Tribe (PYT), the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRPMIC), the Tohono O'odham Nation (TON), the Tonto Apache Tribe, the White Mountain Apache Tribe (WMAT), and the Yavapai-Apache Nation.

This project is currently being funded with State funds through the Maricopa Association of Governments. However, because ADOT is acquiring parcels through the BIA, this project is considered an undertaking subject to Section 106 review. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated June 25, 2024, and executed by the Federal Highway Administration (FHWA) and ADOT. Under the MOU, FHWA retains responsibility for government-to-government Tribal consultation under Section 106. Tribes may engage FHWA on a project at any time.

Previous Consultation

Aerial Target Survey

Previous consultation was conducted with all consulting parties on January 29, 2024. At that time, federal funding was anticipated and a Federal Aid number (888-A[219]S) was assigned. The initial Section 106

consultation was conducted for the preconstruction aerial photographic survey portion of the project. The consultation outlined the scope of work, and area of potential effects (APE), for installing aerial photograph targets at 22 locations within and adjacent to the ADOT I-10 easement and near Firebird Lake within GRIC lands, and determined that a project effect finding of "No Adverse Effect" was appropriate for the target installations.

Concurrences were received from BIA-WRO (February 29, 2024), GRIC (April 2, 2024), the Hopi Tribe (March 1, 2024), MCDOT (March 7, 2024), PYT (March 1, 2024), SRPMIC (March 18, 2024), and WMAT (March 8, 2024). TON responded on March 1, 2024 and stated that they deferred to GRIC. Following a change in target locations and access routes, consultation on May 21, 2024 (with GRIC only) again resulted in a "No Adverse Effect" determination (GRIC concurrence, June 25, 2024).

Geotechnical Investigations

Continuing Section 106 consultation was conducted with all consulting parties on November 5, 2024 for the geotechnical investigations portion of the project. The consultation outlined the geotechnical investigations scope of work and APE, and determined that a project effect finding of "No Historic Properties Affected" was appropriate for the geotechnical investigations portion of the project.

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Current Evaluation and Proposed Scope of Work

At this time, ADOT is conducting an environmental assessment (EA) that examines the purpose and need for a new TI and is comparing two options, Build or No-Build. The study area for the EA extends approximately 0.50 mile east of I-10, 1.20 miles north of MP 163.50, and 1.50 miles south of MP 163.50. To the west, the study area extends farther out - from 0.50 to 1.70 miles west of I-10. If the Build option is chosen, the proposed TI would be located on I-10 at approximately MP 163.50, between the existing Wild Horse Pass Boulevard TI and State Route (SR) 347/Queen Creek Road TI.

If the Build option is chosen, the APE would consist of the existing I-10 main line approximately 0.50 miles north and south of the proposed TI, the footprint of the new easement, and any temporary construction easements that would be required. Similarly, if the Build alternative is chosen, the scope of work would include:

- Constructing a new TI between the existing Wild Horse Pass Boulevard TI and SR 347 TI, including new roadway pavement, curb and gutter, sidewalks, and median improvements
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- Constructing new TI drainage features
- Relocating utilities, where necessary

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Class I Inventory

A Class I inventory of the Study Area recently was compiled by HDR, Inc. as reported in *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025). In accordance with report standards and guidelines set forth by the GRIC-Tribal Historic Preservation Office (THPO), survey and site maps containing locational information have been redacted from the enclosed report. At the request of the GRIC-THPO, only the Four Southern Tribes will receive the full version of the report. The Class I reports that 31 previous projects (**Table 1**) and 26 previously recorded cultural resources (**Table 2**) were recorded within the study area. The entirety of the study area previously was surveyed for cultural resources; however, a small portion of the study area within Firebird Lake and a paved area adjacent to the Lake were not surveyed to GRIC Cultural Resource Management Program standards. Archaeological survey in these locations would be impractical.

ADOT is not currently making a project finding of effect. Please review the enclosed report and the information in this letter. If you agree with the definition of the APE and the adequacy of the Class I report, please indicate your concurrence by signing below. If you have any questions or concerns, please contact me at (480) 489-9256 or mbowler@azdot.gov.

Sincerely,

Maggie Bowler

Maggie Bowler, MA, RPA
Senior Historic Preservation Team Specialist

_____ _____

Signature for PYT Concurrence Date
010 MA 166 F0701 01L

Enclosure: *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025)

ecc:
Dr. Karl A. Hoerig, Tribal Historic Preservation Officer, Karl.Hoerig@pascuayaqui-nsn.gov (with enclosure)
Mr. Dan Gabiou, FHWA Interim Environmental Program Manager, dan.gabiou@dot.gov
Arizona.FHWA@dot.gov

Re: ADOT S106 Consultation: I-10; Koli Road Traffic Interchange (TRACS No. F0701)

1 message

Karl Hoerig <khoerig@pascuayaqui-nsn.gov> Mon, Feb 10, 2025 at 1:52 PM
To: Maggie Bowler <mbowler@azdot.gov>, Julian Hernandez <jhernandez1@pascuayaqui-nsn.gov>
Cc: Arizona FHWA <arizona.fhwa@dot.gov>, Dan Gabiou <dan.gabiou@dot.gov>

Dear Maggie,

Thank you to ADOT for requesting consultation on the adequacy of the Class I literature review provided in advance of the proposed traffic interchange at I-10 and Koli Road on the Gila River Indian Reservation. The PYT THPO has no information that would suggest that the report is incomplete or inadequate, and we defer to GRIC to make a final recommendation as to the adequacy of it.

With warmest regards,
Karl

Karl A. Hoerig, Ph.D.
Tribal Historic Preservation Officer
Pascua Yaqui Tribe
5100 W. Calle Tetakusim, Room 130
Tucson, AZ 85757
(520) 883-5116
karl.hoerig@pascuayaqui-nsn.gov

From: Maggie Bowler <mbowler@azdot.gov>
Sent: Monday, February 10, 2025 9:00 AM
To: Julian Hernandez <jhernandez1@pascuayaqui-nsn.gov>
Cc: Karl Hoerig <khoerig@pascuayaqui-nsn.gov>; Arizona FHWA <arizona.fhwa@dot.gov>; Dan Gabiou <dan.gabiou@dot.gov>
Subject: ADOT S106 Consultation: I-10; Koli Road Traffic Interchange (TRACS No. F0701)

CAUTION - Beware External Email - Think Before You Act.

WARNING - This email originated from outside of the organization! Do not click links, open attachments or reply, unless you recognize the sender's email address and know the content is safe!

Good morning,

The Arizona Department of Transportation (ADOT), in cooperation with the Gila River Indian Community (GRIC), is proposing a new traffic interchange along Interstate 10 between milepost (MP) 162.30 and MP 164.90, south of the city of Phoenix in Maricopa County, Arizona. The project would occur within lands owned by GRIC and ADOT easements across GRIC-owned lands. I have attached a consultation letter and enclosure.

This project is currently being funded with State funds through the Maricopa Association of Governments. However, because ADOT is acquiring parcels through the Bureau of Indian Affairs, this project is considered an undertaking subject to Section 106 review. ADOT is the lead agency under Section 106 pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated June 25, 2024 and executed by the Federal Highway Administration (FHWA) and ADOT. Under the MOU, FHWA retains responsibility for government-to-government Tribal consultation under Section 106. Tribes may engage FHWA on a project at any time.

Please email responses to mbowler@azdot.gov or call Senior Historic Preservation Team Specialist Maggie Bowler at (480) 489-9256. The consultation period will close on March 17, 2025.

Thank you, and we look forward to hearing from you.

Maggie R. Bowler, M.A. RPA
SENIOR HISTORIC PRESERVATION
TEAM SPECIALIST
ARIZONA DEPARTMENT
OF TRANSPORTATION

205 South 17th Avenue, MD EM02
Phoenix, AZ 85007

480.489.9256
Website: azdot.gov

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99.40s0-CRMP	Class III Survey for a San Carlos Irrigation Project Powerline Land Exchange	Foster et al. 2000
2000.25s1-CRMP	Class III Survey of Interstate 10 for the Right-of-Way from Maricopa Road to the Gila River Indian Community Boundary	Darling and Touchin 2001
2009.02s0-CRMP	Fiscal Year 2009 Archaeological Class III Survey	Anton 2012; Johnson 2009; Morgan 2009
2009.56s0-CRMP	Class III Survey for the Compton Terrace Motocross and BMX Park Project	Loendorf 2008; Plumlee 2013
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2019.41x0-CRMP	Eligibility Testing of Site GR-784 for the Wild Horse Pass Development Authority	Woodson 2019

[a] ACS = Archaeological Consulting Services; ARS = Archaeological Resource Services; ASM = Arizona State Museum; OCRM = Office of Cultural Resource Management, ASU; Stantech = Stantech Consulting

Table 2. Previously Identified Cultural Resources within the Study Area

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GR-384 AZ U:13:192(ASM)	Prehistoric habitation and Historic[b] artifact scatter	Determined Eligible, D	Wood 1971b
GR-388 AZ U:9:42(ASM)	Colonial and Historic period artifact scatters and Historic habitation	Determined Eligible, D	Lack and Burden 2015
GR-389 AZ U:9:41(ASM)	PreClassic and Historic period artifact scatters and Historic habitation	Determined Eligible, D	Gilpin et al. 2014; Wells and Greenspan 2002a, 2002b
GR-390	Prehistoric and Historic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-391	Colonial period and Historic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-392 AZ U:9:44(ASM) AZ U:9:44(ASU)	PreClassic artifact scatter	Determined Eligible, D	Gilpin et al. 2014; Kaler 1990; Ravesloot et al. 1992; Wood 1971b
GR-510	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-566	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-567	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-755 AZ U:13:80, 83, and 84(ASM)	Prehistoric lithics scatter	Unevaluated	Neily et al. 1999b
GR-758	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-762 AZ U:9:112(ASU)	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b; Lascaux 1992; Lascaux and Ravesloot 1993

Resource number	Resource type	NRHP status, Criterion	Reference
GR-784 AZ U:9:32(ASM)	Prehistoric and Historic habitation and artifact scatter	Determined Eligible, D	Lascaux and Ravesloot 1994; Plumlee 2021; Woodson 2019, 2020; Haynes-Peterson 1990
GR-1108 AZ U:9:130(ASM)	Historic artifact scatter	Determined not eligible	Lascaux and Ravesloot 1994; Plumlee 2021; Woodson 2020
GR-1518	Colonial-Sedentary artifact scatter	Unevaluated	Loendorf 2008; Stone 1983, 1984
GR-1612 AZ T:12:80(ASM)	Gila Drain – Akimel O'odham and EuroAmerican canal and water control	Determined Eligible, D	Medchill 2021; Plumlee 2021
GR-1752	EuroAmerican artifact scatter and road	Determined Not Eligible	Woodson 2019, 2020
GR-1785 AZ T:16:130(ASM)	EuroAmerican – Casa Grande – Maricopa Highway	Determined Eligible, D	Bruder et al. 1990; Gomez 2006; Medchill in press; Woodson 2024
AZ U:9:2(ARS)	Historic habitation	Determined Not Eligible	Kite 1984; Stone 1983, 1984
AZ U:9:30(ASM)	Prehistoric ceramic scatter	Unevaluated	Wood 1972
AZ U:9:31(ASM)	Prehistoric lithic scatter	Unevaluated	Wood 1972
AZ U:9:43(ASM)	Colonial-Classic ceramic scatter	Determined Eligible, D	Wood 1971b
AZ U:9:96(ASU)	Historic habitation	Unevaluated	Kaler 1990
GR-1785 AZ U:9:235(ASM)	Maricopa and Phoenix Railroad; Maricopa, Phoenix, and Salt River Railroad; Maricopa Branch of the Eastern Arizona Railroad Company	Determined Eligible, A	AZSITE n.d.; Eiselt et al. 2002; Interstate Commerce Commission 1934; Medchill in press; Meskimons 1904; Poor 1894; Reed and Olberg 1916a, 1916b; Rice et al. 1983; Stone 1987; Trennert 1993; Woodson 2024

[b] Historic sites are Akimel O'Odham Native American, unless otherwise stated.

ARIZONA DEPARTMENT OF TRANSPORTATION

Katie Hobbs, Governor
Jennifer Toth, Director
Greg Byres, Deputy Director for Transportation/State Engineer
Paul O'Brien, Environmental Planning Administrator

February 10, 2025

In Reply Refer To:

TRACS No. 010 MA 166 F0701 01L
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
Area of Potential Effects Definition and Class I Report Adequacy

Mr. Shane Anton, Tribal Historic Preservation Officer
Salt River Pima-Maricopa Indian Community
10005 East Osborn Road
Scottsdale, Arizona 85256

Dear Mr. Anton:

The Arizona Department of Transportation (ADOT), in cooperation with the Gila River Indian Community (GRIC), is proposing a new traffic interchange (TI) along Interstate 10 (I-10) between milepost (MP) 162.30 and MP 164.90, south of the city of Phoenix in Maricopa County, Arizona. The project would occur within lands owned by GRIC and ADOT easements across GRIC-owned lands.

Consulting parties for this project include ADOT, the Ak-Chin Indian Community, the Bureau of Indian Affairs (BIA) Pima Agency, the BIA Western Regional Office, the Fort Mojave Indian Tribe, the Gila River Indian Community (lead for the Four Southern Tribes), the Hopi Tribe, the Maricopa County Department of Transportation (MCDOT), the Pascua Yaqui Tribe (PYT), the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRPMIC), the Tohono O'odham Nation (TON), the Tonto Apache Tribe, the White Mountain Apache Tribe (WMAT), and the Yavapai-Apache Nation.

This project is currently being funded with State funds through the Maricopa Association of Governments. However, because ADOT is acquiring parcels through the BIA, this project is considered an undertaking subject to Section 106 review. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated June 25, 2024, and executed by the Federal Highway Administration (FHWA) and ADOT. Under the MOU, FHWA retains responsibility for government-to-government Tribal consultation under Section 106. Tribes may engage FHWA on a project at any time.

Previous Consultation

Aerial Target Survey

Previous consultation was conducted with all consulting parties on January 29, 2024. At that time, federal funding was anticipated and a Federal Aid number (888-A[219]S) was assigned. The initial Section 106 consultation was conducted for the preconstruction aerial photographic survey portion of the project. The

consultation outlined the scope of work, and area of potential effects (APE), for installing aerial photograph targets at 22 locations within and adjacent to the ADOT I-10 easement and near Firebird Lake within GRIC lands, and determined that a project effect finding of "No Adverse Effect" was appropriate for the target installations.

Concurrences were received from BIA-WRO (February 29, 2024), GRIC (April 2, 2024), the Hopi Tribe (March 1, 2024), MCDOT (March 7, 2024), PYT (March 1, 2024), SRPMIC (March 18, 2024), and WMAT (March 8, 2024). TON responded on March 1, 2024 and stated that they deferred to GRIC. Following a change in target locations and access routes, consultation on May 21, 2024 (with GRIC only) again resulted in a "No Adverse Effect" determination (GRIC concurrence, June 25, 2024).

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Continuing Section 106 consultation was conducted with all consulting parties on November 5, 2024 for the geotechnical investigations portion of the project. The consultation outlined the geotechnical investigations scope of work and APE, and determined that a project effect finding of "No Historic Properties Affected" was appropriate for the geotechnical investigations portion of the project.

Concurrences were received from BIA-WRO (November 6, 2024), the Hopi Tribe (November 5, 2024), PYT (November 5, 2024), SRPMIC (November 12, 2024), TON (November 5, 2024), and WMAT (November 7, 2024). GRIC responded on December 12, 2024 and stated that two proposed boreholes were located within, or in proximity to, Firebird Lake which has not been evaluated for inclusion in the National Register of Historic Places (NRHP). Therefore, GRIC stated that Firebird Lake should be treated as NRHP eligible for the purposes of this project and that a project effect finding of "No Adverse Effect" was appropriate for the geotechnical investigations portion of the project, instead of a finding of "No Historic Properties Affected."

Current Evaluation and Proposed Scope of Work

At this time, ADOT is conducting an environmental assessment (EA) that examines the purpose and need for a new TI and is comparing two options, Build or No-Build. The study area for the EA extends approximately 0.50 mile east of I-10, 1.20 miles north of MP 163.50, and 1.50 miles south of MP 163.50. To the west, the study area extends farther out - from 0.50 to 1.70 miles west of I-10. If the Build option is chosen, the proposed TI would be located on I-10 at approximately MP 163.50, between the existing Wild Horse Pass Boulevard TI and State Route (SR) 347/Queen Creek Road TI.

If the Build option is chosen, the APE would consist of the existing I-10 main line approximately 0.50 miles north and south of the proposed TI, the footprint of the new easement, and any temporary construction easements that would be required. Similarly, if the Build alternative is chosen, the scope of work would include:

- Constructing a new TI between the existing Wild Horse Pass Boulevard TI and SR 347 TI, including new roadway pavement, curb and gutter, sidewalks, and median improvements
- Constructing new exit and entrance access ramps along I-10
- Acquiring new easement from GRIC through the BIA
- Constructing new TI drainage features
- Relocating utilities, where necessary
- Installing or modifying signs, pavement striping, and lighting

- Installing a box culvert between the racetrack parking and the racetrack
- Clearing and grubbing vegetation, including trees (as needed), prior to construction and revegetating areas after construction

Class I Inventory

A Class I inventory of the Study Area recently was compiled by HDR, Inc. as reported in *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025). A copy of the report is enclosed for your review. In accordance with the GRIC Tribal Historic Preservation Office standards and guidelines, only the Four Southern Tribes will receive the full report. All other consulting parties will receive a modified version with survey and site location maps redacted. The Class I reports that 31 previous projects (**Table 1**) and 26 previously recorded cultural resources (**Table 2**) were recorded within the study area. The entirety of the study area previously was surveyed for cultural resources; however, a small portion of the study area within Firebird Lake and a paved area adjacent to the Lake were not surveyed to GRIC Cultural Resource Management Program standards. Archaeological survey in these locations would be impractical.

ADOT is not currently making a project finding of effect. Please review the enclosed report and the information in this letter. If you agree with the definition of the APE and the adequacy of the Class I report, please indicate your concurrence with a reply letter. If you have any questions or concerns, please contact me at (480) 489-9256 or mbowler@azdot.gov.

Sincerely,

Maggie Bowler

Maggie Bowler, MA, RPA
Senior Historic Preservation Team Specialist

Enclosure: *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025)

ecc:
Ms. Sunday Eiselt, THPO Archaeologist, Sunday.Eiselt@srpmic-nsn.gov (with enclosure)
Ms. Angela Garcia-Lewis, Cultural Preservation Compliance Supervisor, angela.garcia-lewis@srpmic-nsn.gov (with enclosure)
Ms. Martha Martinez, NAGPRA Coordinator, Martha.martinez@srpmic-nsn.gov (with enclosure)
Mr. Dan Gabiou, FHWA Interim Environmental Program Manager, dan.gabiou@dot.gov
Arizona.FHWA@dot.gov

Gmail Maggie Bowler <mbowler@azdot.gov>

RE: ADOT S106 Consultation: I-10; Koli Road Traffic Interchange (TRACS No. F0701)

1 message

Eiselt, Sunday <Sunday.Eiselt@srpmic-nsn.gov> Mon, Feb 10, 2025 at 9:38 AM
To: Maggie Bowler <mbowler@azdot.gov>, "Anton, Shane" <Shane.Anton@srpmic-nsn.gov>
Cc: "Garcia-Lewis, Angela" <Angela.Garcia-Lewis@srpmic-nsn.gov>, "Martinez, Martha" <Martha.Martinez@srpmic-nsn.gov>, Dan Gabiou <dan.gabiou@dot.gov>, Arizona FHWA <arizona.fhwa@dot.gov>

Good morning Maggie. The SRPMIC THPO defers to the GRIC THPO as lead in the consultation process for this project.

Thank you

B. Sunday Eiselt

Acting THPO, THPO Archaeologist

Salt River Pima-Maricopa Indian Community

10,005 E. Osborn Road

Scottsdale, AZ 85256

Sunday.Eiselt@srpmic-nsn.gov

Office: (480) 362 3347



From: Maggie Bowler <mbowler@azdot.gov>
Sent: Monday, February 10, 2025 9:00 AM
To: Anton, Shane <Shane.Anton@SRPMIC-nsn.gov>
Cc: Eiselt, Sunday <Sunday.Eiselt@srpmic-nsn.gov>; Garcia-Lewis, Angela <Angela.Garcia-Lewis@SRPMIC-nsn.gov>; Martinez, Martha <Martha.Martinez@SRPMIC-nsn.gov>; Dan Gabiou <dan.gabiou@dot.gov>; Arizona FHWA <arizona.fhwa@dot.gov>
Subject: ADOT S106 Consultation: I-10; Koli Road Traffic Interchange (TRACS No. F0701)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Good morning,

The Arizona Department of Transportation (ADOT), in cooperation with the Gila River Indian Community (GRIC), is proposing a new traffic interchange along Interstate 10 between milepost (MP) 162.30 and MP 164.90, south of the city of Phoenix in Maricopa County, Arizona. The project would occur within lands owned by GRIC and ADOT easements across GRIC-owned lands. I have attached a consultation letter and enclosure.

This project is currently being funded with State funds through the Maricopa Association of Governments. However, because ADOT is acquiring parcels through the Bureau of Indian Affairs, this project is considered an undertaking subject to Section 106 review. ADOT is the lead agency under Section 106 pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated June 25, 2024 and executed by the Federal Highway Administration (FHWA) and ADOT. Under the MOU, FHWA retains responsibility for government-to-government Tribal consultation under Section 106. Tribes may engage FHWA on a project at any time.

Please email responses to mbowler@azdot.gov or call Senior Historic Preservation Team Specialist Maggie Bowler at (480) 489-9256. The consultation period will close on March 17, 2025.

Thank you, and we look forward to hearing from you.

Maggie R. Bowler, M.A. RPA

SENIOR HISTORIC PRESERVATION TEAM SPECIALIST

ARIZONA DEPARTMENT
OF TRANSPORTATION

205 South 17th Avenue, MD EM02

Phoenix, AZ 85007

480.489.9256

Website: azdot.gov

Table 1. Previous Projects within the Study Area

Project Number[a]	Project Name or Descriptions	Reference
64.01-ASM	Survey of the Proposed Interstate 10 between Phoenix and Casa Grande	Vivian 1964
64.03-ASM	Class II Survey of Archaeological Sites in Maricopa County	Ayres 1965
71.01-ASM	Class II Survey of the Gila River Indian Community	Ayres 1975; Wood 1971a, 1971b, 1972
75.01-ASU	Class II Survey Montezuma Hydroelectric Pumped-Storage Project	Burton 1975a, Johnson 1975; Weaver 1976; Weaver and Rosenberg 1975
75.02x0-ASU	Class I Inventory of Cultural Resources for the Proposed Gila Floodway	Burton 1975a
79.03x0	Preliminary Design Report on the Gila Drain Flood Control District	Coe and Van Loo 1979
80.31	Class III Survey along Maricopa Road for a Proposed Powerline Construction	Bayer 1980
82.02-Northland	Class III Survey of Potential Agricultural Development Lands	Conway and Macnider 1982; Marmaduke and Conway 1984
83.31-ARS	Class III Survey of Parcels of Land Adjacent to the Firebird Lake Complex for the Arizona Raceway Project	Stone 1983
83.32-ACS	Class III Survey of the Proposed National Football League Stadium	Effland 1983
88.07-OCRM	Class III Survey of Maricopa Road for the Pinal County Highway Department	Ravesloot 1989
89.05-OCRM	Class III Survey of the Queen Creek Road Alternative C for the Pinal County Highway Department	Kaler 1990
90.04x0-OCRM	Data Recovery at a Historic Pima Site, AZ U:9:44 (ASM) for the Pinal County Highway Department's Maricopa Road Improvement Project	Ravesloot et al. 1992
90.09-OCRM	Class III Survey for a Proposed Borrow Area West of Maricopa Road and Interstate 10 Interchange	Haynes-Peterson 1990
91.11-OCRM	Class III Survey of Queen Creek Road from Interstate 10 to Price Road for Proposed Queen Creek Road Extension	Lascaux 1992
93.01s0-CRMP	Class III Survey of Sites for the Construction of the GRIC Casino	Lascaux and Ravesloot 1994
93.05x0-OCRM	Archaeological Testing at AZ U:9:40 (ASM) and AZ U:9:112 (ASU) along Queen Creek Road at the Maricopa Road Site for ADOT	Lascaux and Ravesloot 1993
94.14s0-CRMP	Class III Survey for the Bureau of Reclamation's Pima-Maricopa Irrigation Project	Gilpin et al. 2014; Lascaux and Ravesloot 1994; Neily et al. 1999b; Wells and Greenspan 2002a, 2002b

Project Number[a]	Project Name or Descriptions	Reference
94.14x11-CRMP	Eligibility Testing of the Main Stem Canal as part of the Pima-Maricopa Irrigation Project	Garraty and Woodson 2009; Lack and Burden 2015; Rice and Ravesloot 2001; Rodrigues et al. 2003; Woodson 2006, 2007; Woodson et al. 2004; Woodson and Rice 2004
96.05s0-CRMP	Class III Survey of Undeveloped Tracks in the Lone Butte Industrial Park	Bubemyre 1997
96.23-ARS	Class III Survey of Approximately 41.35 Miles of Proposed Gila River Telecommunications Right-of-Way and Two Block Parcels	Lite and Stone 1997
97.26s0-CRMP	Class III Survey of the Borderlands Area	Brodbeck 1999; Neily et al. 1999a; Plumlee 2013; Plumlee and Waters in press
97.37s0-CRMP	Class III Survey for the Proposed Cultural Repository	Brodbeck 1998
98.45-Stantech	Cultural Resources Survey along Sections of I-10, I-17, and SR 51	Larkin and Giacobbe 1998
99.01s0-CRMP	Class III Survey of the Interstate 10 and Maricopa Road Traffic Interchange for ADOT	Brodbeck and James 2000
99.40s0-CRMP	Class III Survey for a San Carlos Irrigation Project Powerline Land Exchange	Foster et al. 2000
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In Reply Refer To:

TRACS No. 010 MA 166 F0701 01L
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
Area of Potential Effects Definition and Class I Report Adequacy

Mr. Kasey Velasquez, Chair
White Mountain Apache Tribe
P.O. Box 700
Whiteriver, Arizona 85941

Dear Chairman Velasquez:

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- Clearing and grubbing vegetation, including trees (as needed), prior to construction and revegetating areas after construction

Class I Inventory

A Class I inventory of the Study Area recently was compiled by HDR, Inc. as reported in *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025). In accordance with report standards and guidelines set forth by the GRIC-Tribal Historic Preservation Office (THPO), survey and site maps containing locational information have been redacted from the enclosed report. At the request of the GRIC-THPO, only the Four Southern Tribes will receive the full version of the report. The Class I reports that 31 previous projects (**Table 1**) and 26 previously recorded cultural resources (**Table 2**) were recorded within the study area. The entirety of the study area previously was surveyed for cultural resources; however, a small portion of the study area within Firebird Lake and a paved area adjacent to the Lake were not surveyed to GRIC Cultural Resource Management Program standards. Archaeological survey in these locations would be impractical.

ADOT is not currently making a project finding of effect. Please review the enclosed report and the information in this letter. If you agree with the definition of the APE and the adequacy of the Class I report, please indicate your concurrence by signing below. If you have any questions or concerns, please contact me at (480) 489-9256 or mbowler@azdot.gov.

Sincerely,

Maggie Bowler

Maggie Bowler, MA, RPA
Senior Historic Preservation Team Specialist

_____ _____

Signature for WMAT Concurrence Date
010 MA 166 F0701 01L

Enclosure: *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025)

ecc:
Mr. Mark Altaha, Tribal Historic Preservation Officer, markaltaha@wmat.us (with enclosure)
Mr. Dan Gabiou, FHWA Interim Environmental Program Manager, dan.gabiou@dot.gov
Arizona.FHWA@dot.gov

White Mountain Apache Tribe

Office of Historic Preservation
PO Box 1032
Fort Apache, AZ 85926
Ph: (928) 338-3033 Fax: (928) 338-6055

To: Maggie Bowler, MA, RPA., - Senior Historic Preservation Team Specialist

Date: February 14, 2025

Re: *Proposed New Traffic Interchange along I-10, City of Phoenix*

……

The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the project dated; *February 10, 2025.* In regard to this, please refer to the following statement(s) below;

Thank you or allowing the White Mountain Apache tribe the opportunity to review and respond to the above proposed new traffic interchange south of Phoenix, within lands owned by GRIC and ADOT, along Interstate 10, in Maricopa County, Arizona.

Please be advised, we have reviewed the information provided, and we have determined the proposed project will have a ***"No Adverse Effect***" to the tribe's cultural heritage resources and/or Traditional Cultural Properties.

Thank you for the continued tribal engagement and consultation, and collaborations in protecting and preserving places of cultural and historical importance.

Sincerely,

Mark Altaha

White Mountain Apache Tribe – THPO
Historic Preservation Office

Table 1. Previous Projects within the Study Area

Project number[a]	Project name or descriptions	Reference
64.01-ASM	Survey of the Proposed Interstate 10 between Phoenix and Casa Grande	Vivian 1964
64.03-ASM	Class II Survey of Archaeological Sites in Maricopa County	Ayres 1965
71.01-ASM	Class II Survey of the Gila River Indian Community	Ayres 1975; Wood 1971a, 1971b, 1972
75.01-ASU	Class II Survey Montezuma Hydroelectric Pumped-Storage Project	Burton 1975a, Johnson 1975; Weaver 1976; Weaver and Rosenberg 1975
75.02x0-ASU	Class I Inventory of Cultural Resources for the Proposed Gila Floodway	Burton 1975a
79.03x0	Preliminary Design Report on the Gila Drain Flood Control District	Coe and Van Loo 1979
80.31	Class III Survey along Maricopa Road for a Proposed Powerline Construction	Bayer 1980
82.02-Northland	Class III Survey of Potential Agricultural Development Lands	Conway and Macnider 1982; Marmaduke and Conway 1984
83.31-ARS	Class III Survey of Parcels of Land Adjacent to the Firebird Lake Complex for the Arizona Raceway Project	Stone 1983
83.32-ACS	Class III Survey of the Proposed National Football League Stadium	Effland 1983
88.07-OCRM	Class III Survey of Maricopa Road for the Pinal County Highway Department	Ravesloot 1989
89.05-OCRM	Class III Survey of the Queen Creek Road Alternative C for the Pinal County Highway Department	Kaler 1990
90.04x0-OCRM	Data Recovery at a Historic Pima Site, AZ U:9:44 (ASM) for the Pinal County Highway Department's Maricopa Road Improvement Project	Ravesloot et al. 1992
90.09-OCRM	Class III Survey for a Proposed Borrow Area West of Maricopa Road and Interstate 10 Interchange	Haynes-Peterson 1990
91.11-OCRM	Class III Survey of Queen Creek Road from Interstate 10 to Price Road for Proposed Queen Creek Road Extension	Lascaux 1992
93.01s0-CRMP	Class III Survey of Sites for the Construction of the GRIC Casino	Lascaux and Ravesloot 1994
93.05x0-OCRM	Archaeological Testing at AZ U:9:40 (ASM) and AZ U:9:112 (ASU) along Queen Creek Road at the Maricopa Road Site for ADOT	Lascaux and Ravesloot 1993
94.14s0-CRMP	Class III Survey for the Bureau of Reclamation's Pima-Maricopa Irrigation Project	Gilpin et al. 2014; Lascaux and Ravesloot 1994; Neily et al. 1999b; Wells and Greenspan 2002a, 2002b

Project number[a]	Project name or descriptions	Reference
94.14x11-CRMP	Eligibility Testing of the Main Stem Canal as part of the Pima-Maricopa Irrigation Project	Garraty and Woodson 2009; Lack and Burden 2015; Rice and Ravesloot 2001; Rodrigues et al. 2003; Woodson 2006, 2007; Woodson et al. 2004; Woodson and Rice 2004
96.05s0-CRMP	Class III Survey of Undeveloped Tracks in the Lone Butte Industrial Park	Bubemyre 1997
96.23-ARS	Class III Survey of Approximately 41.35 Miles of Proposed Gila River Telecommunications Right-of-Way and Two Block Parcels	Lite and Stone 1997
97.26s0-CRMP	Class III Survey of the Borderlands Area	Brodbeck 1999; Neily et al. 1999a; Plumlee 2013; Plumlee and Waters in press
97.37s0-CRMP	Class III Survey for the Proposed Cultural Repository	Brodbeck 1998
98.45-Stantech	Cultural Resources Survey along Sections of I-10, I-17, and SR 51	Larkin and Giacobbe 1998
99.01s0-CRMP	Class III Survey of the Interstate 10 and Maricopa Road Traffic Interchange for ADOT	Brodbeck and James 2000
99.40s0-CRMP	Class III Survey for a San Carlos Irrigation Project Powerline Land Exchange	Foster et al. 2000
2000.25s1-CRMP	Class III Survey of Interstate 10 for the Right-of-Way from Maricopa Road to the Gila River Indian Community Boundary	Darling and Touchin 2001
2009.02s0-CRMP	Fiscal Year 2009 Archaeological Class III Survey	Anton 2012; Johnson 2009; Morgan 2009
2009.56s0-CRMP	Class III Survey for the Compton Terrace Motocross and BMX Park Project	Loendorf 2008; Plumlee 2013
2009.56x1-CRMP	Archaeological Testing for the Compton Terrace Motocross and BMX Park	Loendorf 2010
2019.41x0-CRMP	Eligibility Testing of Site GR-784 for the Wild Horse Pass Development Authority	Woodson 2019

[a] ACS = Archaeological Consulting Services; ARS = Archaeological Resource Services; ASM = Arizona State Museum; OCRM = Office of Cultural Resource Management, ASU; Stantech = Stantech Consulting

Table 2. Previously Identified Cultural Resources within the Study Area

Resource number	Resource type	NRHP status, Criterion	Reference
GR-379	PreClassic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-383	Colonial period artifact scatter	Unevaluated	Wells and Greenspan 2002a, 2002b
GR-384 AZ U:13:192(ASM)	Prehistoric habitation and Historic[b] artifact scatter	Determined Eligible, D	Wood 1971b
GR-388 AZ U:9:42(ASM)	Colonial and Historic period artifact scatters and Historic habitation	Determined Eligible, D	Lack and Burden 2015
GR-389 AZ U:9:41(ASM)	PreClassic and Historic period artifact scatters and Historic habitation	Determined Eligible, D	Gilpin et al. 2014; Wells and Greenspan 2002a, 2002b
GR-390	Prehistoric and Historic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-391	Colonial period and Historic artifact scatter	Unevaluated	Gilpin et al. 2014
GR-392 AZ U:9:44(ASM) AZ U:9:44(ASU)	PreClassic artifact scatter	Determined Eligible, D	Gilpin et al. 2014; Kaler 1990; Ravesloot et al. 1992; Wood 1971b
GR-510	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-566	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-567	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-755 AZ U:13:80, 83, and 84(ASM)	Prehistoric lithics scatter	Unevaluated	Neily et al. 1999b
GR-758	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b
GR-762 AZ U:9:112(ASU)	Prehistoric artifact scatter	Unevaluated	Neily et al. 1999b; Lascaux 1992; Lascaux and Ravesloot 1993

Resource number	Resource type	NRHP status, Criterion	Reference
GR-784 AZ U:9:32(ASM)	Prehistoric and Historic habitation and artifact scatter	Determined Eligible, D	Lascaux and Ravesloot 1994; Plumlee 2021; Woodson 2019, 2020; Haynes-Peterson 1990
GR-1108 AZ U:9:130(ASM)	Historic artifact scatter	Determined not eligible	Lascaux and Ravesloot 1994; Plumlee 2021; Woodson 2020
GR-1518	Colonial-Sedentary artifact scatter	Unevaluated	Loendorf 2008; Stone 1983, 1984
GR-1612 AZ T:12:80(ASM)	Gila Drain – Akimel O'odham and EuroAmerican canal and water control	Determined Eligible, D	Medchill 2021; Plumlee 2021
GR-1752	EuroAmerican artifact scatter and road	Determined Not Eligible	Woodson 2019, 2020
GR-1785 AZ T:16:130(ASM)	EuroAmerican – Casa Grande – Maricopa Highway	Determined Eligible, D	Bruder et al. 1990; Gomez 2006; Medchill in press; Woodson 2024
AZ U:9:2(ARS)	Historic habitation	Determined Not Eligible	Kite 1984; Stone 1983, 1984
AZ U:9:30(ASM)	Prehistoric ceramic scatter	Unevaluated	Wood 1972
AZ U:9:31(ASM)	Prehistoric lithic scatter	Unevaluated	Wood 1972
AZ U:9:43(ASM)	Colonial-Classic ceramic scatter	Determined Eligible, D	Wood 1971b
AZ U:9:96(ASU)	Historic habitation	Unevaluated	Kaler 1990
GR-1785 AZ U:9:235(ASM)	Maricopa and Phoenix Railroad; Maricopa, Phoenix, and Salt River Railroad; Maricopa Branch of the Eastern Arizona Railroad Company	Determined Eligible, A	AZSITE n.d.; Eiselt et al. 2002; Interstate Commerce Commission 1934; Medchill in press; Meskimons 1904; Poor 1894; Reed and Olberg 1916a, 1916b; Rice et al. 1983; Stone 1987; Trennert 1993; Woodson 2024

[b] Historic sites are Akimel O'Odham Native American, unless otherwise stated.

ARIZONA DEPARTMENT OF TRANSPORTATION

205 S 17th Ave., MD EM02
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

May 29, 2025

In Reply Refer To:

ADOT TRACS No. 010 MA 166 F0701 01D
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
"No Historic Properties Affected"

Mr. Stephen Roe Lewis, Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Dear Governor Lewis:

The Arizona Department of Transportation (ADOT) is proposing to build a new traffic interchange (TI) on Interstate 10 (I-10) near Koli Road on Gila River Indian Community (GRIC) land (**Figure 1**). The project would be located on I-10 at roughly milepost (MP) 163.50 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The overall project limits would extend between MP 163.27 and MP 163.90. The project would occur within GRIC-owned lands and ADOT easements across GRIC lands.

Consulting parties for this project include ADOT, the Ak-Chin Indian Community, the Bureau of Indian Affairs (BIA)-Pima Agency and BIA-Western Regional Office (WRO), the Fort Mojave Indian Tribe, GRIC (lead for the Four Southern Tribes), the Hopi Tribe, the Maricopa County Department of Transportation (MCDOT), the Pascua Yaqui Tribe (PYT), the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRPMIC), the Tohono O'odham Nation (TON), the Tonto Apache Tribe, the White Mountain Apache Tribe (WMAT), and the Yavapai-Apache Nation.

Although a federal aid number (888-A[219]S) had previously been assigned to this project, it is currently utilizing state funds through the Maricopa Association of Governments. As federal funds may be used for this project in the future, it is being environmentally cleared as an Environmental Assessment under the National Environmental Policy Act. This project is considered an undertaking subject to review under Section 106 (54 U.S. Code [USC] § 306108) of the National Historic Preservation Act of 1966, as amended (54 USC § 300101 et seq.) and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800). The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 USC § 327 and a Memorandum of Understanding (MOU) dated June 25, 2024, executed by the Federal Highway Administration (FHWA) and ADOT. Under the MOU, FHWA retains responsibility for government-to-government Tribal consultation under Section 106. Tribes may engage FHWA on a project at any time.

Scope of Work and Area of Potential Effects (APE)

The scope of work for this TI project would include:

- Constructing a new diverging diamond TI between the existing Wild Horse Pass Boulevard TI and the SR 347 TI, including new roadway pavement, curb and gutter, sidewalks, and median improvements
- Constructing new exit and entrance access ramps along I-10
- Acquiring new easements from GRIC through the BIA
- Constructing new TI drainage features
- Constructing a new retaining wall
- Installing a new Freeway Management System for traffic control
- Relocating utilities, where necessary
- Installing or modifying signs, pavement striping, and lighting
- Installing a box culvert between the racetrack and the racetrack parking area
- Clearing and grubbing vegetation, including trees (as needed), prior to construction and revegetating areas after construction

The APE is defined as the existing and new ADOT easement along I-10 between MP 163.27 and 163.90 encompassing 51.84 acres of GRIC lands (**Figure 2**). Indirect effects on cultural resources that could result from this TI construction project include changes in visual settings, noise levels, and increased public access that may diminish the integrity of resources and the ability to qualify for listing on the National Register of Historic Places (NRHP). No cultural resources would be indirectly affected by the proposed project because the construction would not introduce any new elements that would indirectly diminish the integrity or qualities contributing to the NRHP eligibility of sites outside the construction footprint.

Consultation History

Aerial Target Survey

Initial Section 106 consultation was conducted with all consulting parties on January 29, 2024 for the preconstruction aerial photographic survey portion of the project. The consultation outlined the scope of work and APE for installing aerial photograph targets at 22 locations within and adjacent to the ADOT I-10 easement and near Firebird Lake within GRIC lands, and determined that a project effect finding of "No Adverse Effect" was appropriate for the target installations.

Concurrences were received from BIA-WRO (February 29, 2024), GRIC (April 2, 2024), the Hopi Tribe (March 1, 2024), MCDOT (March 7, 2024), PYT (March 1, 2024), SRPMIC (March 18, 2024), and WMAT (March 8, 2024). TON responded on March 1, 2024 and stated that they deferred to GRIC. Following a change in target locations and access routes, consultation on May 21, 2024 (with GRIC only) again resulted in a "No Adverse Effect" determination (GRIC concurrence, June 25, 2024).

Geotechnical Investigations

Previous consultation pertaining to the geotechnical investigations portion of the project was conducted with all consulting parties on November 5, 2024. The consultation outlined the geotechnical investigations scope of work; defined the APE for the study area and for the geotechnical investigations; provided Class I documents indicating that the APE previously had been surveyed for cultural resources by the GRIC Cultural Resource Management Program (CRMP), excepting the portion within Firebird

Lake and a paved area immediately east of the lake; and determined that a project finding of "No Historic Properties Affected" was appropriate for the geotechnical investigations portion of the project. Because of existing conditions, it was determined that a cultural resource survey within Firebird Lake and a paved area immediately east of the lake would be impractical.

Concurrences were received from BIA-WRO (November 6, 2024), the Hopi Tribe (November 5, 2024), PYT (November 5, 2024), TON (November 5, 2024), and WMAT (November 7, 2024). SRPMIC responded on November 12, 2024 and stated that they would defer to GRIC. GRIC responded on December 12, 2024 and stated that they would concur with a project finding of "No Adverse Effect" instead of a finding of "No Historic Properties Affected" since two borings were proposed within the boundary of Firebird Lake, and the NRHP eligibility of Firebird Lake had not yet been determined.

Subsequent to the November 5, 2024 geotechnical investigations consultation, the project team revised the geotechnical plans, shifting some locations and eliminating other locations. Therefore, continuing consultation pertaining to the revised locations was submitted to all consulting parties on April 2, 2025. Responses concurring with a finding of "No Adverse Effect" were received from GRIC (April 7, 2025), the Hopi Tribe (April 4, 2025), MCDOT (April 30, 2025), PYT (April 8, 2025), and WMAT (April 3, 2025). SRPMIC responded on April 8, 2025 and stated that they would defer to GRIC.

Previous Class I Inventory

A Class I inventory of the overall study area (which covered the current APE) previously was compiled by HDR, Inc. as reported in *Class I Cultural Resources Inventory in Support of the Interstate 10 and Koli Road Traffic Interchange, Maricopa County, Arizona* (Heilman 2025). A copy of the report was submitted to all consulting parties on February 10, 2025 as part of the continuing Section 106 process. In accordance with the GRIC Tribal Historic Preservation Office (THPO) standards and guidelines, only the Four Southern Tribes received the full report. All other consulting parties received a modified version with survey and site location maps redacted. The vast majority of the study area previously was surveyed for cultural resources; however, a small portion of the study area within Firebird Lake and a paved area adjacent to the lake were not surveyed to GRIC-CRMP standards. Archaeological survey in these locations was deemed to be impractical.

Cultural Resources

At the outset of this project, Firebird Lake had not yet reached the age of 50 years and had not been assessed. Recently, the lake reached the age of 50 years. Therefore, GRIC tasked Logan Simpson with conducting an historic resource survey and evaluation of Firebird Lake and its associated buildings and features to determine eligibility for listing in the NRHP. The results of the evaluation are reported in *Firebird Lake National Register Eligibility Evaluation and Assessment of Effect, Chandler, Maricopa County, Arizona* (Justice et al. 2025). Logan Simpson recommended that Firebird Lake be considered eligible for inclusion in the NRHP under Criterion A for its association with a major economic development program on GRIC lands, and under Criterion C as the only purpose-built, man-made lake for recreational and competition purposes in Arizona. Logan Simpson submitted the report to GRIC for review and approval. The GRIC-THPO and the GRIC-CRMP concurred with the adequacy of the report and Logan Simpson's findings. As Firebird Lake is located outside the current project APE, it would be avoided and unaffected by the proposed project.

One cultural resource site, AZ U:9:2(ARS), is located within the current project APE. The site, identified as an historic habitation, previously was determined ineligible for inclusion in the NRHP by the GRIC-THPO (February 11, 2025). Avoidance is not warranted.

Section 4(f) Finding and Conclusion

No new right-of-way, easements, or temporary construction easements would be acquired from historic properties. Therefore, there is no Section 4(f) use.

Based upon the information above, ADOT has determined that a finding of "No Historic Properties Affected" is appropriate for this undertaking. Please review the information in this letter and the enclosed project location maps. If you agree with the information and ADOT's finding of effect, please indicate your concurrence by signing below. If you have any questions or concerns, please contact me at (480) 489-9256 or mbowler@azdot.gov.

Sincerely,

Maggie Bowler

Maggie Bowler, M.A., RPA
Senior Historic Preservation Team Specialist

_____ _____
Signature for GRIC Concurrence Date
010 MA 166 F0701 01D

Enclosures: Figures 1 and 2 – Project Location Maps

ecc:
Ms. Reylynne Williams, Tribal Historic Preservation Officer, Reylynne.Williams@gric.nsn.us (with enclosures)
Mr. Larry Benallie, Jr., Archaeological Compliance Specialist, Larry.BenallieJr@gric.nsn.us (with enclosures)
Dr. Kyle Woodson, Director, Cultural Resource Management Program, kyle.woodson@gric.nsn.us (with enclosures)
Mr. Anthony Sarhan, FHWA Acting Division Administrator, Anthony.Sarhan@dot.gov
Arizona.FHWA@dot.gov

GILA RIVER INDIAN COMMUNITY
POST OFFICE BOX 2193, SACATON, AZ 85147

TRIBAL HISTORIC PRESERVATION OFFICE (520) 562-7162

May 29, 2025

Maggie Bowler
Senior Historic Preservation Team Specialist
Arizona Department of Transportation
205 S. 17th Avenue
MD EM02
Phoenix, Arizona 85007

RE: ADOT TRACS No. 010 MA 166 F0701 01D, Interstate 10 (I-10), Koli Road Traffic Interchange, Gila River Indian Community (GRIC), District 4, Maricopa County, Arizona, Continuing Section 106 Consultation, No Historic Properties Affected

Dear Senior Specialist Bowler,

The Gila River Indian Community Tribal Historic Preservation Office (GRIC-THPO) has received your consultation documents dated May 29, 2025. The GRIC-THPO initially responded to this undertaking on April 2, 2024, June 25, 2024, December 12, 2024, February 11, 2025 and April 7, 2025. The Arizona Department of Transportation (ADOT), in cooperation with the Gila River Indian Community (GRIC), is proposing to build a new traffic interchange (TI) on I-10 near Koli Road. The project is located entirely on GRIC-owned lands and on ADOT easements between MP 163.27 and MP 163.90. The project is currently being funded with State Funds through the Maricopa Association of Governments (MAG). Because ADOT will be acquiring parcels through the Bureau of Indian Affairs (BIA), this project is considered a Federal undertaking subject to Section 106 review.

The scope-of-work for this TI project includes construction of a new diverging diamond TI; construction of new exit and entrance ramps; acquiring new easements from the GRIC through the BIA; construction of TI drainage features; construction of retaining walls; installation of a Freeway Management System; relocation of utilities; installation of signs, pavement striping, and lighting; installation of box culverts; and clearing and grubbing of vegetation. The Area of Potential Effect (APE) is 51.84 acres in size.

The Koli Road TI project area has been archaeologically assessed and surveyed. During the archaeological assessment the presence and location of Firebird Lake was noted within the APE. At that time, Firebird Lake had not yet reached the age of 50 years and was not assessed to determine its Register eligibility. Since, Logan Simpson was tasked with conducting an historic resource survey and evaluation of Firebird Lake and its associated buildings and features to determine Register eligibility. Report "*Firebird Lake National Register Eligibility Evaluation and Assessment of Effect, Chandler, Maricopa County, Arizona*" was submitted for review per Section 106 of the National Historic Preservation Act (NHPA). Firebird Lake is a Register

eligible property per Criteria A and C of the NHPA. Firebird Lake is located outside of the current project APE and will not be affected by this undertaking. In addition, one cultural resource site AZ U:9:2(ARS) was identified in the APE. Site AZ U:9:2(ARS) is identified as a historic habitation that is not Register eligible. The ADOT has made a finding of no historic properties affected for this undertaking.

The GRIC-THPO concurs with a finding of no historic properties affected. We trust that in the event of any discoveries our office will be notified. The GRIC-THPO will continue to participate in the consultation process for this undertaking. This project occurs within the ancestral lands of the Four Southern Tribes (Gila River Indian Community; Salt River Pima-Maricopa Indian Community; Ak-Chin Indian Community and the Tohono O'Odham Nation).

Thank you for consulting with the GRIC-THPO on this project. If you have any questions please do not hesitate to contact our office at 520-562-7162.

Respectfully,

Reylynne Williams

Reylynne Williams
Tribal Historic Preservation Officer
Gila River Indian Community

ARIZONA DEPARTMENT OF TRANSPORTATION

205 S 17th Ave., MD EM02
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

May 29, 2025

In Reply Refer To:

ADOT TRACS No. 010 MA 166 F0701 01D
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
"No Historic Properties Affected"

Ms. Rachael Larson, Superintendent
Pima Agency
Bureau of Indian Affairs
P.O. Box 8
Sacaton, Arizona 85147

Dear Ms. Larson:

The Arizona Department of Transportation (ADOT) is proposing to build a new traffic interchange (TI) on Interstate 10 (I-10) near Koli Road on Gila River Indian Community (GRIC) land (**Figure 1**). The project would be located on I-10 at roughly milepost (MP) 163.50 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The overall project limits would extend between MP 163.27 and MP 163.90. The project would occur within GRIC-owned lands and ADOT easements across GRIC lands.

Consulting parties for this project include ADOT, the Ak-Chin Indian Community, the Bureau of Indian Affairs (BIA)-Pima Agency and BIA-Western Regional Office (WRO), the Fort Mojave Indian Tribe, GRIC (lead for the Four Southern Tribes), the Hopi Tribe, the Maricopa County Department of Transportation (MCDOT), the Pascua Yaqui Tribe (PYT), the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRPMIC), the Tohono O'odham Nation (TON), the Tonto Apache Tribe, the White Mountain Apache Tribe (WMAT), and the Yavapai-Apache Nation.

Although a federal aid number (888-A[219]S) had previously been assigned to this project, it is currently utilizing state funds through the Maricopa Association of Governments. As federal funds may be used for this project in the future, it is being environmentally cleared as an Environmental Assessment under the National Environmental Policy Act. This project is considered an undertaking subject to review under Section 106 (54 U.S. Code [USC] § 306108) of the National Historic Preservation Act of 1966, as amended (54 USC § 300101 et seq.) and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800). The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 USC § 327 and a Memorandum of Understanding (MOU) dated June 25, 2024, executed by the Federal Highway Administration (FHWA) and ADOT. Under the MOU, FHWA retains responsibility for government-to-government Tribal consultation under Section 106. Tribes may engage FHWA on a project at any time.

Scope of Work and Area of Potential Effects (APE)

The scope of work for this TI project would include:

- Constructing a new diverging diamond TI between the existing Wild Horse Pass Boulevard TI and the SR 347 TI, including new roadway pavement, curb and gutter, sidewalks, and median improvements
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The APE is defined as the existing and new ADOT easement along I-10 between MP 163.27 and 163.90 encompassing 51.84 acres of GRIC lands (**Figure 2**). Indirect effects on cultural resources that could result from this TI construction project include changes in visual settings, noise levels, and increased public access that may diminish the integrity of resources and the ability to qualify for listing on the National Register of Historic Places (NRHP). No cultural resources would be indirectly affected by the proposed project because the construction would not introduce any new elements that would indirectly diminish the integrity or qualities contributing to the NRHP eligibility of sites outside the construction footprint.

Consultation History

Aerial Target Survey

Initial Section 106 consultation was conducted with all consulting parties on January 29, 2024 for the preconstruction aerial photographic survey portion of the project. The consultation outlined the scope of work and APE for installing aerial photograph targets at 22 locations within and adjacent to the ADOT I-10 easement and near Firebird Lake within GRIC lands, and determined that a project effect finding of "No Adverse Effect" was appropriate for the target installations.

Concurrences were received from BIA-WRO (February 29, 2024), GRIC (April 2, 2024), the Hopi Tribe (March 1, 2024), MCDOT (March 7, 2024), PYT (March 1, 2024), SRPMIC (March 18, 2024), and WMAT (March 8, 2024). TON responded on March 1, 2024 and stated that they deferred to GRIC. Following a change in target locations and access routes, consultation on May 21, 2024 (with GRIC only) again resulted in a "No Adverse Effect" determination (GRIC concurrence, June 25, 2024).

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Sincerely,

Maggie Bowler

Maggie Bowler, M.A., RPA
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_____ _____

Signature for BIA-Pima Agency Concurrence Date
010 MA 166 F0701 01D

Enclosures: Figures 1 and 2 – Project Location Maps

ecc:
Ms. Emily Meyer, BIA Pima Agency Environmental Contractor, emily.meyer@bia.gov (with enclosures)

ARIZONA
DEPARTMENT OF
TRANSPORTATION

205 S 17th Ave., MD EM02
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

May 29, 2025

In Reply Refer To:

ADOT TRACS No. 010 MA 166 F0701 01D
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
"No Historic Properties Affected"

Mr. Travis Bone, Regional Archaeologist
Western Regional Office
Bureau of Indian Affairs
2600 North Central Avenue, Fourth Floor Mailroom
Phoenix, Arizona 85004

Dear Mr. Bone:

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The APE is defined as the existing and new ADOT easement along I-10 between MP 163.27 and 163.90 encompassing 51.84 acres of GRIC lands (**Figure 2**). Indirect effects on cultural resources that could result from this TI construction project include changes in visual settings, noise levels, and increased public access that may diminish the integrity of resources and the ability to qualify for listing on the National Register of Historic Places (NRHP). No cultural resources would be indirectly affected by the proposed project because the construction would not introduce any new elements that would indirectly diminish the integrity or qualities contributing to the NRHP eligibility of sites outside the construction footprint.

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Signature for BIA-WRO Concurrence Date
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Phoenix, AZ 85007

KATIE HOBBS
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May 29, 2025

In Reply Refer To:

ADOT TRACS No. 010 MA 166 F0701 01D
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
"No Historic Properties Affected"

Mr. Stewart Koyiyumptewa, Tribal Historic Preservation Officer
Hopi Tribe
P.O. Box 123
Kykotsmovi, Arizona 86039

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Stewart Koyiyumptewa
Signature for Hopi Tribe Concurrence

5/29/25
Date

010 MA 166 F0701 01D

Enclosures: Figures 1 and 2 – Project Location Maps

ecc:
Mr. Jakob Maase, HCPO Staff Archaeologist II, jmaase@hopi.nsn.us (with enclosures)
Mr. Anthony Sarhan, FHWA Acting Division Administrator, Anthony.Sarhan@dot.gov
Arizona.FHWA@dot.gov

ARIZONA DEPARTMENT OF TRANSPORTATION

205 S 17th Ave., MD EM02
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KATIE HOBBS
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May 29, 2025

In Reply Refer To:

ADOT TRACS No. 010 MA 166 F0701 01D
I-10; Koli Road Traffic Interchange
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"No Historic Properties Affected"

Mr. Julian Hernandez, Chair
Pascua Yaqui Tribe
7474 South Camino de Oeste
Tucson, Arizona 85746

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ARIZONA
DEPARTMENT OF
TRANSPORTATION

205 S 17th Ave., MD EM02
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

May 29, 2025

In Reply Refer To:

ADOT TRACS No. 010 MA 166 F0701 01D
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
"No Historic Properties Affected"

Mr. Shane Anton, Tribal Historic Preservation Officer
Salt River Pima-Maricopa Indian Community
10005 East Osborn Road
Scottsdale, Arizona 85256

Dear Mr. Anton:

The Arizona Department of Transportation (ADOT) is proposing to build a new traffic interchange (TI) on Interstate 10 (I-10) near Koli Road on Gila River Indian Community (GRIC) land (**Figure 1**). The project would be located on I-10 at roughly milepost (MP) 163.50 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The overall project limits would extend between MP 163.27 and MP 163.90. The project would occur within GRIC-owned lands and ADOT easements across GRIC lands.

Consulting parties for this project include ADOT, the Ak-Chin Indian Community, the Bureau of Indian Affairs (BIA)-Pima Agency and BIA-Western Regional Office (WRO), the Fort Mojave Indian Tribe, GRIC (lead for the Four Southern Tribes), the Hopi Tribe, the Maricopa County Department of Transportation (MCDOT), the Pascua Yaqui Tribe (PYT), the Pueblo of Zuni, the Salt River Pima-Maricopa Indian Community (SRPMIC), the Tohono O'odham Nation (TON), the Tonto Apache Tribe, the White Mountain Apache Tribe (WMAT), and the Yavapai-Apache Nation.

Although a federal aid number (888-A[219]S) had previously been assigned to this project, it is currently utilizing state funds through the Maricopa Association of Governments. As federal funds may be used for this project in the future, it is being environmentally cleared as an Environmental Assessment under the National Environmental Policy Act. This project is considered an undertaking subject to review under Section 106 (54 U.S. Code [USC] § 306108) of the National Historic Preservation Act of 1966, as amended (54 USC § 300101 et seq.) and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800). The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 USC § 327 and a Memorandum of Understanding (MOU) dated June 25, 2024, executed by the Federal Highway Administration (FHWA) and ADOT. Under the MOU, FHWA retains responsibility for government-to-government Tribal consultation under Section 106. Tribes may engage FHWA on a project at any time.

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The APE is defined as the existing and new ADOT easement along I-10 between MP 163.27 and 163.90 encompassing 51.84 acres of GRIC lands (**Figure 2**). Indirect effects on cultural resources that could result from this TI construction project include changes in visual settings, noise levels, and increased public access that may diminish the integrity of resources and the ability to qualify for listing on the National Register of Historic Places (NRHP). No cultural resources would be indirectly affected by the proposed project because the construction would not introduce any new elements that would indirectly diminish the integrity or qualities contributing to the NRHP eligibility of sites outside the construction footprint.

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Section 4(f) Finding and Conclusion

No new right-of-way, easements, or temporary construction easements would be acquired from historic properties. Therefore, there is no Section 4(f) use.

Based upon the information above, ADOT has determined that a finding of "No Historic Properties Affected" is appropriate for this undertaking. Please review the information in this letter and the enclosed project location maps. If you agree with the information and ADOT's finding of effect, please indicate your concurrence with a reply letter. If you have any questions or concerns, please contact me at (480) 489-9256 or mbowler@azdot.gov.

Sincerely,

Maggie Bowler

Maggie Bowler, M.A., RPA
Senior Historic Preservation Team Specialist

Enclosures: Figures 1 and 2 – Project Location Maps

ecc:
Ms. Sunday Eiselt, THPO Archaeologist, Sunday.Eiselt@srpmic-nsn.gov (with enclosures)
Ms. Angela Garcia-Lewis, Cultural Preservation Compliance Supervisor, angela.garcia-lewis@srpmic-nsn.gov (with enclosures)
Ms. Martha Martinez, NAGPRA Coordinator, Martha.martinez@srpmic-nsn.gov (with enclosures)
Mr. Anthony Sarhan, FHWA Acting Division Administrator, Anthony.Sarhan@dot.gov
Arizona.FHWA@dot.gov

Gmail Maggie Bowler <mbowler@azdot.gov>

RE: ADOT Section 106 Consultation: I-10; Koli Road Traffic Interchange (TRACS F0701)

1 message

Eiselt, Sunday <Sunday.Eiselt@srpmic-nsn.gov> Mon, Jun 16, 2025 at 10:13 AM
To: Maggie Bowler <mbowler@azdot.gov>, "Anton, Shane" <Shane.Anton@srpmic-nsn.gov>
Cc: "Martinez, Martha" <Martha.Martinez@srpmic-nsn.gov>, "Garcia-Lewis, Angela" <Angela.Garcia-Lewis@srpmic-nsn.gov>, Arizona FHWA <arizona.fhwa@dot.gov>, "Sarhan, Anthony (FHWA)" <Anthony.Sarhan@dot.gov>

The SRPMIC THPO defers to the GRIC THPO as lead in the consultation process for this project.

Thank you

B. Sunday Eiselt

Acting THPO, THPO Archaeologist

Salt River Pima-Maricopa Indian Community

10,005 E. Osborn Road

Scottsdale, AZ 85256

Sunday.Eiselt@srpmic-nsn.gov

Office: (480) 362 3347

From: Maggie Bowler <mbowler@azdot.gov>
Sent: Thursday, May 29, 2025 10:00 AM
To: Anton, Shane <Shane.Anton@SRPMIC-nsn.gov>
Cc: Eiselt, Sunday <Sunday.Eiselt@srpmic-nsn.gov>; Martinez, Martha <Martha.Martinez@SRPMIC-nsn.gov>; Garcia-Lewis, Angela <Angela.Garcia-Lewis@SRPMIC-nsn.gov>; Arizona FHWA <arizona.fhwa@dot.gov>; Sarhan, Anthony (FHWA) <Anthony.Sarhan@dot.gov>
Subject: ADOT Section 106 Consultation: I-10; Koli Road Traffic Interchange (TRACS F0701)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Good morning,

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Please email responses to mbowler@azdot.gov or call Senior Historic Preservation Team Specialist Maggie Bowler at (480) 489-9256. The consultation period will close on July 3, 2025.

Thank you, and we look forward to hearing from you.

Maggie R. Bowler, M.A., RPA

Senior Historic Preservation Team Specialist

ENVIRONMENTAL PLANNING

205 South 17th Avenue, MD EM02

Phoenix AZ 86001
480.489.9256 | azdot.gov

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Senior Historic Preservation Team Specialist

_____ _____
Signature for PYT Concurrence Date
010 MA 166 F0701 01D

Enclosures: Figures 1 and 2 – Project Location Maps

ecc:
Dr. Karl A. Hoerig, Tribal Historic Preservation Officer, Karl.Hoerig@pascuayaqui-nsn.gov (with enclosures)
Mr. Anthony Sarhan, FHWA Acting Division Administrator, Anthony.Sarhan@dot.gov
Arizona.FHWA@dot.gov

Re: ADOT Section 106 Consultation: I-10; Koli Road Traffic Interchange (TRACS F0701)

1 message

Karl Hoerig <khoerig@pascuayaqui-nsn.gov> Thu, Jun 5, 2025 at 9:51 AM
To: Maggie Bowler <mbowler@azdot.gov>, Julian Hernandez <jhernandez1@pascuayaqui-nsn.gov>
Cc: Arizona FHWA <arizona.fhwa@dot.gov>, "Sarhan, Anthony (FHWA)" <Anthony.Sarhan@dot.gov>

Dear Maggie,

Thank you to ADOT for continuing consultation with the Pascua Yaqui Tribe regarding the planned traffic interchange installation at I-10 and Koli Road, on the Gila River Indian Community's lands. The PYT THPO has no information that would suggest any heritage resources of importance to the Tribe will be affected by this project, and concurs with the determination of "no historic properties affected."

With warmest regards,
Karl

Karl A. Hoerig, Ph.D.
Tribal Historic Preservation Officer
Pascua Yaqui Tribe
5100 W. Calle Tetakusim, Room 130
Tucson, AZ 85757
(520) 883-5116
karl.hoerig@pascuayaqui-nsn.gov

From: Maggie Bowler <mbowler@azdot.gov>
Sent: Thursday, May 29, 2025 10:00 AM
To: Julian Hernandez <jhernandez1@pascuayaqui-nsn.gov>
Cc: Karl Hoerig <khoerig@pascuayaqui-nsn.gov>; Arizona FHWA <arizona.fhwa@dot.gov>; Sarhan, Anthony (FHWA) <Anthony.Sarhan@dot.gov>
Subject: ADOT Section 106 Consultation: I-10; Koli Road Traffic Interchange (TRACS F0701)

CAUTION - Beware External Email - Think Before You Act.

WARNING - This email originated from outside of the organization! Do not click links, open attachments or reply, unless you recognize the sender's email address and know the content is safe!

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ARIZONA
DEPARTMENT OF
TRANSPORTATION

Maggie R. Bowler, M.A., RPA
Senior Historic Preservation Team Specialist
ENVIRONMENTAL PLANNING

205 South 17th Avenue, MD EM02
Phoenix AZ 86001
480.489.9256 | azdot.gov

ARIZONA DEPARTMENT OF TRANSPORTATION

205 S 17th Ave., MD EM02
Phoenix, AZ 85007

KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

May 29, 2025

In Reply Refer To:

ADOT TRACS No. 010 MA 166 F0701 01D
I-10; Koli Road Traffic Interchange
Continuing Section 106 Consultation
"No Historic Properties Affected"

Mr. Kasey Velasquez, Chair
White Mountain Apache Tribe
P.O. Box 700
Whiteriver, Arizona 85941

Dear Chairman Velasquez:

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Sincerely,

Maggie Bowler

Maggie Bowler, M.A., RPA
Senior Historic Preservation Team Specialist

_____ _____
Signature for WMAT Concurrence Date
010 MA 166 F0701 01D

Enclosures: Figures 1 and 2 – Project Location Maps

ecc:
Mr. Mark Altaha, Tribal Historic Preservation Officer, markaltaha@wmat.us (with enclosures)
Mr. Anthony Sarhan, FHWA Acting Division Administrator, Anthony.Sarhan@dot.gov
Arizona.FHWA@dot.gov

White Mountain Apache Tribe

Office of Historic Preservation
PO Box 1032
Fort Apache, AZ 85926
Ph: (928) 338-3033 Fax: (928) 338-6055

To: Maggie Bowler, M.A., RPA. – Senior Historic Preservation Team Specialist

Date: May 29, 2025

Re: *ADOT TRACS No. 010 MA 166 F0701 01D Koli Road Traffic Interchange*

……

The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the project dated; *May 29, 2025.* In regard to this, please refer to the following statement(s) below;

Thank you for allowing the White Mountain Apache tribe the opportunity to review and respond to the above proposed construction of a new traffic interchange on I-10 near Koli Road on the Gila River Indian Community, Maricopa County, Arizona.

Please be advised, we have reviewed the information provided, and we have determined the proposed TI project will have a ***"No Adverse Effect"*** on the tribe's cultural heritage resources and/or historic properties. Further participation is not necessary.

Thank you for the continued tribal engagement and consultation, and collaborations in protecting and preserving places of cultural and historical importance.

Sincerely,

Mark Altaha

White Mountain Apache Tribe – THPO
Historic Preservation Office

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Appendix F. Traffic Analysis Information

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I-10 Koli Road Traffic Interchange Traffic Memo

I-10 | LOOP 202 TO SR-387
WILD HORSE PASS CORRIDOR

December 20, 2024

INTRODUCTION

This Interstate 10 (I-10)/Koli Road Traffic Interchange (Koli Road TI) Traffic Memo discusses the traffic at the proposed Koli Road TI for the two build alternatives being evaluated as part of the Koli Road TI Design Concept Report (DCR). From 2019 to 2024, ADOT conducted a study and completed a DCR and Environmental Assessment (EA) to increase I-10 capacity through adding a general-purpose (GP) lane and High-Occupancy Vehicle (HOV) lane in each direction and upgrading the I-10/Wild Horse Pass Boulevard and I-10/State Route (SR) 347/Queen Creek Road TIs within the limits of this study. These I-10 improvements as detailed in the I-10; SR 202 to SR 387 DCR and EA have not yet been constructed.

This document will summarize the following:

1) The method used for traffic forecasting;
2) The sources of data;
3) Traffic analysis for the new Koli Road TI for both build alternative; and
4) Air quality data for environmental analysis.

PROJECT LOCATION

The proposed I-10/Koli Road TI is located at approximately milepost (MP) 163.5, in between the existing I-10/Wild Horse Pass Boulevard (MP 162.5) and I-10/SR 347/Queen Creek Road (MP 164.5) TIs in Maricopa County as shown in Figure 1. The Koli Road TI is located within the Gila River Indian Community (the Community). It will serve as an additional access point to the Wild Horse Pass Development Authority (WHPDA) area which is an important revenue generator for the Community on the west side of the TI. It will also provide a direct connector from the Wild Horse Pass area to the Lone Butte Casino and other businesses within the Community.

TRAFFIC FORECASTING

The Maricopa Association of Governments (MAG) prepared the 2050 traffic forecasts for the Koli Road TI analysis. These travel forecasts were prepared using MAG's June 2023 socioeconomic projections which reflect the Community's WHPDA Land Use Master Plan. The highway network included MAG's 2050 programmed and planned highway improvements. The network included both the planned widening of I-10 and the Koli Road TI.

MAG prepared these model runs as part of its fall 2023 air quality conformity analysis. This data was since reviewed for validity in comparison to the latest MAG data published in June 2024. A separate section of this traffic memo includes a detailed comparison of the data. The MAG forecasts include traffic assignment estimates for the AM, midday, PM and night periods. The study team used MAG's conversion factors to convert peak period traffic estimates to peak hour estimates used for traffic operations analysis. The 2050 AM and PM peak hour volumes used for the alternatives analysis are provided in Figure 2.

Figure 1: Proposed Location of Koli Road Traffic Interchange

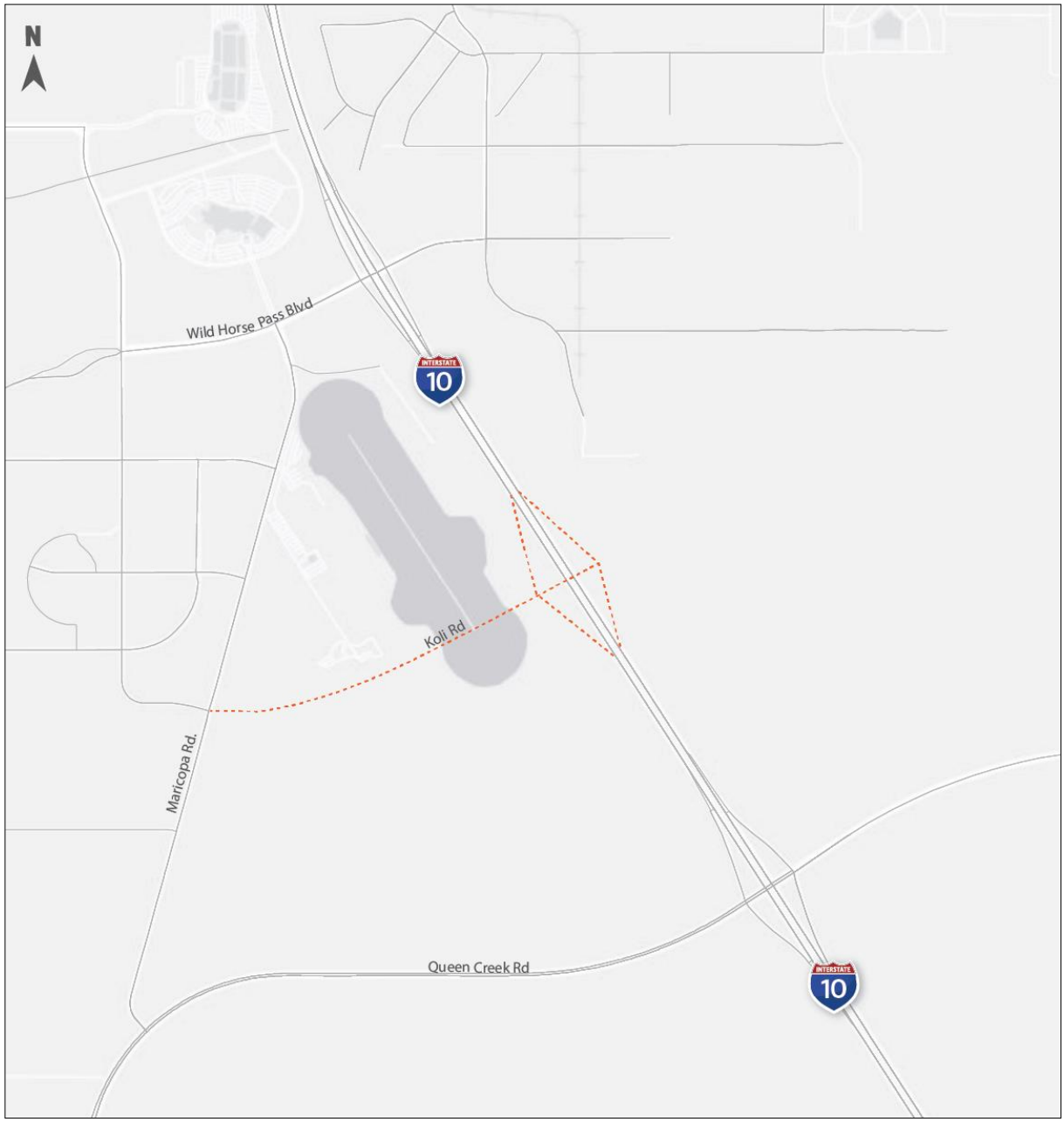
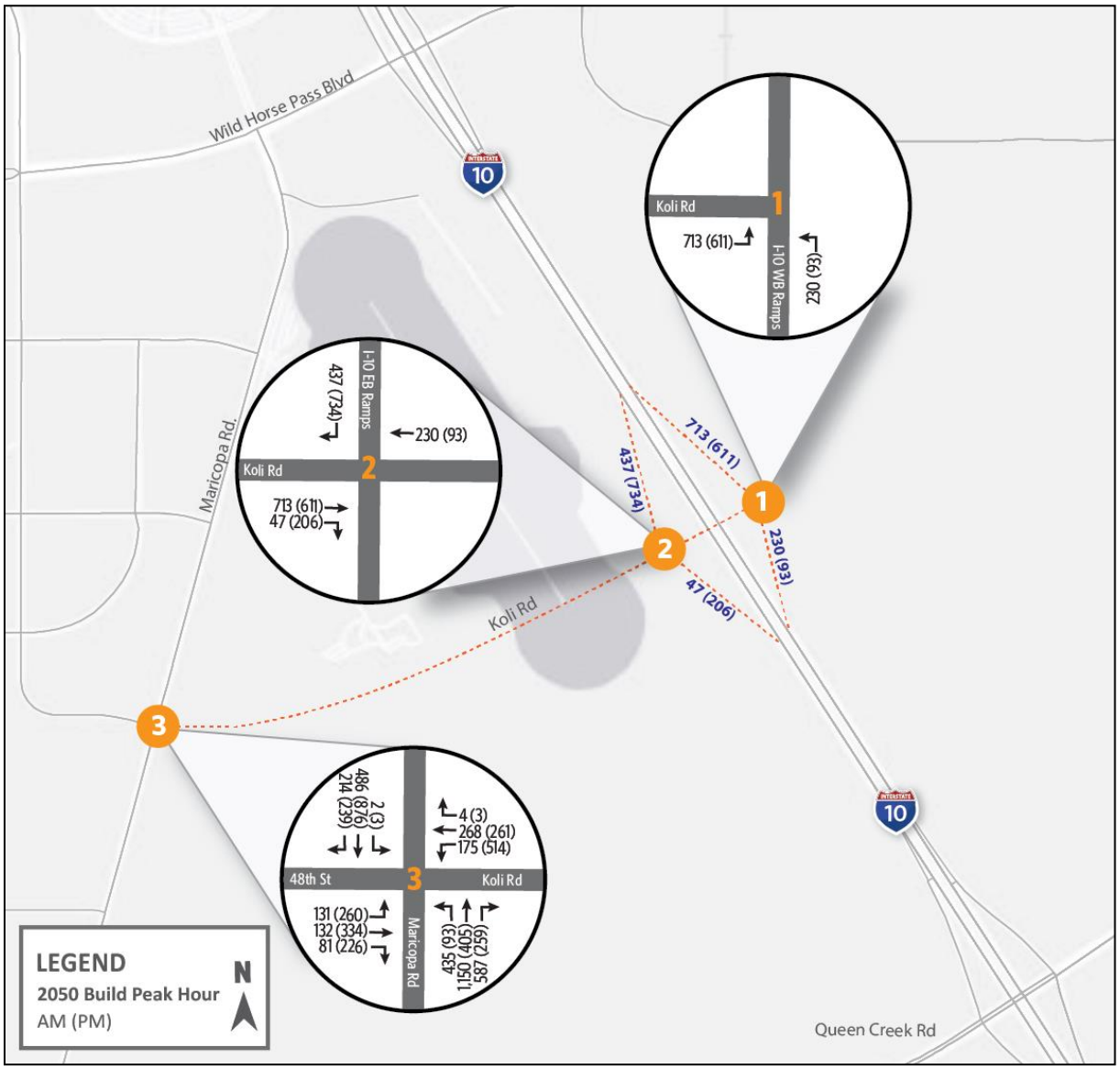


Figure 2: Koli Road Traffic Interchange 2050 Peak Hour Volumes



ALTERNATIVES ANALYSIS

An operational analysis of the future Koli Road TI was performed using Vissim version 2024, a widely used, behavior-based multi-purpose traffic microsimulation program. Vissim tracks individual vehicle movements and interactions with more detail than typical Highway Capacity Manual (HCM) methods and quantifies the performance of individual movements and overall delays and queue lengths for intersections. The alternatives analysis included an evaluation of two Build alternatives for the design year 2050. Since the Koli Road TI does not currently exist today, a No-Build alternative was not evaluated.

Build Alternatives

Two Build alternative concepts were prepared and analyzed. The two alternatives that were analyzed for the Koli Road TI include a traditional Diamond Interchange and a Diverging Diamond Interchange (DDI). Both the Diamond and DDI Build alternatives included signalization of the ramp terminal intersections as well as dual eastbound left turns from Koli Road to westbound I-10. Conceptual layouts of each alternative are provided in Attachment A.

Model Development

The Vissim models developed for the Koli Road TI included the I-10 ramps and ramp terminal intersections, but they were considered isolated models and did not include the I-10 mainline. Because the Koli Road TI does not currently exist, the Vissim models were not calibrated, but the same model parameters were used for both alternatives. Peak hour truck percentages were calculated based on the MAG travel demand model link volumes and a peak hour factor of 0.95 was assumed for developing 15-minute flow rates for the model inputs.

Vissim Analysis Results

A summary of overall intersection delays for the existing AM and PM peak hour conditions is provided in Table 1. In Vissim, the intersection level of service (LOS) is computed from a microsimulation analysis and is therefore reported as an "estimated LOS." The estimated LOS is based on HCM criteria and thresholds for signalized intersections. The results of the Vissim analysis indicate that the Koli Road and I-10 ramp terminal intersections are operating at LOS B or better for both Build alternatives in the design year AM and PM peak periods. The Koli Road and Maricopa Road intersection is operating at LOS C in both Build alternatives in the design year AM and PM peak periods.

Table 1: Koli Road TI Intersection Level of Service

Intersection	Traffic Control	Diamond TI		DDI TI	
		Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS
2050 AM Peak					
Koli Road & I-10 EB Ramps	Signalized	6.8	A	13.7	B
Koli Road & I-10 WB Ramps	Signalized	9.1	A	1.4	A
Koli Road & Maricopa Road	Signalized	21.2	C	21.2	C
2050 PM Peak					
Koli Road & I-10 EB Ramps	Signalized	10.8	B	10.4	B
Koli Road & I-10 WB Ramps	Signalized	5.0	A	1.2	A
Koli Road & Maricopa Road	Signalized	27.1	C	27.1	C

Air Quality Analysis

A summary of the data intended to supplement the air quality impact analysis from projected traffic is provided in Table 2 for the Diamond TI and Table 3 for the DDI TI. It compares the projected 2050 traffic conditions for a No-Build Alternative with a Build Alternative at the intersections along Koli Road, I-10 ramps, and Maricopa Road. The existing and future year traffic data was provided in the MAG travel demand model used for traffic forecasting.

The Koli Road intersection average daily traffic (ADT) & Truck Volumes shown in Table 4 provides data comparing projected directional 2050 traffic for No-Build and Build alternatives at the intersections along Koli Road, I-10 ramps, and Maricopa Road. Table 5 provides current (2023) and projected (2050) ADT volumes, including a break down by medium and heavy trucks, across segments of I-10, Koli Road, Maricopa Road, and 48th Street. A comparison of June 2023 data and the most current June 2024 data shows no change as discussed in the Conformity Model Comparison section of this traffic memo and shown in Table 6.

Table 2: Intersection Level of Service and Peak-Hour Volumes (Diamond TI)

Intersection	Peak Hour	2050 No-Build Alternative				2050 Build Alternative				Total Truck Volume Difference (Build Alternative - No Build Alternative, vph)[1]
		LOS (Delay, sec/veh)	Volumes (vph)	Medium Truck Volumes	Heavy Truck Volumes (vph)	LOS (Delay, sec/veh)	Volumes (vph)	Medium Truck Volumes	Heavy Truck Volumes (vph)	
Koli Road & I-10 EB Ramps	AM	N/A	0	0	0	A (6.8)	1,430	110	20	130
	PM	N/A	0	0	0	B (10.8)	1,645	130	25	155
Koli Road & I-10 WB Ramps	AM	N/A	0	0	0	A (9.1)	945	50	10	60
	PM	N/A	0	0	0	A (5.0)	705	80	20	100
Koli Road & Maricopa Road	AM	N/A	0	0	0	C (21.2)	3,670	210	50	260
	PM	N/A	0	0	0	C (27.1)	3,475	230	45	275

1 Truck Volume Difference includes both MT and HT
MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds)
HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).
Source: MAG

Table 3: Intersection Level of Service and Peak-Hour Volumes (DDI TI)

Intersection	Peak Hour	2050 No-Build Alternative				2050 Build Alternative				Total Truck Volume Difference (Build Alternative - No Build Alternative, vph)[1]
		LOS (Delay, sec/veh)	Volumes (vph)	Medium Truck Volumes	Heavy Truck Volumes (vph)	LOS (Delay, sec/veh)	Volumes (vph)	Medium Truck Volumes	Heavy Truck Volumes (vph)	
Koli Road & I-10 EB Ramps	AM	N/A	0	0	0	B (13.7)	1,430	110	20	130
	PM	N/A	0	0	0	B (10.4)	1,645	130	25	155
Koli Road & I-10 WB Ramps	AM	N/A	0	0	0	A (1.4)	945	50	10	60
	PM	N/A	0	0	0	A (1.2)	705	80	20	100
Koli Road & Maricopa Road	AM	N/A	0	0	0	C (21.2)	3,670	210	50	260
	PM	N/A	0	0	0	C (27.1)	3,475	230	45	275

1 Truck Volume Difference includes both MT and HT
MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds)
HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).
Source: MAG

Table 4: Koli Road Intersection ADT & Truck Volumes

Intersection	Veh Class	2050 No-Build Alternative					2050 Build Alternative					Difference (Build - No-Build)
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	
Koli Road & I-10 EB Ramps	Total ADT	0	0	0	0	0	10,920	1,975	0	9,445	22,340	22,340
	MT ADT	0	0	0	0	0	745	105	0	655	1,505	1,505
	HT ADT	0	0	0	0	0	125	5	0	110	240	240
Koli Road & I-10 WB Ramps	Total ADT	0	0	0	0	0	1,975	0	1,985	0	3,960	3,960
	MT ADT	0	0	0	0	0	105	0	105	0	210	210
	HT ADT	0	0	0	0	0	5	0	5	0	10	10
Koli Road & Maricopa Road	Total ADT	12,165	0	15,215	17,255	44,635	10,855	9,215	18,255	13,965	52,290	7,655
	MT ADT	640	0	720	1,030	2,390	590	505	975	750	2,820	430
	HT ADT	55	0	195	200	450	45	110	300	195	650	200

Notes: ADT – Average daily traffic

MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds).

HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).

Source: MAG

Table 5: Roadway Average Daily Traffic & Truck Volumes

Segment	2023 Existing				2050 No-Build Alternative				2050 Build Alternative				Total Truck ADT Difference (Build - No-Build)
	ADT	Total Truck ADT	MT ADT	HT ADT	ADT	Total Truck ADT	MT ADT	HT ADT)	ADT	Total Truck ADT	MT ADT	HT ADT)	
I-10: Wild Horse Pass Blvd to Koli Rd	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	189,375	47,130	22,370	24,760	840
I-10: At the Koli Rd TI	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	170,855	45,595	21,060	24,535	-695
I-10: Koli Rd to Queen Creek Rd	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	174,675	45,805	21,265	24,540	-485
Koli Road: Maricopa Rd to I-10	0	0	0	0	0	0	0	0	22,345	1,745	1,505	240	1,745
Koli Road: Between I-10 Ramps	0	0	0	0	0	0	0	0	11,055	885	760	125	885
Koli Road: East of I-10	0	0	0	0	0	0	0	0	9,445	765	655	110	765
Koli Road: I-10 EB Off-Ramp	0	0	0	0	0	0	0	0	1,840	95	90	5	95
Koli Road: I-10 EB On-Ramp	0	0	0	0	0	0	0	0	1,985	110	105	5	110
Koli Road: I-10 WB Off-Ramp	0	0	0	0	0	0	0	0	9,080	775	655	120	775
Koli Road: I-10 WB On-Ramp	10,550	480	360	120	30,280	1,775	1,395	380	36,465	2,415	1,840	575	640
Maricopa Road: South of Koli Road	8,355	405	305	100	33,955	2,375	1,975	400	27,490	1,885	1,490	395	-490
Maricopa Road: North of Koli Road	5,850	235	205	30	24,645	1,485	1,370	115	22,510	1,380	1,280	100	-105
48th Street: West of Maricopa Road	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	189,375	47,130	22,370	24,760	840

Notes: ADT – Average daily traffic

MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds).

HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).

Source: MAG

Conformity Model Comparison

As previously noted, the traffic forecasting used for the air quality analysis was based on MAG's June 2023 conformity models. Given the duration of the project, MAG has since released their June 2024 conformity models. A comparison of the 2050 projections from the current and previous conformity models is provided in Table 6, with the screenline locations shown in

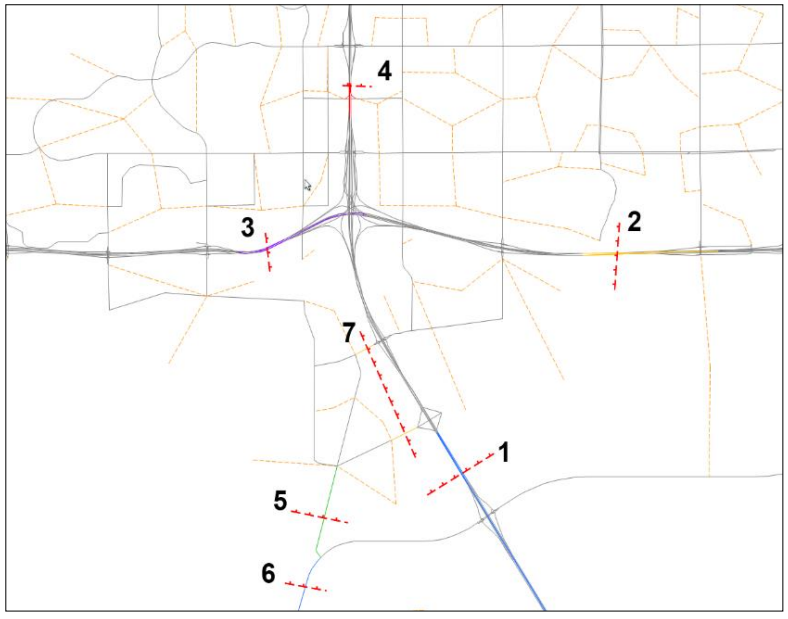
Figure *3*. As shown below, the screenline comparison shows that the two models are virtually identical in our study area, with a difference of 0.25 percent or less for individual segments and an overall difference of 0.02 percent. The June 2023 conformity models are therefore considered valid for the current air quality analysis and additional modeling is not required.

Table 6: 2050 MAG Conformity Model Comparison

Screenline	Description	2050 ADT (June 2023)	2050 ADT (June 2024)	Difference	Pct. Difference
1	I-10 East / SR 347	189,887	189,859	-28	-0.01%
2	Santan (SR 202L)	214,869	214,708	-161	-0.07%
3	South Mountain (SR202L)	161,807	161,809	2	0.00%
4	I-10 East / Ray Road	269,966	269,839	-127	-0.05%
5	Maricopa Road	39,685	39,635	-50	-0.13%
6	SR 347 South of Maricopa Road	70,527	70,513	-14	-0.02%
7	WHP & Koli Rd	68,508	68,676	168	0.25%
	Total	**1,015,249**	**1,015,039**	**-210**	**-0.02%**

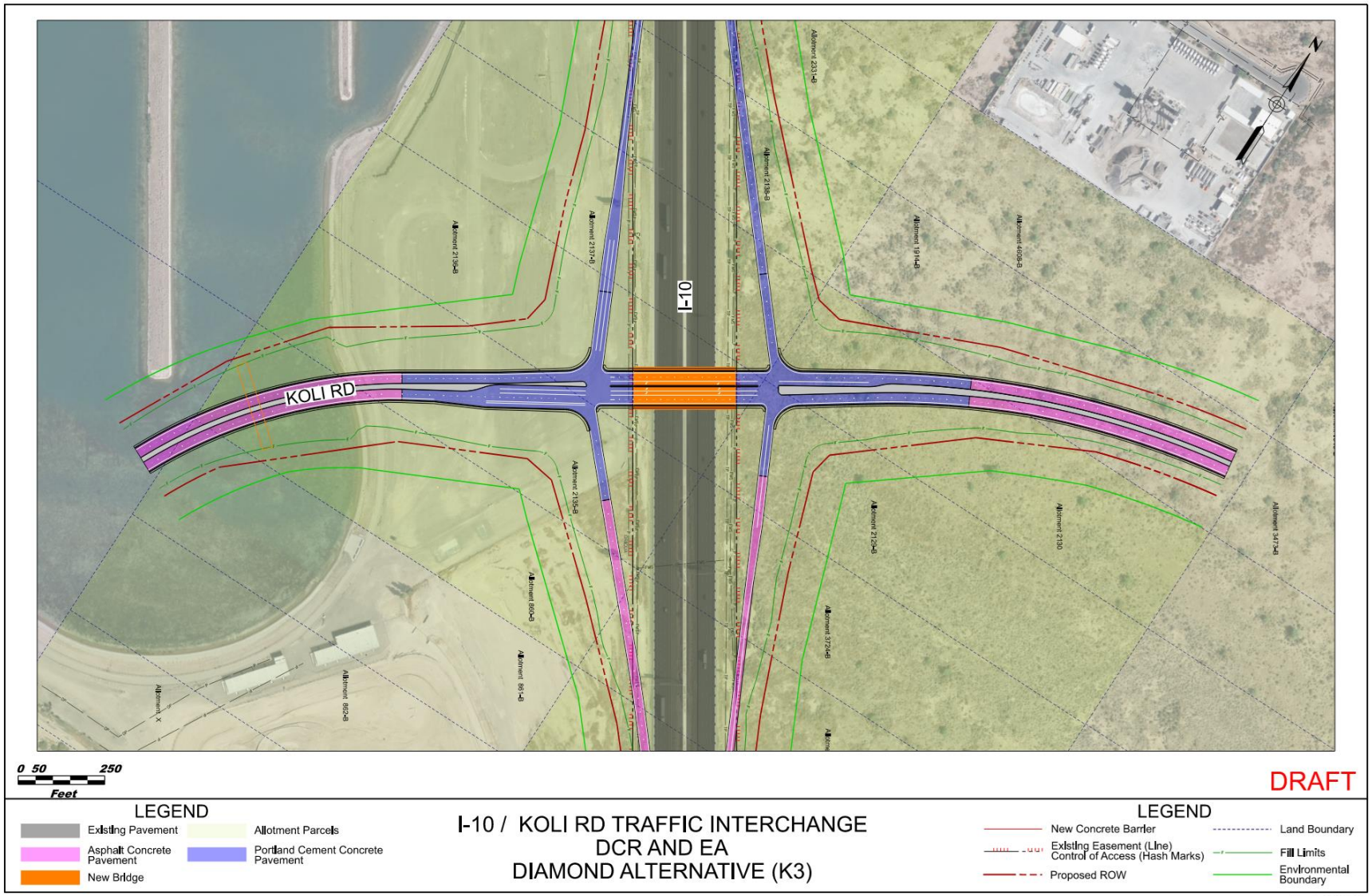
Note: ADT – Average Daily Traffic

Figure 3: 2050 MAG Conformity Model Screenline

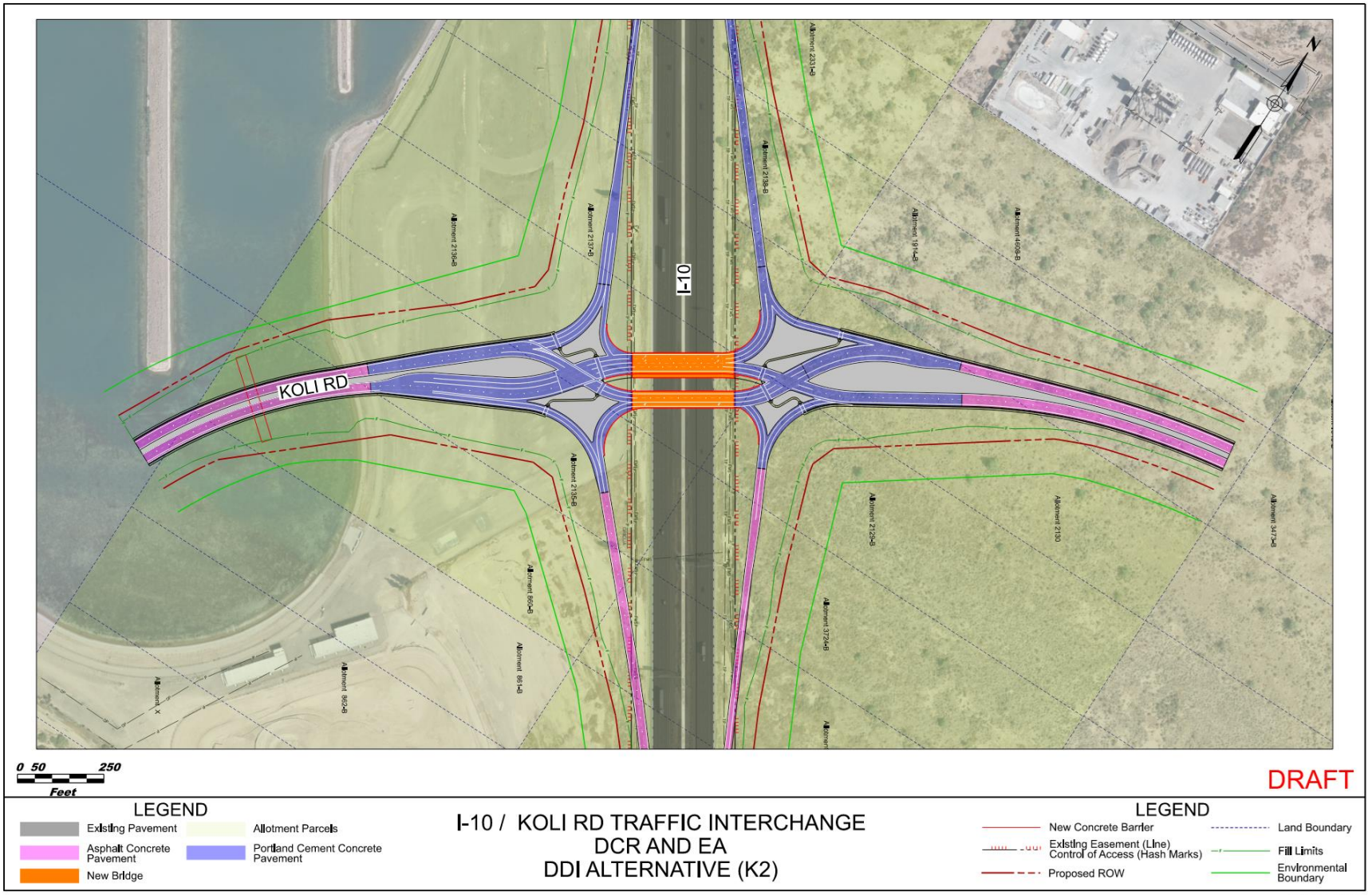


ATTACHMENT A: KOLI ROAD TI CONCEPTUAL LAYOUTS

I-10 Koli Road Traffic Interchange
Traffic Memo



I-10 Koli Road Traffic Interchange
Traffic Memo



Appendix G. Air Quality Report

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ARIZONA DEPARTMENT OF TRANSPORTATION

Draft Air Quality Report

Interstate 10 and Koli Road Traffic Interchange

Maricopa County, Arizona

ADOT Project No. F0701 01L

April 2025

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

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1 Introduction

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

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The Study Area for the proposed TI extends approximately 0.5 mile east of I-10, 1.2 mile north of milepost 163.5, and 1.5 mile south of milepost 163.5. To the west, the Study Area extends farther out—from 0.5 to 1.7 mile west of I-10—to encompass the existing Maricopa Road, where the Koli Road Extension would tie into. Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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

The scope of work for this Project includes:

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

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

Figure 1. Project location in state

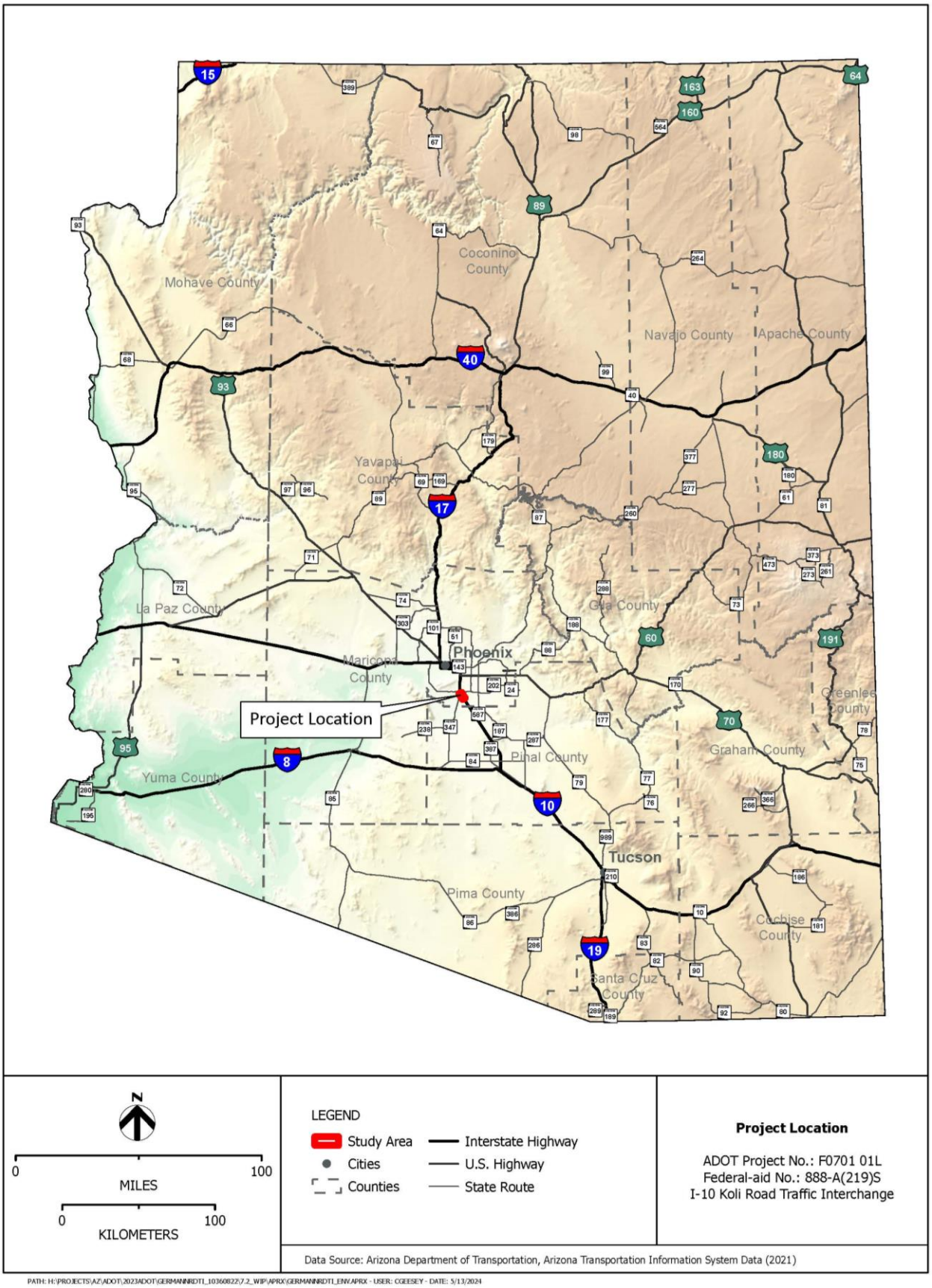
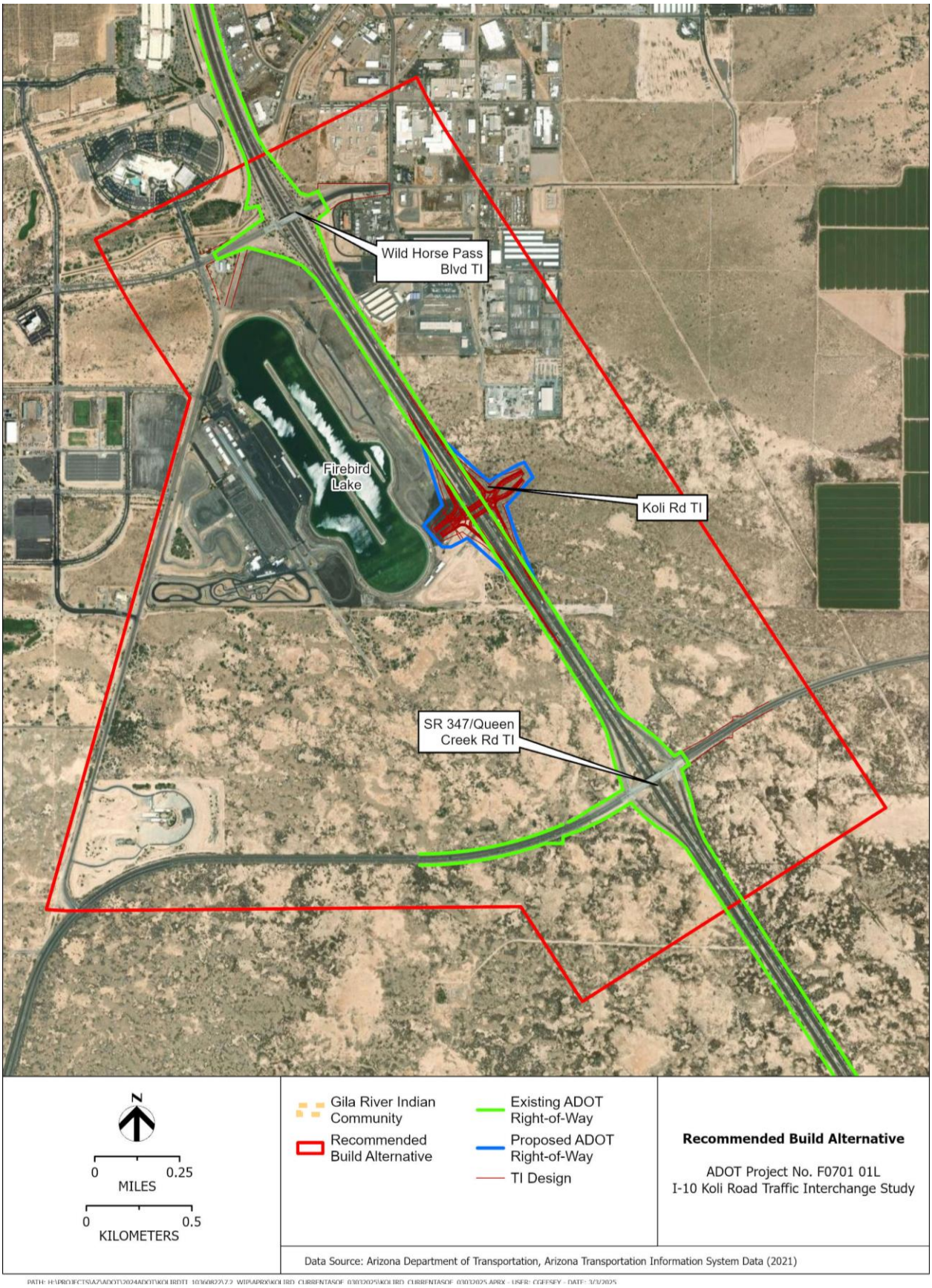


Figure 2. Project vicinity



2 Affected Environment

2.1 Regional Climatology

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

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

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

Source: National Weather Service, 2025

[a] in degrees Fahrenheit

2.2 Air Quality Standards

The federal Clean Air Act (CAA) of 1970 was the first comprehensive legislation aimed at reducing levels of air pollution throughout the country. The 1970 law required the U.S. Environmental Protection Agency (EPA) to establish the National Ambient Air Quality Standards (NAAQS), which set maximum allowable concentrations for six criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10})/fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and lead, as shown in Table 2 and briefly described below.

Table 2. National Ambient Air Quality Standards

Pollutant	Averaging Time	Primary Standard	Secondary Standard
Carbon monoxide (CO)	1-hour	35 ppm[a]	No standard
	8-hour	9 ppm	No standard
Nitrogen dioxide (NO_2)	1-hour	0.100 ppm	No standard
	Annual	0.053 ppm	0.053 ppm
Ozone (O_3)	8-hour	0.070 ppm	0.070 ppm
Particulate matter (PM_{10})	24-hour	150 µg/m^3 [b]	150 µg/m^3
Fine particulate matter ($PM_{2.5}$)	24-hour	35 µg/m^3	35 µg/m^3
	Annual	9 µg/m^3	15 µg/m^3
Sulfur dioxide (SO_2)	1-hour	0.075 ppm	No standard
	Annual	No standard	0.01 ppm
Lead	Rolling 3-month average	0.15 µg/m^3	0.15 µg/m^3

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

Note: The 1-hour standard for O_3 listed here was phased out in June 2005, but is still applicable to previously designated nonattainment areas.

[a] parts per million [b] micrograms per cubic meter

- CO is a colorless, odorless gas resulting from the incomplete combustion of carbon-based fuels, including petroleum products. In most areas, vehicle emissions are the primary source of CO. Mobile sources (on-road motor vehicle exhaust) are the primary source of CO in both Maricopa County and in the U.S. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Prolonged exposure to high levels of CO can cause headaches, drowsiness, loss of equilibrium, or heart disease. CO levels are generally highest in the colder months of the year when inversion conditions (where warmer air traps colder air near the ground) are more frequent.
- Ozone (O_3) is a colorless toxic gas and is found in both the Earth's upper and lower atmospheric levels. In the upper atmosphere, O_3 is a naturally occurring gas that helps to prevent the sun's harmful ultraviolet rays from reaching the Earth. In the lower layer of the atmosphere, O_3 is human made. O_3 is produced through a complex chemical reaction in which precursor compounds, such as

Figure 3. Ozone in the Atmosphere

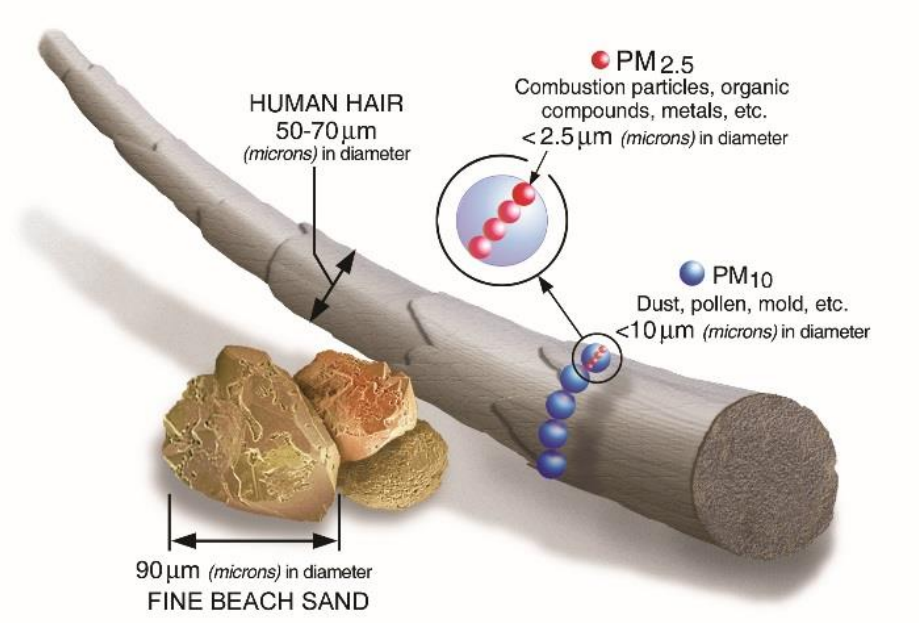


Source: EPA

hydrocarbons and nitrogen oxides, are transformed by sunlight into ozone molecules, which consist of three oxygen atoms. The primary sources for O_3 precursors are vehicular and industrial emissions.

- NO_2 is a yellowish-orange to reddish-brown gas resulting from high-temperature combustion. Diesel vehicles and power plants are major sources of NO_2.
- PM_{10} and $PM_{2.5}$ consist of suspended dust, fibers, combustion ash, and other fine particles. The major source is industrial emissions, but these pollutants also result from diesel vehicle emissions, unpaved roadways, agricultural activity, and dirt on paved roads kicked up by passing vehicles. PM_{10} is inhalable particles, with diameters that are generally 10 micrometers and smaller; and $PM_{2.5}$ is fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller. Figure 4 shows the sizes of PM_{10} and $PM_{2.5}$ relative to fine beach sand and human hair.

Figure 4. Size Comparisons for PM Particles



Source: EPA

- SO_2 is a colorless gas with a rotten egg odor that results from the combustion of fuels containing sulfur. Primary sources are coal-fired power plants, industrial plants, and metal smelters, with some emissions from diesel vehicles burning low-grade fuels.
- Lead in the atmosphere results primarily from the burning of leaded fuels. Lead pollution has been drastically reduced in the United States in recent years with the banning of leaded automobile fuels.

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

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

2.3 Mobile Source Air Toxics

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

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

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

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

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

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

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

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

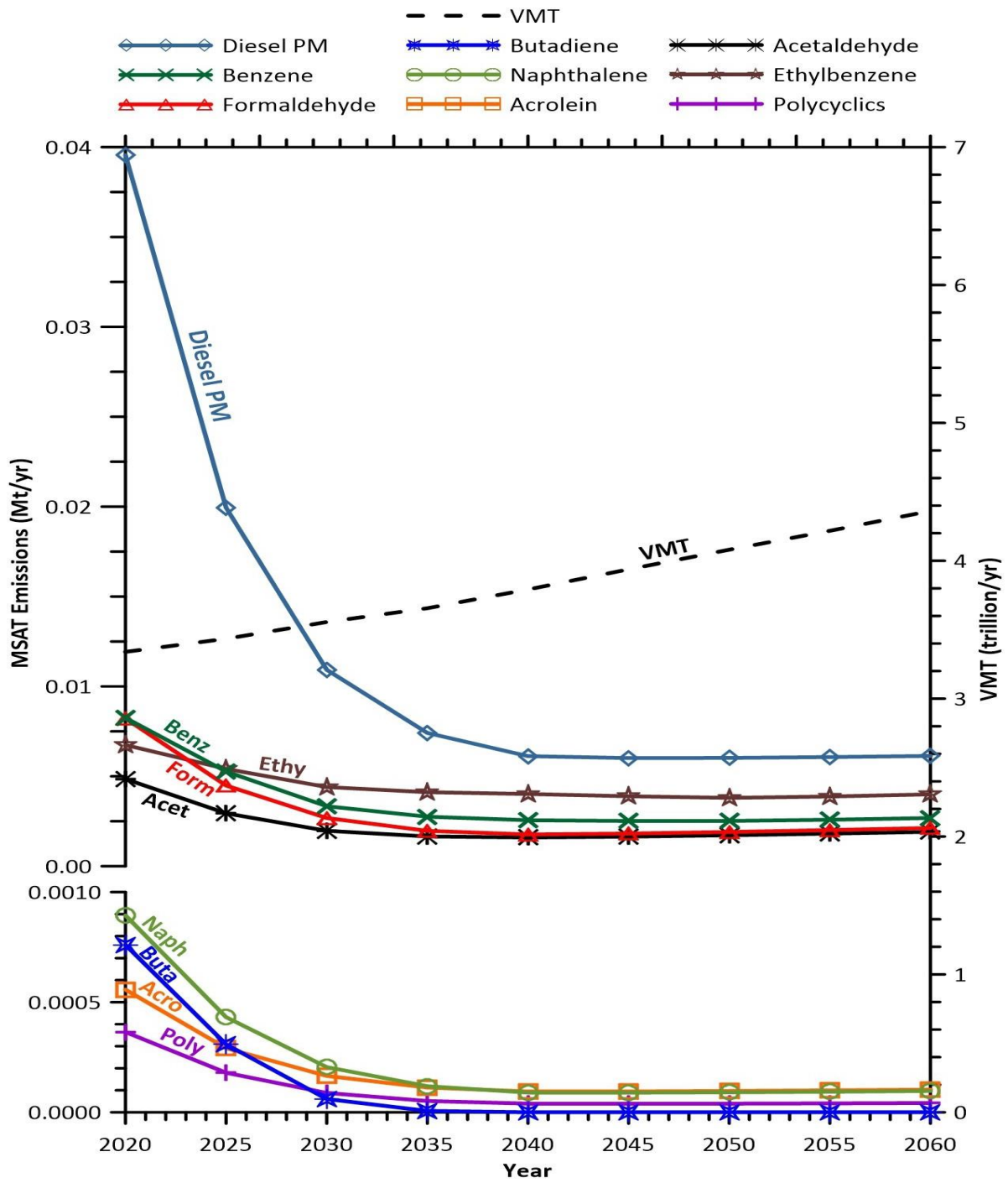
Polycyclic organic matter (POM) is a class of compounds that includes all organic structures having two or more fused aromatic rings, that have a boiling point greater than that of water, and that are extremely insoluble in water. There are eight major categories of POM, the most common being polycyclic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

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

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

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

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



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors.
Source: EPA MOVES3 model runs conducted by FHWA, March 2021.

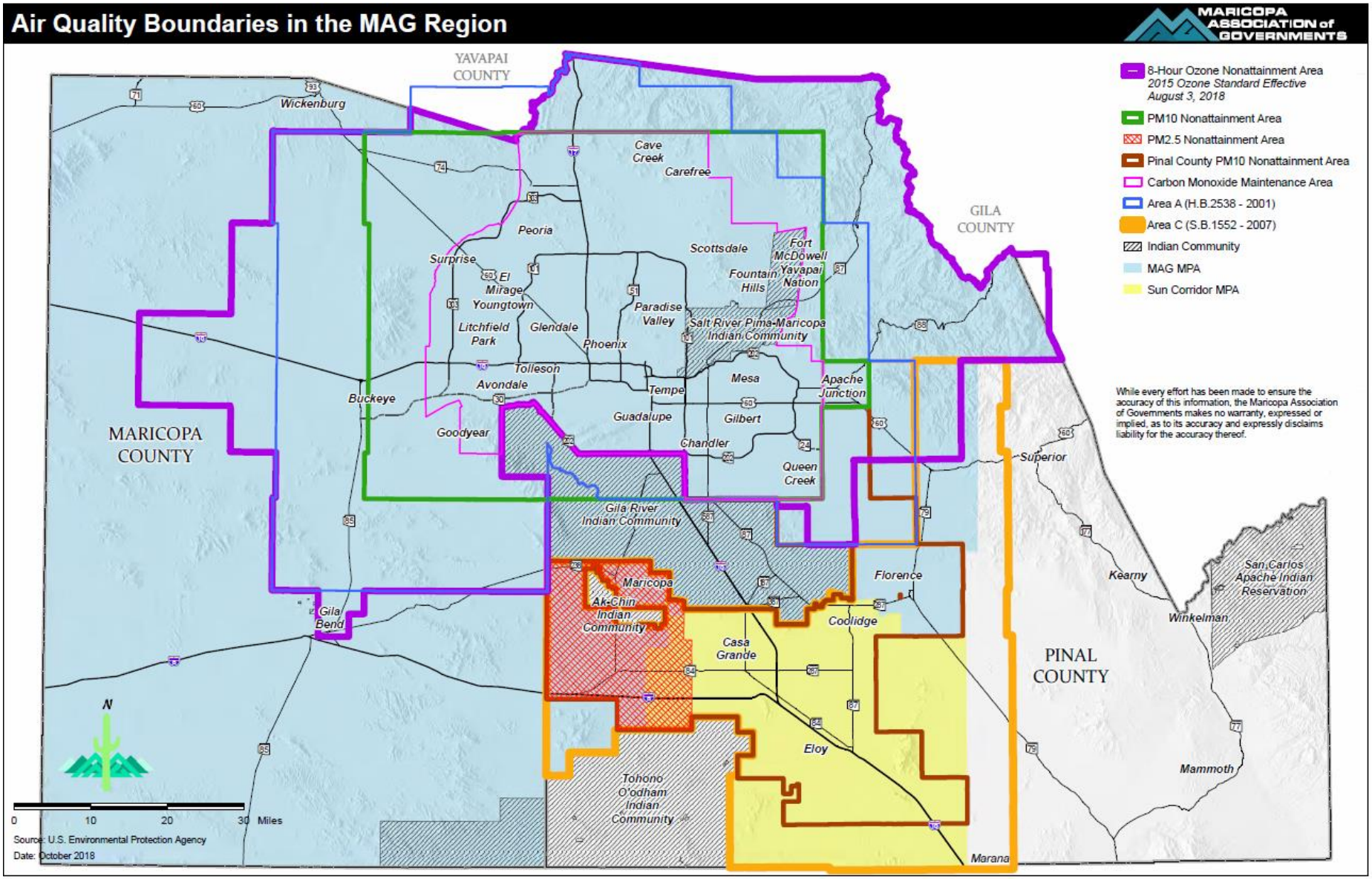
2.4 Nonattainment Areas

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

The proposed project lies within the Phoenix PM_{10} nonattainment area. The Phoenix Particulate Matter Nonattainment Area is defined as an area within eastern Maricopa County, approximately 60 miles long by 48 miles wide, and an additional area within Pinal County, 6 miles by 6 miles in size. It encompasses the Phoenix metropolitan area, including Apache Junction. (Figure 6)

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

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



2.5 Ambient Pollutant Levels

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

The adjacent monitoring site in Maricopa County is the West Chandler site (located at Frye Rd & Ellis St, Chandler). This monitoring site collects data on concentrations of 24-hour PM_{10}, 8-hour O_3, and 8-hour CO. The West Chandler site recorded exceedances of PM_{10} standards in 2021 and 2022. For the years 2021 through 2023, West Chandler monitoring site recorded 4 exceedances of PM_{10} and 14 exceedances of O_3, but no exceedances of CO NAAQS.

The adjacent monitoring sites in Gila River Indian Community closest to the project site are the Casa Blanca site (3455 W Casa Blanca Rd) and St. Johns site (4665 W Pecos Rd). The Casa Blanca monitor collects data on concentrations of 24-hour PM_{10} and the St. Johns monitor collects data on concentrations of 24-hour PM_{10} and 8-hour O_3. Table 3 summarizes air monitoring data at the three sites.

Table 3. Air Quality Monitoring Data

Monitoring site	Pollutant	Averaging time	2021		2022		2023	
			Concentration	Number of Exceedances	Concentration	Number of Exceedances	Concentration	Number of Exceedances
West Chandler	PM_{10}	24-hour	181 µg/m^3	3	191 µg/m^3	1	152 µg/m^3	0
	O_3	8-Hour	0.081 ppm	8	0.083 ppm	4	0.075 ppm	2
	CO	8-Hour	1.2 ppm	0	1.1 ppm	0	1.1 ppm	0
Casa Blanca	PM_{10}	24-hour	259 µg/m^3	3	774 µg/m^3	3	216 µg/m^3	1
St. Johns	PM_{10}	24-hour	223 µg/m^3	3	259 µg/m^3	4	260 µg/m^3	2
	O_3	8-hour	0.076 ppm	2	0.077 ppm	3	0.076 ppm	5

Source: EPA, Outdoor Air Quality Data, accessed on 1/10/2025
Maricopa County Air Quality Department, 2022 – 2024 Air Monitoring Network Plan's, Final.
Gila River Indian Community 2021- 2023 Ambient Air Monitoring Network Review and 2022 - 2024 Plan's

3 Environmental Consequences

Project-level air quality analyses for proposed roadways typically focus on vehicle emissions of CO, PM_{10}, and MSATs. Although vehicle emissions include other pollutants, the concentrations of CO, PM_{10}, and MSATs are the most easily assessed and provide a convenient measure of the local air quality impacts

from a proposed roadway. Other pollutants, such as O_3, nitrogen oxides, and hydrocarbons, are regional in nature, making a project-level evaluation meaningless. Project-level analyses can be completed using qualitative or quantitative methods, depending on the scale of the project, the level of design information available for the analysis, and the overall purpose of the analysis.

This section describes the methods, impact criteria, and results of air quality analyses of the proposed project. The analyses use guidelines and procedures provided in applicable air quality analysis protocols from EPA and FHWA. A Project Level CO Hot-Spot Analysis Questionnaire was not developed for this project, as the Project area is not within a CO nonattainment zone. The Project Level PM Hot-Spot Analysis Questionnaire determined that conformity analysis wasn't warranted for PM analysis. In addition, the Project Level PM Quantitative Hot-Spot Analysis – Project of Air Quality Concern Questionnaire determined that this project does not require a PM_{10} quantitative analysis. Instead, a qualitative PM_{10} analysis was conducted for NEPA purposes.

3.1 CO NEPA Analysis

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

As a similar project, I-10 Broadway Curve project is a widening project located just north of the proposed Koli Road TI project. The predicted worst-case one-hour and eight-hour CO concentrations from the I-10 Broadway Curve project are well below National Ambient Air Quality Standards at the selected intersections. Therefore, it can be inferred that the proposed Koli Road TI project would not result in CO impacts.

3.2 PM_{10} NEPA Analysis

According to 40 CFR § 93.116 *Criteria and procedures: Localized PM_{10} violations (hot spots)*, the FHWA/FTA project must not cause or contribute to any new localized PM_{10} violations or increase the frequency or severity of any existing PM_{10} violations in PM_{10} nonattainment and maintenance areas. This criterion is satisfied if it is demonstrated that during the time frame of the transportation plan (or regional emissions analysis), no new local violations will be created and the severity or number of existing violations will not be increased as a result of the project.

3.2.1 Methodology

A comparison approach was used for this analysis in which anticipated traffic volumes on the I-10 were compared with those on other major roadways and highways near existing air quality monitoring sites in the greater Phoenix metropolitan area in Maricopa County. The project is tentatively scheduled for construction in fiscal year 2027.

The qualitative analysis of the potential impacts associated with the proposed project began with a review of future traffic conditions on the affected roadways. Annual average daily traffic (AADT) volumes and the percentage of trucks were reviewed, and all truck traffic was assumed to consist of diesel trucks because these data were not available.

Roadway segments and/or intersections with the traffic scenarios for the and existing and Build Conditions in 2023 and 2050 are summarized in Appendix A. The AADT on I-10 is approximately 104,245 vehicles in 2023. The highest AADT would be approximately 189,375 vehicles between Wild Horse Pass Blvd and Koli Rd in 2050 Build condition. The percentage of trucks is averaged 24.9 percent in 2050.

Based on the projected AADT volumes and results of the PM_{10} conformity analysis, I-10 between Wild Horse Pass Blvd and Koli Rd in the year 2050 was selected for a qualitative analysis of PM_{10} impacts. The analysis was a comparative approach that reviewed ambient concentrations of PM_{10} at various locations in the greater Phoenix metropolitan area. The analysis included vehicle-related emissions such as tailpipe exhaust, brake wear particles, tire wear particles, and re-entrained road dust, which is released into the air from passing vehicles. Emissions from construction activities were also included in the analysis. Of the 15 MCAQD PM_{10} monitoring sites in Maricopa County, seven were selected for review and discussion. These sites were selected to represent urban areas adjacent to freeways, urban areas removed from freeways, and rural areas. The selected sites, ambient concentrations of PM_{10} obtained during 2023, nearest roadway, traffic volumes, and diesel truck percentages are presented in Table 4.

Table 4. PM_{10} concentrations and roadway characteristics in urban and rural areas of Maricopa County in 2023

Location	PM_{10} Concentrations (mg/m^3)[a]			Number of Exceedances	Nearest Roadway	Distance From Roadway	Average ADT[c]	Percentage Diesel Trucks
	Maximum 24-hour	Second Maximum 24-hour	Annual average[b]					
Urban locations adjacent to freeways (less than or equal to 0.5 mile)								
Central Phoenix	207	151	34.6	1	I-10[d]	0.25 miles	150,651	10
					SR 51[e]	0.5 miles	43,206	3
					SR 202L[f]	0.75 mile	220,972	8
Dysart	194	140	27.3	1	US 60	0.2 miles	31,271	4
West Chandler	152	146	32.9	0	SR 202L	0.5 miles	111,481	7

Table 4. PM_{10} concentrations and roadway characteristics in urban and rural areas of Maricopa County in 2023

Location	PM_{10} Concentrations (mg/m^3)[a]			Exceedances of Standard	Nearest Roadway	Distance From	Average ADT[c]	Percentage Diesel
					SR 101L[g]	0.5 miles	113,875	3
Urban locations removed from freeways (greater than 0.5 mile)								
Durango Complex	319	112	37.1	1	I-17[h]	0.75 miles	135,820	9
South Phoenix	107	102	31.8	0	I-17	1.5 miles	105,080	13
West 43rd Avenue	216	199	58.6	3	I-17	2.5 miles	135,820	9
Rural Locations								
Buckeye	181	146	46.2	1	SR 85[i]	0.25 miles	21,745	24

Source: Maricopa County Air Quality Department (2024)
a micrograms per cubic meter
b Annual average standard was revoked in 2006 and is provided for information only.
c average daily traffic
d Interstate 10
e State Route 51
f State Route 202 Loop
g State Route 101 Loop
h Interstate 17
i State Route 85

A review of the monitoring data suggests that those locations that generally have the highest ambient concentrations of PM_{10} are in industrial, mining, or agricultural areas. The Buckeye location, near MC 85 and SR 85, is situated in a rural area adjacent to agricultural operations. This location exceeded the 24-hour PM_{10} standard on one occasion during 2023.

The Durango Complex location, near 27th Avenue and Durango Street, is situated in a mixture of land uses, including residential, industrial, open desert, dry riverbed, and landfill operations. The South Phoenix location, near Broadway Road and Central Avenue, is also situated in a mixture of land uses, including residential, industrial, commercial, and vacant land. The West 43rd Avenue location, near 43rd Avenue and Broadway Road, is surrounded by sand and gravel operations, automobile and metal recycling operations, landfills, paved and unpaved haul roads, and cement casting facilities. The 24-hour PM_{10} standard has been exceeded on one occasion at Durango Complex location and three occasions at West 43rd Avenue location.

Locations adjacent to a freeway typically have ambient concentrations within the standards. The Central Phoenix location, near 19th and Roosevelt streets, has been in operation for over 40 years and provides data representative of a high-population, high-density area near three major freeways – I-10, SR-51, and SR 202L. This location had one exceedance of the 24-hour standard in 2023.

The Dysart location, near Bell Road and Dysart Road, is situated within 0.2 mile away from US 60. This location is in a growing population area in the northwest valley and is surrounded by a variety of land uses. This location had one exceedance of the 24-hour standard in 2023.

The West Chandler location, near Ellis Street and Frye Road, is half mile away from SR 101L and SR 202L. This location is situated primarily in a residential area with some agricultural and industrial land uses nearby. This location had no exceedances of the 24-hour standard in 2023.

3.2.2 Results

Of the monitoring locations reviewed, the Central Phoenix site was compared with the Koli Road TI project because of their similar land uses and roadway characteristics. The Koli Road TI project vicinity is surrounded by mixed land uses and vacant properties. The traffic volume and truck volume for I-10 and SR 51 at the Central Phoenix site are similar to those predicted for I-10 in 2050 near the Koli Road TI project area. Although PM_{10} concentrations at the Central Phoenix site had one exceedance of the 24-hour standard in 2023, it was flagged as exceptional event and pending EPA's approval. It is unlikely that the proposed Koli Road TI project improvements would cause or contribute to an exceedance of the PM_{10} standards. This conclusion is based on the following reasons:

- Diesel exhaust is not a major contributor to ambient concentrations of PM_{10}.
- ADT volume and truck volume are predicted to be similar on Koli Road TI project in the design year compared to Central Phoenix site.
- Fugitive dust sources in Maricopa County are the largest contributors to ambient concentrations of PM_{10}. Fugitive dust emissions may be reduced as the area changes from undeveloped properties to a more urban and suburban area.
- The proposed Koli Road TI project would reduce travel time and traffic congestion on nearby arterial streets in the area.
- Per FHWA, the 2060 diesel PM emission is projected to reduce approximately 85% of the 2020 value.

This conformity determination meets all of the applicable CAA Section 176(c) requirements for federally funded or approved transportation projects. Specifically, the requirements for particulate matter hot-spot analyses are codified in 40 CFR § 93.116 and § 93.123. By meeting these regulatory requirements, as well as other requirements in the conformity regulations, this conformity determination demonstrates compliance with the requirements of CAA Section 176(a)(1).

3.3 MSAT NEPA Analysis

3.3.1 Methodology

On February 3, 2006, FHWA released Interim Guidance on Air Toxic Analysis in NEPA Documents (FHWA 2006a). This guidance was superseded on October 18, 2016, by FHWA's Updated Interim Guidance Update on Air Toxic Analysis in NEPA Documents (FHWA 2016). The purpose of FHWA's guidance is to

advise on when and how to analyze MSATs in the National Environmental Policy Act (NEPA) environmental review process for highways. This guidance is considered interim, since MSAT science is still evolving. As the science progresses, FHWA will update the guidance.

The FHWA has outlined a tiered approach for analyzing MSATs in NEPA documents, with three tiers representing the levels of potential impacts from projects.

Depending on specific project circumstances, the FHWA has identified three levels of analysis:

- No analysis for projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; or
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

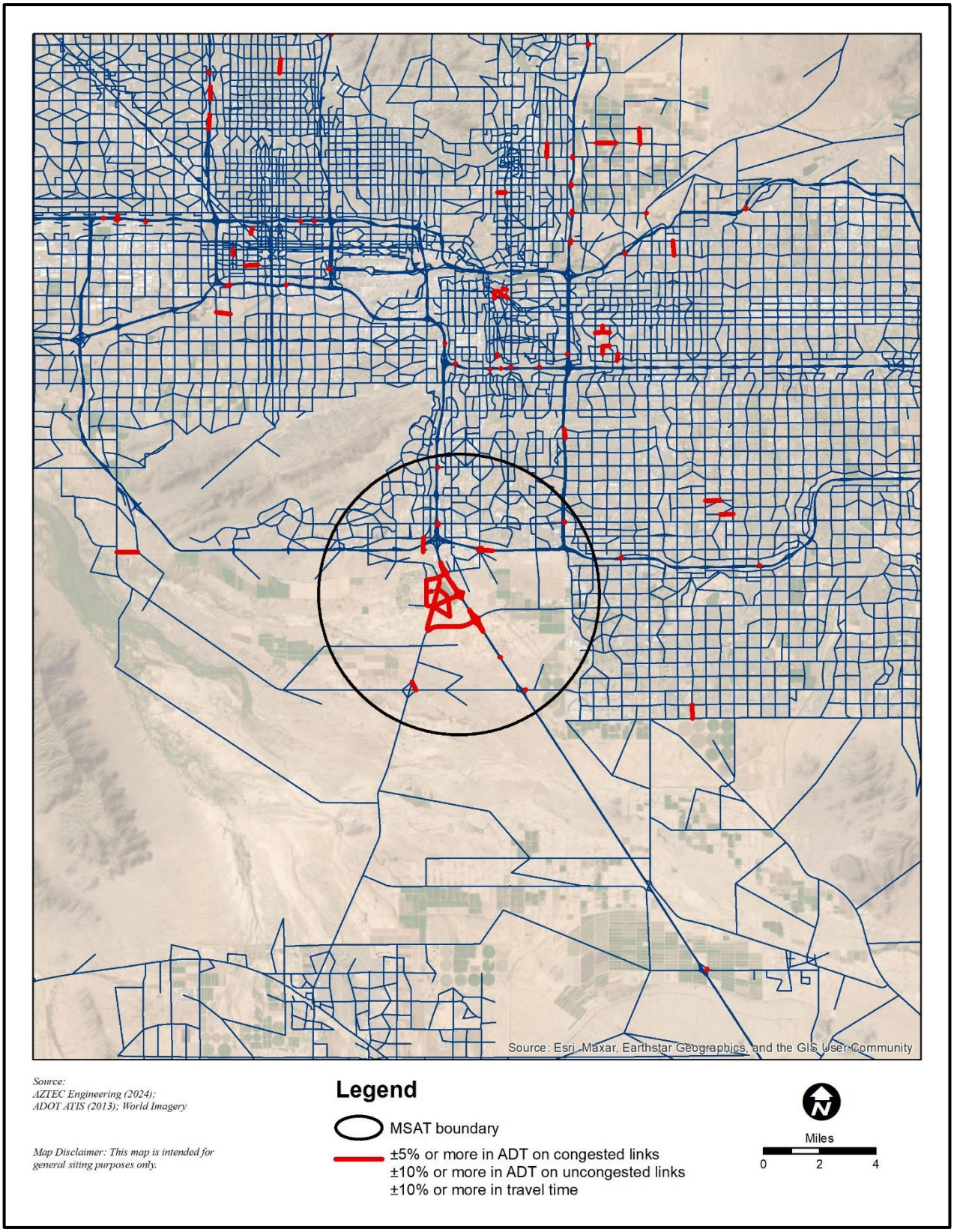
Based on FHWA's recommended tiering approach, the project falls within the Tier 3 approach (i.e., for projects with a high potential for MSAT effects). In accordance with FHWA's guidance, EPA's MOVES3 was used to calculate annual MSAT emissions for the No-Build Alternative and the Build Alternative.

Draft Guidance from the Council on Environmental Quality recommends that agencies quantify a proposed action's projected direct and reasonably foreseeable indirect GHG emissions when it is practicable to quantify them using available data and tools (CEQ 2019). Based upon consultation with FHWA, it was agreed upon that direct GHG emissions would be calculated using the MSAT study area and methodology. Indirect GHG emissions were not quantified.

3.3.2 Identify the Affected Transportation Network

The analysis began with a review of projected traffic volumes on arterial streets, and the I-10 freeway during existing 2023, 2050 No Build, and 2050 Build Conditions in areas where traffic volumes are expected to change as a result of the project. The MSAT Study Area was refined to focus on the portion of the Study Area substantially impacted by the project. FHWA recommends analyzing all segments associated with the project, plus those segments expecting meaningful changes in emissions because of the project (e.g., ±5 percent or more in AADT on congested highway links of level of service D or worse; ±10 percent or more in AADT on uncongested highway links of LOS C or better; ±10 percent or more in travel time; or ±10 percent or more in intersection delay). The Study Area was refined by conducting a comparison between the No Build and Build traffic volumes for all links in the regional model. Because intersection delay data is not available regional wide, this metric was not used. Using the recommendations described above, along with a level of judgment and local knowledge, a roadway network within a defined boundary as shown in Figure 7 was developed.

Figure 7. Roadway Network Used to Calculate Total MSAT & GHG Emissions



3.3.3 Compile Project-specific Traffic Data

A spreadsheet was created using traffic data supplied by Maricopa Association of Governments (MAG) for the areas of interest. The spreadsheet contained 2023 and 2050 traffic information within the MSAT study area. Each segment of the network was given a unique number and is identified by facility type, length, link hourly capacity, link hourly volumes, peak hour AM and PM volumes, ADT volumes, and average speeds. Local streets and neighborhood streets were not included in the spreadsheet. The number of links developed for the No Build/Build Conditions in 2050 was approximately 90. Project-specific traffic data were compiled from the affected transportation network as input files to the emission model. Average speed distribution was summarized according to categories of source type, road type, and hour-day. Annual VMT was entered for each HPMS vehicle class. VMT fraction was calculated based on each road type by a source type.

3.3.4 MOVES3

EPA's Motor Vehicle Emissions Simulator (MOVES) model version MOVES3 was used to estimate emissions from the MSAT network. MOVES input files were provided by MAG, consistent with their regional emissions analysis. MAG data were used to represent regional conditions, and link-by-link traffic data was used to develop project-specific input files to demonstrate the effects of the project for each scenario analyzed: 2023, 2050 No Build, and 2050 Build. Specific MOVES inputs are described in Table 5 and Table 6.

Table 5. MOVES RunSpec Options

MOVES Tab	Model Selections
Scale	County scale Inventory calculation type
Time Span	Hourly time aggregation including all months, days, and hours
Geographic Bounds	Maricopa County
Vehicles/Equipment	All on-road vehicle and fuel type combinations
Road Type	All road types in affected transportation network; not "off-network"
Pollutants and Processes	All MSAT pollutants and their precursors were selected processes included running exhaust and crankcase running exhaust

Table 6. MOVES County Data Manager Inputs

County Data Manager Tab	Data Source
Ramp Fraction	MAG
Source Type Population	MAG
Age Distribution	MAG
Fuel	MAG
Meteorology Data	MAG
Vehicle Type VMT	Created from project daily traffic data
Average Speed Distribution	Created from project daily traffic data
Road Type Distribution	Created from project daily traffic data

MOVES model was used to estimate the total emissions from the MSAT network for each scenario. The VMT and emissions of each MSAT pollutant were presented in a table and compared with the existing and no build scenarios. MSAT burdens were calculated for the following MSATs, as required by FHWA:

- 1,3 Butadiene
- Acetaldehyde
- Acrolein
- Benzene
- Diesel PM
- Ethylbenzene
- Formaldehyde
- Naphthalene
- Polycyclic Organic Matter (POM)

3.3.5 MSAT Results

The results of MSAT analysis for the existing conditions, 2050 No Build, and 2050 Build are shown in Table 7. As shown in Table 7, even if VMT increases by 77 percent in 2050 Build condition compared to that in 2023, a combined reduction of 50 percent in the total annual emissions for the priority MSAT is projected for the same time period. This is in consistency with the FHWA predicted national MSAT trends. When comparing 2050 Build MSAT burden to 2050 No-Build, the total MSATs would increase slightly, by approximately 3% because of increased VMT within the MSAT study area.

Table 7. Predicted MSAT Emission Burdens (tons/year)

Pollutant	Existing 2023	2050 No-Build		2050 Build		
		Value	% Change from Existing	Value	% Change from Existing	% Change from No-Build
MSAT Study Area Annual VMT	74,871,562	130,064,756	74%	132,859,557	77%	2%
1,3-Butadiene	0.006	0.000	-100%	0.000	-100%	0%
Acetaldehyde	0.062	0.053	-14%	0.053	-15%	-1%
Acrolein	0.006	0.002	-57%	0.002	-58%	-2%
Benzene	0.076	0.042	-45%	0.042	-46%	-1%
Diesel Particulate Matter	0.402	0.154	-62%	0.168	-58%	9%
Ethylbenzene	0.038	0.021	-45%	0.021	-46%	-1%
Formaldehyde	0.096	0.059	-39%	0.058	-39%	-1%
Naphthalene	0.000	0.000	-33%	0.000	-33%	0%
Polycyclic Organic Matter	0.001	0.000	-65%	0.000	-65%	0%
Total MSATs	0.686	0.332	-52%	0.343	-50%	3%

In summary, it is projected that there would be slightly changes in MSAT emissions in the immediate area of the project under the Build Alternative relative to the No-Build Alternative, as a result of the VMT changes associated with the project. MSAT levels could be higher in some locations than others, such as adjacent to the I-10 mainline, but current tools and science are not adequate to quantify them.

This document has provided a quantitative analysis of MSAT emissions relative to the proposed project and has acknowledged that the alternatives could increase exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain. However, available technical tools do not enable prediction of project-specific health impacts of the emission changes associated with the alternatives. Because of these limitations, the following discussion is included in accordance with the President's Council on Environmental Quality (CEQ) regulations (40 CFR 1502.22[b]) regarding incomplete or unavailable information.

3.3.6 Incomplete or Unavailable Information for Project MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the CAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effect" (EPA, http://www.epa.gov/iris/). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are: cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, http://pubs.healtheffects.org/view.php?id=282) or in the future as vehicle emissions substantially decrease (HEI, http://pubs.healtheffects.org/view.php?id=306).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70-year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (http://pubs.healtheffects.org/view.php?id=282). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (http://www.epa.gov/risk/basicinformation.htm#g) and the HEI

(http://pubs.healtheffects.org/getfile.php?u=395) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the CAA to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an “acceptable” level of risk due to emissions from a source, which a generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA’s approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weight this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities, in addition to improved access for emergency response, that are better suited for a quantitative analysis.

3.4 GHG NEPA Analysis

Global Climate Change (GCC) refers to changes in average climatic conditions on earth as a whole, including temperature, wind patterns, precipitation and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO_2), methane (CH_4) and nitrous oxide (N_2O), which are known as greenhouse gases (GHGs). These gases allow solar radiation (sunlight) into the Earth’s atmosphere, but prevent radiant heat from escaping, thus warming the Earth’s atmosphere. Gases that trap heat in the atmosphere are often called greenhouse gases, analogous to a greenhouse. GHGs are emitted by both natural processes and human activities. The accumulation of GHGs in the atmosphere regulates the Earth’s temperature. Without these natural GHGs, the Earth’s temperature would be about 61º Fahrenheit cooler. Emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere.

GHGs have been at the center of a widely contested political, economic, and scientific debate surrounding GCC. Although the conceptual existence of GCC is generally accepted, the extent to which GHGs

contribute to it remains a source of debate. GCC refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. GCC may result from natural factors, natural processes, and/or human activities that change the composition of the atmosphere and alter the surface and features of land.

To date, no national standards have been established regarding GHGs, nor has EPA established criteria or thresholds for ambient GHG emissions pursuant to its authority to establish motor vehicle emission standards for CO_2 under the CAA. However, there is a considerable body of scientific literature addressing the sources of GHG emissions and their adverse effects on climate, including reports from the Intergovernmental Panel on Climate Change, the U.S. National Academy of Sciences, EPA, and other federal agencies. GHGs are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environmental for CO_2 and other GHG emissions is the entire planet. In addition, from a quantitative perspective, global climate change is the cumulative result of numerous and varied emissions sources (in terms of both absolute numbers and types), each of which makes a relatively small addition to global atmospheric GHG concentrations. In contrast to broad-scale actions such as those involving an entire industrial sector or very large geographic areas, it is difficult to isolate and understand the GHG emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions.

The results of GHG analysis for the existing conditions, 2050 No Build, and 2050 Build are shown in Table 8. As shown, in 2050 No Build and Build conditions, GHG emission burdens would be greater compared to Existing GHG burdens because of increased VMT. Build GHG burdens would be approximately slightly higher than No Build burdens in the year 2050 because of increased VMT in the GHG study area.

Table 8. Predicted GHG Emission Burdens (metric tons/year)

Pollutant	Existing 2023	2050 No-Build		2050 Build		
		Value	% Change from Existing	Value	% Change from Existing	% Change from No-Build
GHG Study Area Annual VMT	74,871,562	130,064,756	74%	132,859,557	77%	2%
CO_{2e}	30,903	44,715	45%	44,822	45%	0%

CO_{2e} – carbon dioxide equivalent

3.5 Environmental Commitments and Mitigation Measures

The discussion of environmental commitments and mitigation measures in this document does not obligate ADOT to their implementation. ADOT may choose to modify, delete, or add to these measures.

Contractor Responsibility

- Fugitive dust generated from construction activities must be controlled in accordance with Maricopa County Rule 310, the Gila River Indian Community Air Quality Ordinance (GRIC Code – Title 17, Chapter 9), and the Arizona Department of Transportation's *Standard Specifications for Road and Bridge Construction*, Section 104.08 (2021 edition), special provisions, and other local rules and ordinances.

4 Conformity

Section 176c of the CAA requires that transportation projects conform to the approved air quality SIP for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments. The conformity determinations for federal actions related to transportation projects must meet the requirements of 40 CFR Parts 51 and 93. This project is included in the conforming metropolitan transportation plan and TIP for project-level conformity determination. On September 25, 2023, a Finding of Conformity was made on the MAG MOMENTUM 2050 Regional Transportation Plan and FY 2022-2025 TIP and 2040 Regional Transportation Plan Update. Interagency consultation occurred on this project determining quantitative hot-spots are not required under 40 CFR 93.123 (Appendix A). This air quality report demonstrates that the project does not cause or contribute to any new localized CO, PM_{10} violations, increase the frequency or severity of any existing CO, PM_{10}, or delay timely attainment of any NAAQS project level conformity requirements under 40 CFR 93.116 Criteria and procedures: Localized CO, PM_{10}, and $PM_{2.5}$ violations (hot-spots):

> "(a)..This criterion is satisfied without a hot-spot analysis in PM_{10} and $PM_{2.5}$ nonattainment and maintenance areas for FHWA/FTA projects that are not identified in § 93.123(b)(1). This criterion is satisfied for all other FHWA/FTA projects in CO, PM_{10} and $PM_{2.5}$ nonattainment and maintenance areas if it is demonstrated that during the time frame of the transportation plan no new local violations will be created and the severity or number of existing violations will not be increased as a result of the project, and the project has been included in a regional emissions analysis that meets applicable §§ 93.118 and/or 93.119 requirements. The demonstration must be performed according to the consultation requirements of § 93.105(c)(1)(i) and the methodology requirements of § 93.123."

5 References

Arizona Department of Transportation, 2021. *Standard Specifications for Road and Bridge Construction*. Phoenix.

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Federal Highway Administration, Accessed in 2024. *Guidance for Preparing and Processing Environmental and Section 4(F) Documents.* Environmental Review Toolkit (dot.gov)

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Maricopa Association of Governments, December 1, 2021. *Regional Transportation Plan – MOMENTUM 2050*

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United States Environmental Protection Agency, Accessed in 2024. National Ambient Air Quality Standards (NAAQS). https://www.epa.gov/criteria-air-pollutants/naaqs-table

Appendix A. Interagency Consultation Documentation

Project Level PM Quantitative Hot-Spot Analysis – Project of Air Quality Concern Questionnaire

Project Setting and Description

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

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10, generally between the Wild Horse Pass Blvd and SR 347/ Queen Creek Rd (Figure 1 – Vicinity Map). Within the Koli Road TI Project study area limits, I-10 currently consists of three through lanes in each direction at the Wild Horse Pass Blvd TI and transitions to two through lanes in each direction right before Queen Creek Road TI, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, will add one general purpose lane and a high-capacity vehicle lane. The I-10 Wild Horse Pass Corridor Project is a separate project and its EA received a finding of no significant impact in March 2024. As a result, implementation of the I-10 improvements represents the existing condition for the proposed Koli Road TI and these improvements were included in both the No-Build and Build scenarios for the proposed Koli Road TI project. The Koli Road TI would accommodate the 5-lane configuration along I-10.

Figure 2 shows the diverging diamond interchange (DDI) configuration, which is the recommended Build alternative. On the west side of I-10, the Koli Road TI would connect with an extension of Koli Road from Maricopa Road to I-10, just south of the existing Firebird Lake. On the east side of I-10, the Koli Road TI would connect with an extension of Kyrene Road to the south. The Kyrene Road extension has not yet been defined; however, it is reasonably foreseeable based on information provided by the Community. The construction of these local roadway extensions would be privately funded by the Community and they are, therefore, outside the scope of any required ADOT approvals.

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

The scope of work for this Project includes:

- Construct new TI between the existing Wild Horse Pass Boulevard TI and SR 347/Queen

Creek Road TI

- Acquire new easement on Gila River Indian Community lands to accommodate the TI
- Modify drainage features, if necessary
- Relocate utilities, if necessary
- Evaluate weaves between Koli Road and adjacent TIs
- Install signing, pavement striping, and lighting
- Remove vegetation, including trees, and revegetate areas disturbed by construction

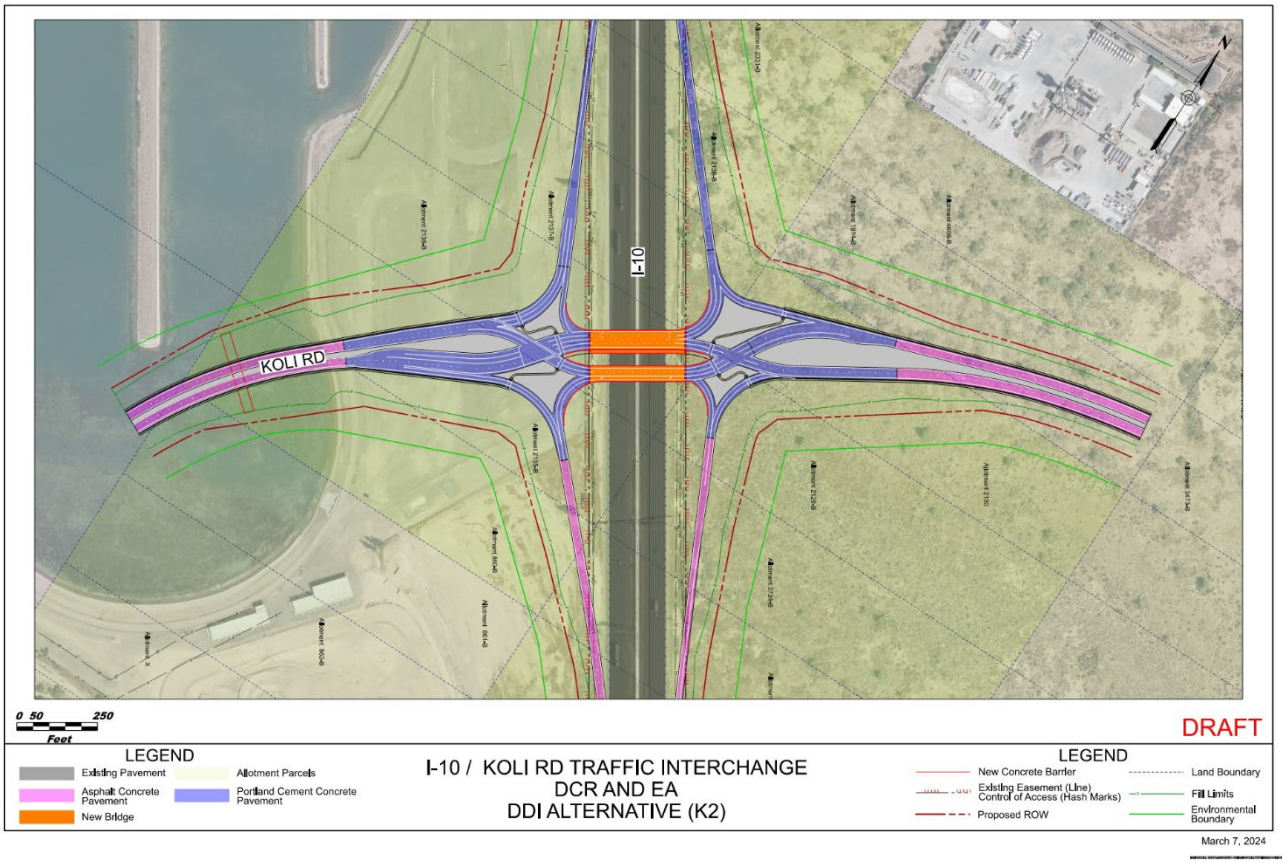
The Project limits are generally located within ADOT's existing I-10 easement; however, additional easement would likely be needed for the Project.

These projects are within the Phoenix PM10 nonattainment area. The proposed project is included in the *Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) MOMENTUM 2050*. In addition, the combined project is included in the *FY 2022-2025 MAG Transportation Improvement Program*.

Figure 1. Project Vincinity Map



Figure 2. Preferred Traffic Interchange DDI Alternative



Project Assessment

The following questionnaire is used to compare the proposed project to a list of project types in 40 CFR 93.123(b) requiring a quantitative analysis of local particulate emissions (Hot- spots) in nonattainment or maintenance areas, which include:

i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of an increase in traffic volumes from a significant number of diesel vehicles related to the project;
iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM_{10} or $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

If the project matches one of the listed project types in 40 CFR 123(b)(1) above, it is considered a project of local air quality concern and the hot-spot demonstration must be based on quantitative analysis methods in accordance to 40 CFR 93.116(a) and the consultation requirements of 40 CFR 93.105(c)(1)(i). If the project does not require a PM hot- spot analysis, a qualitative assessment will be developed that demonstrates that the project will not contribute to any new localized violations, increase the frequency of severity of any existing violations, or delay the timely attainment of any NAAQS or any required emission reductions or milestones in any nonattainment or maintenance area.

On March 10, 2006, EPA published *PM2.5 and PM10 Hot-Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM2.5 and Existing PM10 National Ambient Air Quality Standards; Final Rule* describing the types of projects that would be considered a project of air quality concern and that require a hot-spot analysis (71 FR 12468- 12511). Specifically on page 12491, EPA provides the following clarification: "Some examples of *projects of air quality concern* that would be covered by § 93.123(b)(1)(i) and (ii) are: A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;" .." Expansion of an existing highway or other facility that affects a congested intersection (operated at Level-of-Service D, E, or F) that has a significant increase in the number of diesel trucks;" These examples will be used as the baseline for determining if the project is a project of air quality concern.

New Highway Capacity

Is this a new highway project that has a significant number of diesel vehicles? *Example: total traffic volumes ≥125,000 annual average daily traffic (AADT) and truck volumes ≥10,000 diesel trucks per day (8% of total traffic).*

NO – This is a "new" connection project. However, this project does not have a significant number of diesel vehicles. Traffic modeling and analysis confirm project improvements re-distribute existing truck traffic, and there is no capacity increase along I-10. Adding lanes to I-10 and improvements to Wild Horse Pass Blvd TI and Queen Creek Rd TI are part of I-10 Wild Horse Pass Corridor Project, a separate and independent project.

This highway project will not result in a significant increase in the number of diesel vehicles. The total AADT and truck AADT for the Build alternative were compared to the No Build alternative on roadway segments along the project corridor, as summarized in Table 1 below. Please note that the improvements from the I-10 Wild Horse Pass Corridor Project are the baseline existing condition in both the No Build and Build alternatives for the proposed Koli Road TI project. As can be seen in Table 1, only minor truck AADT difference would occur on roadway segments. For example, truck AADT differences range from -695 to 840 vehicles on I-10 mainline segments in 2050 Build alternative, compared to the No-Build alternative. On Koli Road from Maricopa Road to I-10, the highest truck AADT increase would be 1,745 vehicles within the study area. The truck AADT increase on the Koli Road is the result of traffic re-distribution in the network with the addition of the Koli Road extension to I-10, there is no capacity increase on the I-10 mainline. In addition, according to available data, around 75% of medium trucks utilize diesel fuel. This means that the actual diesel truck AADT absorbed by Koli Road itself would be even less.

Based on traffic data shown in Table 1, the project is not expected to result in a significant increase in the number of diesel vehicles. Koli Road extension between Maricopa Road to I-10 was not included and analyzed in Koli Road TI project because ADOT does not include projects that are not administered in ADOT project level conformity analysis. Only federal projects require project level conformity.

Table 1 – Roadway Average Daily Traffic and Truck Volumes

Segment	2023 Existing				2050 No-Build Alternative				2050 Build Alternative				Total Truck AADT Difference (Build - No-Build)
	AADT	Total Truck AADT	MT AADT	HT AADT	AADT	Total Truck AADT	MT AADT	HT AADT	AADT	Total Truck AADT	MT AADT	HT AADT	
I-10: Wild Horse Pass Blvd to Koli Rd	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	189,375	47,130	22,370	24,760	840
I-10: At the Koli Rd TI	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	170,855	45,595	21,060	24,535	-695
I-10: Koli Rd to Queen Creek Rd	104,245	22,465	11,400	11,065	180,235	46,290	21,580	24,710	174,675	45,805	21,265	24,540	-485
Koli Road: Between I-10 Ramps	0	0	0	0	0	0	0	0	11,055	885	760	125	885
Koli Road: I-10 EB Off-Ramp	0	0	0	0	0	0	0	0	9,445	765	655	110	765
Koli Road: I-10 EB On-Ramp	0	0	0	0	0	0	0	0	1,840	95	90	5	95
Koli Road: I-10 WB Off-Ramp	0	0	0	0	0	0	0	0	1,985	110	105	5	110
Koli Road: I-10 WB On-Ramp	0	0	0	0	0	0	0	0	9,080	775	655	120	775

Notes: AADT – Annual average daily traffic
MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds).
HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).
Source: MAG

Notes: Traffic data provided by HDR on October 25, 2024.

Expanded Highway Capacity

Is this an expanded highway projects that have a significant increase in the number of diesel

vehicles? *Example: the build scenario of the expanded highway or expressway causes a significant increase in the number of diesel trucks compared with the no-build scenario, truck volumes > 8% of the total traffic.*

NO – This is not an expanded highway project. Adding lanes to I-10 and improvements to Wild Horse Pass Blvd TI and Queen Creek Rd TI are part of I-10 Wild Horse Pass Corridor Project as a separate project. The improvements from the I-10 Wild Horse Pass Corridor Project are considered baseline existing conditions in both the No Build and Build alternatives for the proposed Koli Road TI project.

Projects with Congested Intersections

Is this a project that affects a congested intersection (LOS D or greater) that has a significant number of diesel trucks, OR will change LOS to D or greater because of an increase in traffic volumes from a significant number of diesel trucks related to the project?

NO – This project does not have congested intersections. None of the intersections would experience LOS D or greater in 2050 Build alternative for the preferred DDI TI configuration, as shown in Table 2 – Intersections LOS and Peak-Hour Volume. For information purposes, Wild Horse Pass Blvd TI and SR347 Queen Creek Road TI were analyzed in the I-10 Wild Horse Pass Corridor Project, and they would operate at LOS B in 2050 design year.

As shown in Table 3 – Intersection AADT and Truck Volumes, only minor truck difference would occur at these three intersections. At the Koli Road & I-10 EB Ramps intersection, the truck AADT would increase 1,745 vehicles. However, only 240 vehicles are heavy trucks and the majority of the truck AADT are medium trucks. At the Koli Road & I-10 WB Ramps intersection, the truck AADT would increase 220 vehicles with only 10 heavy trucks. At the Koli Road & Maricopa Road intersection, the truck AADT would increase 630 vehicles. Only 200 vehicles are heavy trucks and the majority of the truck AADT are medium trucks.

Table 2 – Intersections LOS and Peak-Hour Volume

Intersection	Peak Hour	2050 No-Build Alternative				2050 Build Alternative				Total Truck Volume Difference (Build Alternative - No Build Alternative, vph)[1]
		LOS (delay, sec.)	Volumes (vph)	Medium Truck Volumes (vph)	Heavy Truck Volumes (vph)	LOS (delay, sec.)	Volumes (vph)	Medium Truck Volumes (vph)	Heavy Truck Volumes (vph)	
Koli Road & I-10 EB Ramps	AM	N/A	0	0	0	B (13.7)	1,430	110	20	130
	PM	N/A	0	0	0	B (10.4)	1,645	130	25	155
Koli Road & I-10 WB Ramps	AM	N/A	0	0	0	A (1.4)	945	50	10	60
	PM	N/A	0	0	0	A (1.2)	705	80	20	100

[1] Truck Volume Difference includes both MT and HT

MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds) HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).

Notes: Traffic data provided by HDR on October 25, 2024.

Table 3 – Intersection AADT and Truck Volumes

Intersection	Veh Class	2050 No-Build Alternative					2050 Build Alternative					Difference (Build - No-Build)
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	
Koli Road & I-10 EB Ramps	Total AADT	0	0	0	0	0	10,920	1,975	0	9,445	22,340	22,340
	MT AADT	0	0	0	0	0	745	105	0	655	1,505	1,505
	HT AADT	0	0	0	0	0	125	5	0	110	240	240
Koli Road & I-10 WB Ramps	Total AADT	0	0	0	0	0	1,975	0	1,985	0	3,960	3,960
	MT AADT	0	0	0	0	0	105	0	105	0	210	210
	HT AADT	0	0	0	0	0	5	0	5	0	10	10

Notes: AADT – Annual average daily traffic
MT – Medium Trucks (vehicles with 2 axles & 6 wheels; gross vehicle weight – 10,000 to 26,400 pounds).
HT – Heavy Trucks (vehicles with 3 or more axles; gross vehicle weight greater than 26,400 pounds).
Source: MAG

Notes: Traffic data provided by HDR on October 25, 2024.

New Bus and Rail Terminals

Does the project involve construction of a new bus or intermodal terminal that accommodates a significant number of diesel vehicles?

NO – This project does not construct any new bus or rail terminals.

Expanded Bus and Rail Terminals

Does the project involve an existing bus or intermodal terminal that has a large vehicle fleet where the number of diesel buses (or trains) increases by 50% or more, as measured by arrivals?

NO – This project does not expand any bus or rail terminals.

Projects Affecting PM Sites of Violation or Possible Violation

Does the project affect locations, areas or categories of sites that are identified in the PM_{10} or $PM_{2.5}$ applicable plan or implementation plan submissions, as appropriate, as sites of violation or potential violation?

NO – The project location is not listed in MAG's 2012 SIP as a site of violation or potential violation.

POAQC Determination

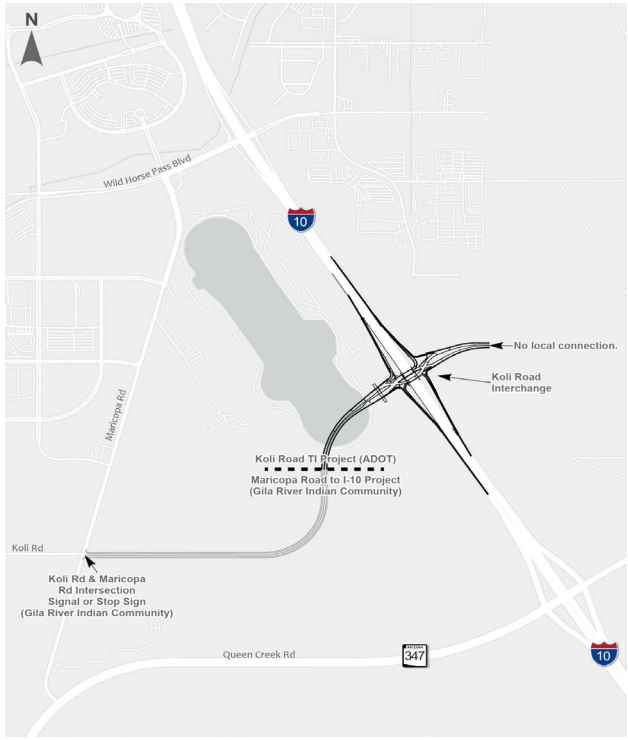
The traffic analysis does not show a significant increase in the number of diesel vehicles due to the project. Therefore, ADOT is presenting this project for interagency consultation in accordance with 40 CFR93.105 that this project is not a Project of Air Quality Concern and thereby will not require a PM hot-spot analysis.

ADOT
Environmental Planning

Interagency Consultation Comments

Project Name:	Koli Road Traffic Interchange	**Name: Lindsay Wickersham**	
Project Number(s):	F0701	**Agency: US EPA Region IX**	
Document Name:	F0701_ Koli Road Traffic Interchange_PM Consultation_12202024.pdf		
Document Date:	12/20/2024		**COMMENT RESOLUTION**
			For ADOT USE

Page Number	Paragraph	Table	Other	Comment	Response Notes
1	2			This paragraph states that the I-10 consists of 2 lanes in each direction, however when looking at the I-10 on google maps within the project area, I-10 appears to be 3 lanes in each direction, and then transitions to 2 lanes right before E Queen Creek Road (around exit 164). Please update this language and clarify if the 2 additional lanes will be added to the entirety of I-10, so that some areas will be a 5-lane highway or if the entire project will be expanded to 4 lanes on each side. Further, we would like to note that adding these lanes adds capacity to I-10 that should be considered in this analysis.	The existing and future I-10 lane configuration language has been updated. The approved Wild Horse Pass Corridor improvements are included in both the No-Build and Build scenarios for the Koli Road TI project, as they are imminent regardless of the study.
3			Figure 2	Please include more information and/or additional figures detailing the path of the new roads following the proposed Koli Road Traffic interchange. Please also add descriptions of the new/expanded intersections and connections to existing roads, and expanded TI's within the entire project area (i.e. Koli Rd Traffic interchange to Maricopa Road)	An updated graphic has been provided for reference only. ADOT's study scope is limited to the Koli Rd TI, other portions are independent of the study.
5	1			It is stated that this project is not a "New Highway Project", however adding a new traffic interchange at Koli road will create new roads that does not currently exist in each direction of this intersection, therefore we argue that project is a new highway project. We suggest amending this statement.	This is a new connection / interchange project as stated in the consultation document, there are not a significant number of diesel vehicles per guidelines. Adding lanes to I-10 and improvements to Wild Horse Pass Blvd TI and Queen Creek Rd TI are part of a separate and independent project. These improvemnts were included in both the No-Build and Build sceanrios for Koli Road TI project.
5	2			It is stated that, "The AADT increase on the Koli Road is the result of traffic re-distribution in the network with the addition of the Koli Road TI because there is no capacity increase on the I-10 mainline." However, this project proposes to add two additional lanes to the I-10 corridor, which should increase capacity. Further, the "I-10 Koli Road Traffic Interchange Traffic Memo" states that there is an EA for the increased capacity of these road ways and intersections. Please include the additional capacity in this analysis and adjust the traffic numbers to reflect this change in capacity.	This project only focuses on Koli Road TI, improvements to Wild Horse Pass Blvd TI and SR 347 Queen Creek Road TI are part of a separate and independent project. These improvemnts were included in both the No-Build and Build sceanrios for Koli Road TI project.
5	2			There is a misleading statement in this paragraph, "The total AADT is far lower than 125,000 and truck volumes are far less than 10,000 to be considered significant." The example referenced is an extreme case, and not the benchmark that should be used for a significant number of trucks. We recommend deleting or amending this statement.	Statement has been deleted.
5	4			On page 5, it states that this is not an expanded highway project, however there are new lanes being added to the project. We think this should be an expanded highway project and that this text should be amended.	The study scope is limited to the Koli Road TI, improvements to Wild Horse Pass Blvd TI and SR 347 Queen Creek Road TI are part of and independent project. These improvemnts were included as baseline existing conditons in both the No-Build and Build sceanrios for Koli Road TI project.
5		1		There is traffic data included in this table for North and South of Koli Road on Maricopa Road, however there is no map or mention of where Koli road will meet Maricopa in this document. Please document where this road will be, and what type of interchange will be created to accommodate this new road.	New graphic provides project and "by-others" roadway network, i.e. north and south of Maricopa Rd conneciton (based on best available information). Additionally, figure 2 in the traffic memo provides traffic model segment and node connections.
6		2		Please amend to include the LOS of the other intersections in the project area, "Wild Horse Pass Blvd TI" and the "SR 347 Queen Creek Road TI"	For information purposes, the LOS of the Wild Horse Pass Blvd TI and SR347 Queen Creek Road TI were analyzed in the I-10 Wild Horse Pass Corridor Project, and they would operate at LOS B in 2050 design year. This project scope is limited to Koli Road TI.



Gmail Beverly Chenausky <bchenausky@azdot.gov>

Re: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L

1 message

Beverly Chenausky <bchenausky@azdot.gov> Thu, Feb 6, 2025 at 1:58 PM
To: Matthew Poppen <mpoppen@azmag.gov>, "Wickersham, Lindsay" <wickersham.lindsay@epa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, "Hansen, Alan (FHWA)" <Alan.Hansen@dot.gov>, "Johanna Kuspert (AQD)" <Johanna.Kuspert@maricopa.gov>, ryan.eberle@gric.nsn.us, Lisa Gover <Lisa.Gover.DEQ@gric.nsn.us>
Cc: Steven Olmsted <solmsted@azdot.gov>, Joonwon Joo <jjoo@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>, MPD Programming - ADOT <mpdprogramming@azdot.gov>, "Gabiou, Dan (FHWA)" <dan.gabiou@dot.gov>, Clifton Meek <meek.clifton@epa.gov>, Karina O'Conner <oconnor.karina@epa.gov>, "Unger, Audrey C." <Audrey.Unger@hdrinc.com>, Dean Giles <dgiles@azmag.gov>, Adam Xia <Axia@azmag.gov>, "Jackson, Jeremy L." <jeremy.jackson@hdrinc.com>, David Shu <DShu@aztec.us>, "Sanchez, Ever" <Ever.Sanchez@hdrinc.com>, Caitlyn Zaremba <zaremba.caitlyn@azdeq.gov>, Trent Kelso <tkelso@azdot.gov>, Myrna Bondoc <mbondoc@azdot.gov>

Please find attached a revised consultation document with response to comments received. This project will be discussed next week for those interested in any additional clarifications, the meeting link is provided below. Thank you for your time in reviewing the documents. Let me know if you have any questions or concerns. Beverly

ADOT Transportation Conformity Coordination
Thursday, February 13 · 11:00am – 12:00pm
Time zone: America/Phoenix
Google Meet joining info
Video call link: https://meet.google.com/usc-ivuz-eof
Or dial: (US) +1 585-667-0052 PIN: 813 049 123#
More phone numbers: https://tel.meet/usc-ivuz-eof?pin=9640464285692

---------- Forwarded message ---------
From: **Beverly Chenausky** <bchenausky@azdot.gov>
Date: Fri, Dec 20, 2024 at 3:35 PM
Subject: Interagency Consultation: I-10 Koli Road Traffic Interchange 888-A(219)S | F0701 01L
To: Matthew Poppen <mpoppen@azmag.gov>, Wickersham, Lindsay (she/her) <wickersham.lindsay@epa.gov>, Transportationconformity <transportationconformity@azdeq.gov>, Hansen, Alan (FHWA) <Alan.Hansen@dot.gov>, Johanna Kuspert (AQD) <Johanna.Kuspert@maricopa.gov>, <Lisa.Grover.DEQ@gric.nsn.us>, <ryan.eberle@gric.nsn.us>
Cc: Steven Olmsted <solmsted@azdot.gov>, Joonwon Joo <jjoo@azdot.gov>, ADOTAirNoise - ADOT <adotairnoise@azdot.gov>, MPD Programming - ADOT <mpdprogramming@azdot.gov>, Gabiou, Dan (FHWA) <dan.gabiou@dot.gov>, Clifton Meek <meek.clifton@epa.gov>, Karina O'Conner <oconnor.karina@epa.gov>, Unger, Audrey C. <Audrey.Unger@hdrinc.com>, Dean Giles <dgiles@azmag.gov>, Adam Xia <Axia@azmag.gov>, Jackson, Jeremy L. <jeremy.jackson@hdrinc.com>, David Shu <DShu@aztec.us>, Sanchez, Ever <Ever.Sanchez@hdrinc.com>, Caitlyn Zaremba <zaremba.caitlyn@azdeq.gov>, Trent Kelso <tkelso@azdot.gov>, Myrna Bondoc <mbondoc@azdot.gov>

To All:

ADOT is presenting the following project, **I-10 Koli Road Traffic Interchange**, for interagency consultation, per 40 CFR 93.105, to determine if the project should be treated as a project of air quality concern or not as a project of Air Quality Concern and thereby will not require a PM10 hot-spot analysis. ADOT is requesting responses to the attached *F0701_Koli Road Traffic Interchange_PM Consulation_12202024.pdf.,* within **30 days.** A non-response will be interpreted as concurrence that the project **is not** a project of air quality concern and does not require a hot-spot analysis. If any consulted party believes this project should be treated as a project of air quality concern that requires a Quantitative PM10 hot-spot analysis, please document the appropriate section under 40 CFR 93.123 (b) that applies to

ADOT Monthly Air Quality Coordination Meeting Agenda

Thursday, February 13, 2025

Google Meet

ADOT Transportation Conformity Coordination

Thursday, December 12 · 11:00am – 12:00pm

Time zone: America/Phoenix

Google Meet joining info

Video call link: https://meet.google.com/usc-ivuz-eof

Or dial: (US) +1 585-667-0052 PIN: 813 049 123#

More phone numbers: https://tel.meet/usc-ivuz-eof?pin=9640464285692

Notes added within each agenda item.

---

1. WELCOME & INTRODUCTIONS
   Attendees: Amanda Luecker, George Noel, Chris Dresser, Dan Gabiou, Katie Rodriguez, Beverly Chenausky, David Shu (Aztec), Greta Halle, Jason James, Leigh Osterling

2. REVIEW PROJECTS

   Active Projects (General Updates/Discussion)

   - **F0701 Interstate 10/Koli Road Traffic Interchange**
     - Project Team Discussion of final documents provided 2/6/2025
     - Aztec went over the response to comments
       - EPA has no further comments on the comment resolution documents
       - FHWA has no further comments on the comment resolution documents
     - ADOT will document the response to comments on 1/6/2025
       - Next Steps - ADOT will start efforts to prepare the AQ report and anticipate to have that ready by May 2025. The Draft EA is anticipated for Fall 2025 and will be included with the EA.

ADOT Monthly Air Quality Coordination Meeting Agenda

Upcoming Projects

- **T0428 City of Peoria - El Mirage Road, Loop 303 to Jomax Road**
  - Discussion of schedule and use of Atypical Events Report from L303 Project
  - Public Open House February 26, 2025
    https://www.elmirageroadextension.com/
    1. ADOT inquired what needs to be done for CO noting it is not an applicable requirement in the region anymore.
       a. FHWA recommended that when submitting the documents, ADOT make a note of the approach and just clarify to interagency consulting parties why CO is not included
       b. ADOT provided overview of approach to AQ - PM10 hot spot analysis would be provided through Workfront, consultation will be initiated late February
       c. ADOT has tentative meeting set for 3/20 to discuss the approach to modeling for this project
       d. ADOT discussed possibly using the same background monitor (Zuni Hills) for this project that was used for F0561/F0562
          i. EPA suggested that it would be appropriate to use the same analysis, but would need to resubmit as an atypical event again as it's a separate project and action.
          ii. FHWA agreed with EPA, asked what years were used for older project
              1. Aztec confirmed for the 303 project they used 2021-2023 data, MAG has not published 2024 data yet.
              2. FHWA said that was acceptable to use the 2021-2023 data.
       e. EPA said they are almost complete with review of F0561/F0562 and will be submitting final comments soon that are overall minor. Send documents to Lindsay Wickersham, Will, and Amy. EPA will provide comments on documents through the interagency consultation meeting.

- **F0719 SR 24, SR202L to Ironwood Drive**
    - Discussions of schedule and general approach
        - DIscussed timing of consultation documents, MAG programming to be adopted

<u>327 MOU Major Studies Monitoring Spreadsheet (General Updates)</u>

- General Discussions on approaching April 3, 2025 CO conformity no longer applicable - No longer consulting on CO
- Is any additional information needed on ADOT projects on 327 Major Studies Spreadsheet?
    - ADOT noted T0558 new project
    - EPA commented on the two major projects (SR30 and North South) and discussed the timing of the projects and information
    - FHWA made a comment about future SR30 project and MAG changes to programming for future 3rd segment.
- Are there any project specific breakout meetings needed?

3. OPEN DISCUSSION
    - PROCESS/PROGRAM UPDATES
    - ROUNDTABLE
        i. Future meetings
            1. March 20th, 2025
            2. Meetings after March will not shifted due to the daylight saving time changes.

the project and describe why the project should be treated as a project of air quality concern. Please forward to those as needed and let me know if you have any additional questions.

Beverly Chenausky
ASSISTANT ENVIRONMENTAL ADMINISTRATOR
ARIZONA DEPARTMENT OF TRANSPORTATION

MD EM02, 206 S. 17th Ave.
Phoenix, AZ 85007

480.390.3417
Website: azdot.gov

2 attachments

F0701_Interagency Consultation Comment Form_EPA_1.03.25_Response_v3 (1).xlsx
415K

F0701_I10_Project-Level-PM-Questionnaire_20250130 (1).docx
1094K

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Appendix B. MSAT and CO_{2e} MOVES Modeling Files (Model Files by Request)

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Appendix C. Public Comments on Air Quality (To be added)

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Appendix H. Noise Report

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ARIZONA DEPARTMENT OF TRANSPORTATION

Draft Noise Technical Report

Interstate 10 and Koli Road Traffic Interchange

Maricopa County, Arizona

ADOT Project No. F0701 01L

March 2025

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

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Executive Summary

This noise technical report has been developed in support of the Design Concept Report and environmental assessment (EA) for the Interstate 10 (I-10) Koli Road traffic interchange (TI) Project (Project). The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10.

The noise impact determination used in this analysis is based on Arizona Department of Transportation's (ADOT) Noise Abatement Requirements (NAR), dated May 4, 2017. The ADOT NAR complies with 23 Code of Federal Regulations (CFR) 772 that outlines the Federal Highway Administration's (FHWA) procedures for highway traffic noise analysis and establishes the Noise Abatement Criteria (NAC). The FHWA NAC specify noise level impact thresholds for different categories of land use and activities. Homes, churches, schools, and parks are classified as Categories B and C, and the allowable hourly equivalent sound level (Leq) for these categories is 67 "A"-weighted decibels (dBA). The ADOT NAR determines impacts as traffic noise levels approach the limits specified in the FHWA NAC. ADOT defines "approach" as one (1) dBA below the NAC for Categories A, B, C, D, and E; no noise impact threshold occurs for Categories F and G. Therefore, for Categories B and C, ADOT will consider mitigation for receivers when predicted traffic noise levels are 66 dBA or higher. Additionally, ADOT will consider mitigation if noise levels from the transportation project are predicted to increase substantially. A substantial noise level increase is equal to or greater than 15 dBA.

This noise analysis evaluated the existing condition, as well as the future No Build and Build conditions. The existing condition was analyzed by conducting ambient noise levels within the project area. The monitored noise levels ranged from 58 to 66 dBA. The No Build and Build conditions were evaluated based on predicted noise levels with the existing and proposed roadway configurations in the design year of 2050. A total of 51 receivers were modeled to generate noise levels for different categories of land use and activities.

Predicted noise levels in the No Build condition would be 57 to 77 dBA, and noise levels in the Build condition would be 58 to 77 dBA in 2050. The noise analysis indicated that noise barriers are not recommended in the Build condition for this project because predicted noise levels would be less than the ADOT NAR thresholds, or the evaluated barriers do not meet ADOT NAR criteria.

1 Introduction

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a Design Concept Report and an environmental assessment (EA) for the Interstate 10 (I-10) Koli Road traffic interchange (TI) Project (Project). The EA will be carried out by ADOT pursuant to 23 United States Code 327. The Project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. In addition, the Gila River Indian Community would construct Koli Road from the proposed I-10/Koli Road traffic interchange to Maricopa Road in parallel with the proposed traffic interchange. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The Project study area will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Location Map and Figure 2 – Vicinity Map). Within the Project study area, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Koli Road TI would accommodate this lane configuration.

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

The scope of work for this Project includes:

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

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

This study was performed in accordance with Code of Federal Regulations (CFR) Title 23, Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, that provide procedures for

conducting noise analyses to protect the public's health and welfare. Furthermore, this analysis is performed in accordance with the ADOT Noise Abatement Requirements (NAR) dated May 4, 2017.

Figure 1. Project location in state

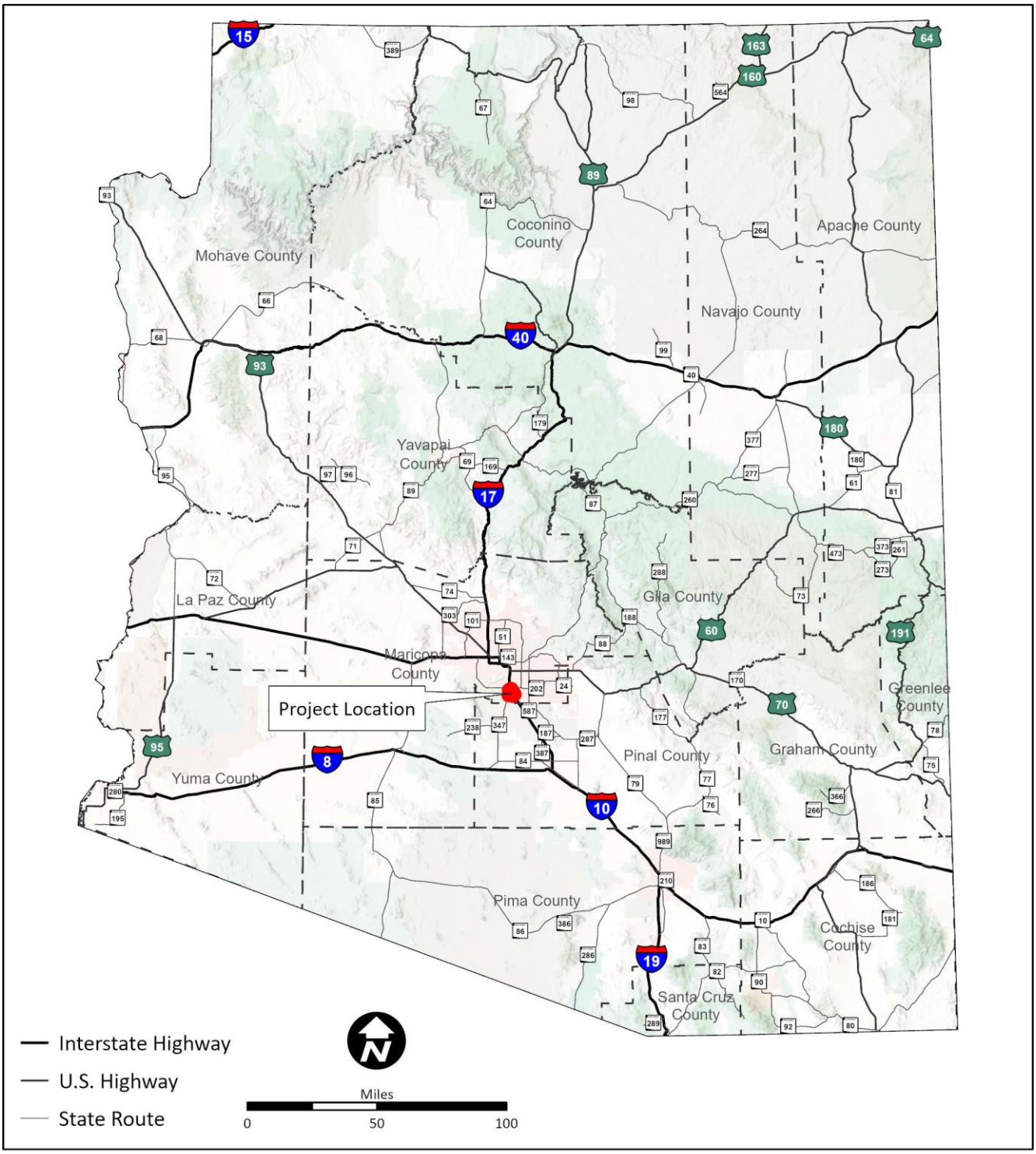
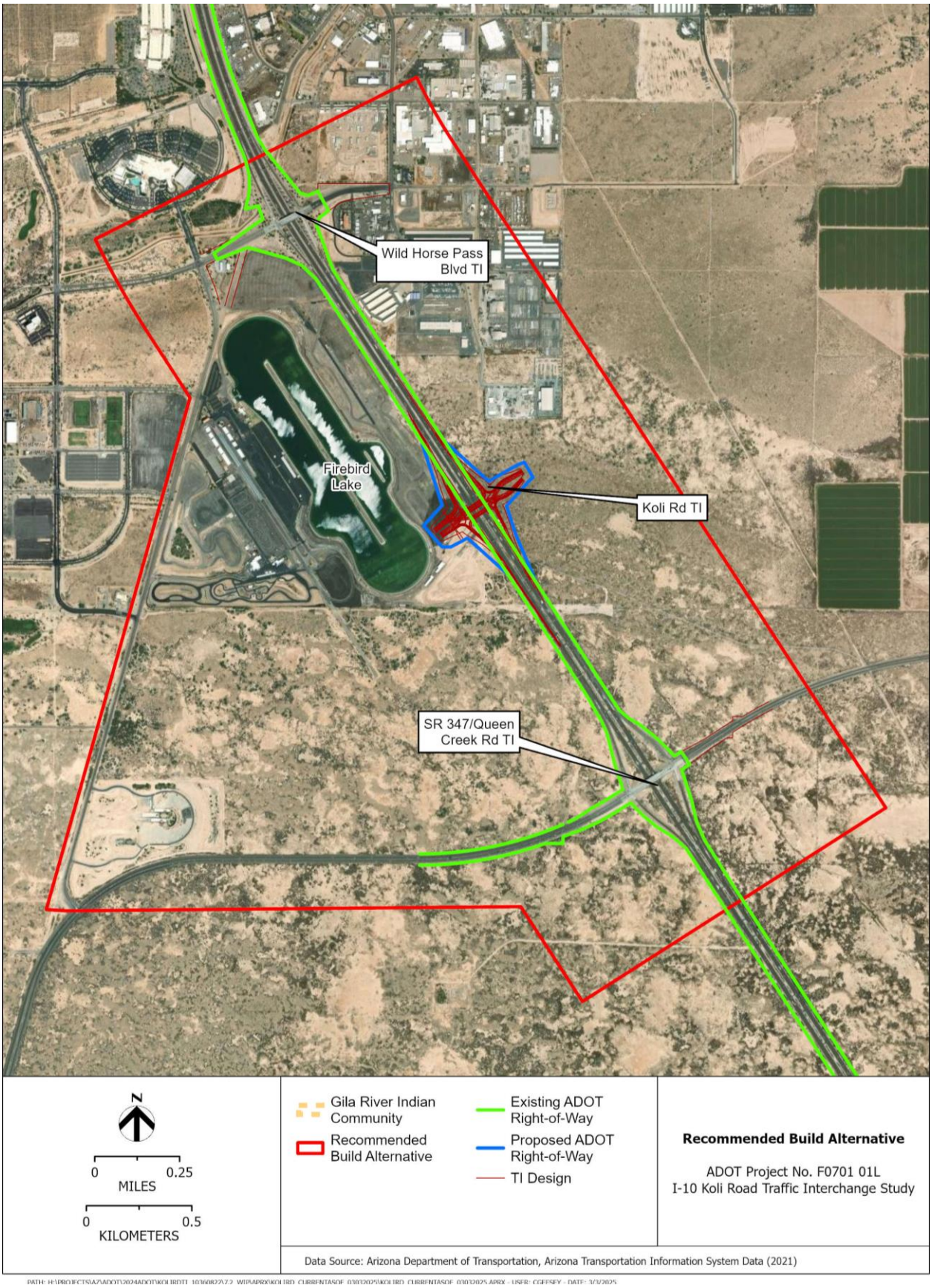


Figure 1. State Location Map
I-10 Koli Road Traffic Interchange
ADOT Project No. F0701 01L

Figure 2. Project vicinity



2 Fundamentals of Traffic Noise

2.1 Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is often defined as unwanted sound which is loud, unexpected, or annoying.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between them. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

2.2 Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

2.3 Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (µPa). One µPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 µPa. Because of this huge range of values, sound is rarely expressed in terms of µPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 µPa.

2.4 Addition of Decibels

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would

not produce 140 dB—rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

2.5 A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz, and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an “A-weighted” sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with highway-traffic noise. Noise levels for traffic noise reports are typically reported in terms of A-weighted decibels or dBA. Table 1 describes typical A-weighted noise levels for various noise sources.

Table 1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: ADOT 2008

2.6 Human Response to Changes in Noise Levels

As discussed above, doubling sound energy results in a 3 dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1 dB changes in sound levels, when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000 Hz–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound

level increases of 3 dB in typical noisy environments. Furthermore, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3 dB increase in sound, would generally be perceived as barely detectable.

2.7 Noise Descriptors

Noise in our daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The most commonly used noise descriptors in traffic noise analysis are:

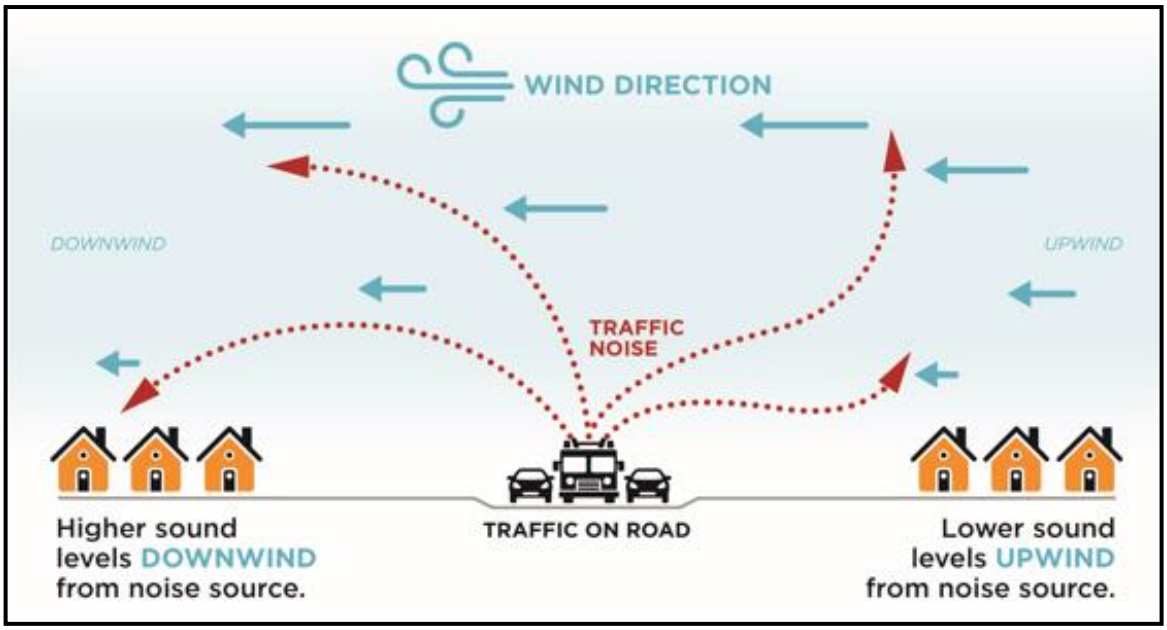
- **Equivalent Sound Level (L_{eq}):** L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level [$L_{Aeq(h)}$] is the energy average of A-weighted sound levels occurring during a one-hour period, and is the basis for noise abatement criteria used by ADOT and the Federal Highway Administration (FHWA).
- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period.
- **Minimum Sound Level (L_{min}):** L_{min} is the lowest instantaneous sound level measured during a specified period.

2.8 Weather Conditions

Changes in weather conditions also affect how well a noise barrier performs. Temperature inversions and downwind conditions can increase sound levels in neighborhoods protected by a noise barrier. Temperature lapses and upwind conditions can further reduce sound levels in neighborhoods protected by a noise barrier. The changes in sound levels will depend on the specific wind and temperature conditions.

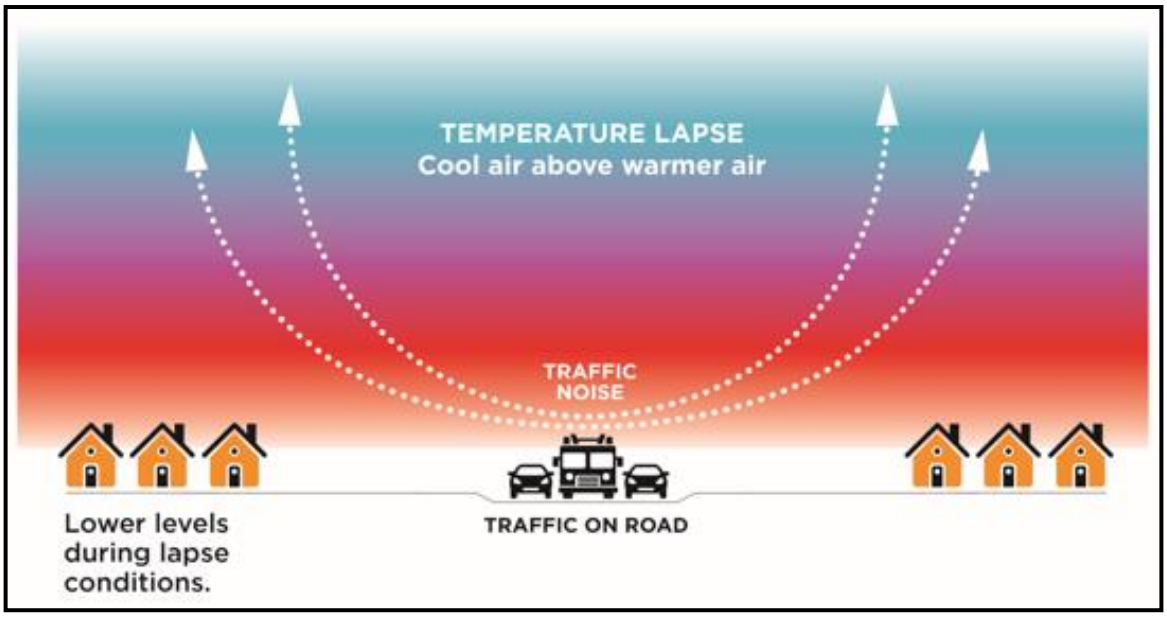
Changing wind speeds above the ground cause sound waves to bend toward or away from the earth — a process called refraction. The change in the sound level depends on the differences in wind speeds above the ground and the wind direction. You might notice that sound levels are higher when the wind is blowing from the highway toward you (downwind) as illustrated below. Conversely, you might notice that sound levels are lower when the wind is blowing away from you and toward the highway (upwind).

Figure 3. Wind Direction Effects on Traffic Noise



The temperature of the air above the ground changes with height. A temperature lapse occurs when the air above the ground is cooler than the air near the ground. Temperature lapses are common during the day. Lapses cause sound waves to bend away from the earth and reduce sound levels in nearby communities as illustrated below. You might notice that sound levels are lower during the day than at night even though there may be more traffic on the road.

Figure 4. Temperature Lapse Effects on Traffic Noise



3 Traffic Noise Analysis

3.1 FHWA and ADOT Noise Criteria

ADOT considers mitigation for receivers predicted to be impacted by increased noise levels associated with a proposed transportation improvement project. This analysis determines the traffic noise impacts based upon FHWA Noise Abatement Criteria (NAC), which is referred to in the ADOT NAR dated May 4, 2017. The FHWA NAC specify an allowable traffic noise level for different categories of land uses and activities.

The ADOT NAR describes impacts if the noise level "approaches" the allowable limits of the FHWA NAC. ADOT defines "approach" as one (1) dBA below the NAC for Categories A, B, C, D, and E and there is no noise impact threshold for Categories F and G. Table 2 shows the FHWA NAC noise level for each land use category. Homes, churches, schools, and parks are classified in Categories B and C, with an allowable hourly L_{eq} of 67 dBA.

Table 2. Noise Abatement Criteria

Activity Category	$L_{Aeq(h)}$[1], dBA	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[2]	67 (Exterior)	Residential
C[2]	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios
E[2]	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing
G	---	Undeveloped lands that are not permitted

Notes:
[1]. The hourly equivalent sound level, $L_{Aeq(h)}$, represents the A-weighted sound level that contains the same amount of acoustic energy as the actual time-varying A-weighted sound level over one hour.
[2]. Includes undeveloped lands permitted for this activity category.
Source: ADOT NAR Rev 2017-05-04

For Categories B and C, ADOT will consider mitigation for receivers with exterior traffic noise levels that are equal to or exceed 66 dBA. For Category E, ADOT will consider mitigation for receivers with exterior

traffic noise levels that are equal to or exceed 71 dBA. Additionally, ADOT will consider mitigation if the transportation improvement project is predicted to result in a substantial increase in noise level compared to the existing measured noise levels. A substantial noise level increase is equal to or greater than 15 dBA. In determining and reducing traffic noise impacts, exterior areas are given primary consideration and ADOT generally will consider mitigation only where frequent human use occurs.

3.2 Sensitive Land Uses in the Study Area

Land within the study area belongs to Gila River Indian Community (Community). Existing land uses within the study area consist of Wild Horse Pass entertainment and event complex, commercial, office, industrial, and vacant. There is no Activity Category B land use. Activity Category C includes proposed water park in the Wild Horse Pass entertainment and event complex. Activity Category E includes Gila River resorts & casinos, office, and hotels. Activity Category F includes industrial facilities. Activity Category G includes undeveloped land. Existing and future land uses within the project area were examined using MAG's Land Use Explorer maps.

3.3 Existing Noise Levels

Existing noise-sensitive land uses within the project area were identified using land-use maps, aerial photographs, and site reconnaissance. The noise analysis of this project used two (2) geographical sections that correspond to noise receiver locations.

In total, 51 noise receivers were evaluated in the noise model for different land use categories and activities. The modeled noise receivers represent different activity categories such as proposed water park (Category C), hotel (Category E), industrial (Category F), and undeveloped lands (Category G). Each modeled noise receiver was assigned a two-part identifier, such as EX or WX. E stands for eastbound receivers and W stands for westbound receivers, and followed by a sequential number X.

Table 3 shows the description of the sections and the number of modeled receivers in each section.

Table 3. Location of Modeled Receivers

Section	Number of Modeled Receivers	Description of Section
1	25	I-10, north of proposed Koli Rd TI
2	26	I-10, south of proposed Koli Rd TI

Three (3) different sites were selected for noise monitoring within the project area (monitoring locations are labeled "MON") to document existing traffic noise levels. Noise monitoring was conducted on May 15, 2024. During the monitoring, weather conditions (temperature, relative humidity, wind speed and direction, and sky condition) were documented (see Appendix B). A Larson Davis System 824 with sound level meter and real-time analyzer, which complies with ANSI S1.4 and Type I Standards, was used during the

noise monitoring. The noise monitoring followed the procedures specified in the report FHWA-PD-96-046/DOT-VNTC-FHWA-96-5, *Measurement of Highway-Related Noise*. The monitoring results are summarized in Table 4.

Table 4. Noise Level Measurements Summary

Monitor Number	Address/Description	Monitoring Result Leq, dBA
MON-1	Vacant parcel adjacent to a concrete manufacturing plant and the Gila River Indian Community Central Storage, approximately 360 feet east of I-10	66
MON-2	Vacant parcel adjacent to a concrete manufacturing plant, approximately 725 feet east of I-10	58
MON-3	Vacant parcel adjacent to a Firebird Motorsports Park, approximately 380 feet west of I-10	63

The monitored noise levels represent the existing noise conditions within the study area. The average ambient noise levels from the measurements ranged from 58 dBA to 66 dBA. The lowest monitoring noise level was recorded from site MON-2 on the vacant parcel approximately 725 feet east of I-10. The highest monitoring noise level was recorded from site MON-1 on the vacant parcel approximately 360 feet east of I-10. Detailed noise level monitoring information is located in Appendix B of this report.

3.4 TNM 2.5 Modeling Approach and Assumptions

The FHWA-approved highway noise computer model Traffic Noise Model (TNM) 2.5 was used for the noise-level computations and mitigation analysis. Standard English units of measurement were used throughout this analysis.

Traffic noise levels are affected mainly by roadway geometry, traffic volumes, traffic speeds, traffic mix (percentage of cars, medium trucks and heavy trucks), and shielding effects between noise sources and receivers. These variables were input into the TNM 2.5 model to predict future noise levels at the sensitive receiver locations. If the predicted unmitigated noise levels are less than the NAR threshold of 66 dBA, no noise impacts would occur and no noise mitigation is warranted. Otherwise, mitigation consisting of noise barriers within the right-of-way (ROW) would be evaluated. The barrier heights are then adjusted to achieve predicted mitigated noise levels of less than 66 dBA as applicable. Noise barriers are recommended if they meet the ADOT NAR “feasible” and “reasonable” criteria. Noise barriers are considered the most cost effective and accepted technique to mitigate traffic noise. Noise barriers may consist of earth berms or concrete/masonry walls, or a combination of the two.

3.4.1 Roadway Geometry

The horizontal and vertical geometry of the proposed I-10 mainline and ramps utilized in this analysis were obtained from the preliminary design files and the digital terrain model (DTM). speed was modeled 5 miles per hour (mph) higher than posted speed limit.

3.4.2 Traffic Volumes

FHWA's criteria specify that the noisiest condition be modeled for the project design year. In general, this should reflect level of service (LOS) C traffic conditions during the peak noise hour, with traffic moving at 5 miles per hour above the posted speed limits. If future peak hour traffic volumes are less than maximum LOS C volumes, future peak hour traffic volumes will be utilized. For this project, ten (10) percent of the annual weekday daily traffic volumes derived from the approved MAG travel demand model were used as peak hour volumes in the noise model for the future No Build and Build conditions. The traffic volumes used in this analysis is included in Appendix C.

3.4.3 Traffic Mix

Traffic mix is the percentage of vehicles by type, typically including cars, medium trucks, and heavy trucks. Traffic mix is an important factor on the magnitude of noise levels. Generally, heavy trucks generate more noise than cars and medium trucks. Therefore, the higher percentage of heavy truck, the louder the noise levels would be.

Vehicle types are defined as the following:

- Cars: All vehicles with two axles and four wheels designed primarily for passenger transportation or cargo (light trucks). Generally, the gross vehicle weight is less than 10,000 pounds.
- Medium Trucks: All vehicles having two axles and six wheels designed for the transportation of cargo. Generally, the gross vehicle weight is greater than 10,000 pounds but less than 26,400 pounds.
- Heavy Trucks: All vehicles having three or more axles and designed for the transportation of cargo. Generally, the gross weight is greater than 26,400 pounds.

The traffic mix volumes used in this analysis is provided by MAG travel demand model and is included in Appendix C.

3.4.4 Traffic Speed

For the Build condition, the I-10 mainline was modeled at operating speed of 70 mph (5 mph above the posted speed limit). The service TI on-ramp and off-ramp speeds were modeled at 50 mph. The cross street speeds were modeled at 50 mph.

3.4.5 Model Validation

Model validation is a process for testing a model to ensure that it produces reliable results and to confirm that traffic noise is the predominant noise source at the receptor locations. In general, validation involves comparing actual noise measurements with the noise levels predicted by the model for existing conditions at the same location. The model is considered to be verified if the model results are within ±3 dBA of the field measurements recorded at the site for the same conditions. The three monitoring sites were modeled within the ±3 dBA measured at those sites. Therefore, the entire model is considered valid.

3.4.6 Shielding Effects

TNM 2.5 can account for the noise shielding effects created by existing noise barriers, privacy walls, buildings, and terrain changes that are an obstruction between noise sources and receivers. Neighborhood privacy walls and large commercial or apartment buildings were modeled as barriers. Cut-and-fill slopes and corresponding elevation changes were modeled as terrain lines. Rows of homes in neighborhoods were modeled as building rows. The loose soil ground type was used per model validation against existing noise monitoring. Other assumptions included average pavement type and default weather. These default assumptions are the FHWA-recommended values.

3.5 Construction Noise Impacts

Depending on the nature of construction operations, the duration of the noise could last from seconds (e.g. a truck passing a customer) to months (e.g. constructing a bridge). Construction noise is also intermittent and depends on the type of operation, location, and function of the equipment and the equipment usage cycle. Construction equipment is typically considered as a point source, as opposed to traffic which is considered as a line source; therefore the noise level decreases, theoretically, by 6 dB(A) per doubling the distance from it, as opposed to 3 dB(A) for line source. Noise levels at various distances using listed equipment are shown in Table 5. ADOT has set forth guidelines for construction noise in the *Standard Specifications for Road and Bridge Construction*, 2008. Per ADOT specifications 104.08 Prevention of Air and Noise Pollution:

“The contractor shall comply with all local sound control and noise rules, regulations and ordinances which apply to any work pursuant to the contract. Each internal combustion engine used for any purpose on the work or related to the work shall be equipped with a muffler or a type recommended by the manufacturer. No internal combustion engine shall be operated on the work without its muffler being in good working condition.”

Table 5. Construction Noise Levels at Various Distances from the Equipment

Equipment	Land Use	Residential	Descriptor		L10
	R_300 ft	R_600 ft	R_900 ft	R_1200 ft	R_1500 ft
Auger Drill Rig	64.8	58.8	55.3	52.8	50.8
Boring Jack Power Unit	67.4	61.4	57.9	55.4	53.4
Compactor (ground)	63.7	57.7	54.1	51.6	49.7
Concrete Mixer Truck	62.3	56.2	52.7	50.2	48.3
Dump Truck	59.9	53.9	50.4	47.9	45.9
Excavator	64.2	58.1	54.6	52.1	50.2
Generator	65.1	59.0	55.5	53.0	51.1
Compressor (air)	61.1	55.1	51.6	49.1	47.1
Grader	68.5	62.4	58.9	56.4	54.5
Warning Horn	57.6	51.6	48.1	45.6	43.6
All Other Equipment > 5 HP	69.4	63.4	59.9	57.4	55.4
Bar Bender	60.4	54.4	50.9	48.4	46.5
Concrete Pump Truck	61.8	55.8	52.3	49.8	47.9
Soil Mix Drill Rig	64.4	58.4	54.9	52.4	50.4
Concrete Saw	70.0	64.0	60.5	58.0	56.0
Auger Drill Rig	64.8	58.8	55.3	52.8	50.8
Roller	60.4	54.4	50.9	48.4	46.5

Ground vibration and ground-born noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Pile driving, demolition activity, blasting, and crack-and-seat operations are the primary sources of vibration, while the impact pile driving can be the most significant source of vibration at construction sites. It is recommended to apply methods that may be practical and appropriate in specific situations, to reduce vibration to an acceptable level. Such measures may be:

- Jetting,
- Predrilling
- Cast-in-place or auger cast piles
- Non-displacement piles
- Pile cushioning
- Using alternative non-impact drivers
- Scheduling activities to minimize disturbance at near-construction sites

To minimize noise impacts on the neighborhoods during construction, the following mitigation measures will be taken:

- Exhaust systems on equipment will be kept in good working order, in accordance with Section 104.08, *Prevention of Air and Noise Pollution* of the ADOT Standard Specifications for Road and Bridge Construction;
- Engine enclosures and intake silencers will be used where appropriate;
- Equipment will be maintained on a regular basis;
- New equipment will meet new noise emission standards;
- Stationary equipment will be located as far away from neighborhoods as possible; and
- The public shall be notified of construction operations and schedules by the ADOT's Communications office during construction.

4 Noise Mitigation Evaluation

4.1 Noise Mitigation Guidelines

The ADOT NAR adopted in 2017 provides guidelines for noise abatement based on both the "feasible" and "reasonable" criteria. The ADOT NAR defines "feasibility" based on engineering and acoustical considerations (e.g., if a barrier can be built given the topography of the location; consider access, drainage, safety, or maintenance requirements, can a substantial noise reduction be achieved? are other noise sources present in the area? etc.). According to the ADOT NAR, engineering feasibility factors of abatement shall include:

- Safety – noise barriers will not be constructed in such a way as to create a potential safety hazard or to inhibit response to a safety emergency.
- Barrier height – due to safety, structural and wind load considerations, ADOT will not normally construct barriers higher than 20 feet, as a stand-alone structure. However, a wall segment height may be up to 24 feet.
- Topography – the topography of the local area may potentially preclude the use or reduce the effectiveness of noise abatement measures such as barriers and berms.
- Drainage – any noise abatement measure constructed must provide for adequate drainage, both as a safety concern and to prolong the lifespan of the roadway.
- Utilities – in the event of a conflict between existing or planned utilities and potential noise abatement measures, any extra cost involved with utility relocation or modification may be included in the wall cost when comparing against the cost-per-benefited-receptor.
- Maintenance requirements – abatement measures must be designed and constructed in such a way as to allow access to perform maintenance activities both for the barrier and for adjacent properties.
- Access to adjacent properties – abatement measures must not be designed or constructed in a manner that denies access to any property adjacent to the barrier.

- Overall project purposes – the use of abatement measures must be consistent with the overall purpose of the project.

For a noise abatement measure to be acoustically feasible ADOT requires achievement of at least a five (5) dBA highway traffic noise reduction at 50% of impacted receptors.

The "reasonable" criterion implies that common sense and good judgment were applied in arriving at a decision. According to the ADOT NAR, reasonability of abatement shall include:

- Viewpoints or preferences of property owners and residents – The preferences of the property owners and residents of the benefited receptors of a noise barrier will be taken into account when determining whether the barrier is considered reasonable.
- Noise reduction design goal – Noise barriers should be designed to reduce projected unmitigated noise levels by at least seven (7) dBA for benefited receptors closest to the transportation facility. To be considered reasonable, at least half of the benefited receptors in the first row shall achieve this level of noise reduction.
- Cost effectiveness – The maximum reasonable cost of abatement is $49,000 per benefited receptor (cost-per-benefited-receptor) with barrier costs calculated at $35 per square foot, $85 per square foot if constructed on a structure.

4.2 Substantial Noise Level Increase

The projected increases in noise levels for receivers that were monitored are shown in Table 6. The monitoring results represent the existing noise levels. The TNM 2.5 2050 unmitigated column represents the future predicted noise level in the Build Condition. The difference between these two values, the arithmetic increase, is the projected increase in noise levels.

Table 6. Substantial Noise Level Increase

Monitor Number	Noise Receiver	Monitoring Result (dBA)	TNM 2.5 2050 unmitigated (dBA)	Arithmetic Increase (dBA)
MON-1	W9	66	72	5
MON-2	W13	58	66	8
MON-3	E14	63	71	8

The arithmetic increases between the monitoring levels and future predicted noise levels range from 5 to 8 dBA; none of the monitoring sites show a significant increase of equal to or greater than 15 dBA. As a result, noise mitigation was not evaluated due to the substantial noise level increases predicted for monitoring sites.

4.3 Noise Modeling Results

Appendix A shows noise receiver locations and Appendix D shows the predicted noise levels for the No Build and Build conditions based on the results of the TNM 2.5 modeling. Modeling results are rounded to the nearest decibel before comparisons are made. In some cases, this can result in relative changes that may not appear intuitive. For example, the difference between sound levels of 64.4 and 64.5 dBA is 0.1 dBA. However, after rounding to the nearest whole number, the difference is reported as 1 dBA. Noise modeling and results for Section 1 and Section 2 are discussed below.

Section 1: I-10, north of proposed Koli Road TI

Section 1 has 25 modeled receivers representing receptors at Gila River resorts, hotel, future Wild Horse Pass redevelopment, office, and industrial. The predicted noise levels and number of dwelling units represented by each receiver is shown in Appendix D. The noise levels of two (2) receivers are equal to the ADOT NAR threshold of 71 dBA in NAC E; As a result, consideration of noise mitigation is warranted.

Predicted exterior noise levels would be 71 dBA for the office at the future Wild Horse Pass redevelopment. The interior noise inside office is the main concern. Using an assumed 25 dBA transmission loss from exterior to interior noise level, the office interior noise levels would be 46 dBA, lower than the NAC D threshold of 51 dBA. As a result, no noise mitigation is considered for the office.

Noise impact would not occur for other receivers because their noise levels are either below NAC C or E thresholds, or there are no impact thresholds for NAC F or G.

Section 2: I-10, south of proposed Koli Road TI

Section 2 has 26 modeled receivers representing receptors future Wild Horse Pass redevelopment and undeveloped land. The noise levels of seven (7) receivers are greater than the ADOT NAR threshold of 66 dBA in NAC C; As a result, consideration of noise mitigation is warranted.

Noise barrier Barrier1 on the eastbound side of I-10 was evaluated to shield receivers E13 through E15A, representing the water park of the future Wild Horse Pass redevelopment along the roadway edge. The height for the barrier segments would be 16 to 18 feet relative to the existing ground elevation. Barrier 1 would provide noise reduction of 5 dBA or more for 42 equivalent receptors. The cost-per-benefited receptor is greater than the ADOT NAR criteria of $49,000. However, the Wild Horse Pass redevelopment project is currently in Pre-submittal/Pre-Approval phase per online MAG land use map, no detailed site plan/construction permit is available. As a result, Barrier 1 is not recommended. Further analysis may be needed in final design.

Noise impact would not occur for other receivers because their noise levels are either below NAC C threshold, or there are no impact thresholds for NAC G.

5 Conclusion

This noise report provides the existing monitored and future predicted noise levels and recommendations for mitigation measures in accordance with the ADOT NAR for the Interstate 10 and Koli Road TI project. This study evaluates impacts predicted to result from traffic noise levels during the noisiest conditions that would result from the planned improvements to Koli Road TI.

Predicted noise levels in the No Build condition would be 57 to 77 dBA, and noise levels in the Build condition would be 58 to 77 dBA in 2050. The noise analysis indicated that noise barriers are not recommended in the Build condition for this project because predicted noise levels would be less than the ADOT NAR thresholds, or the evaluated barriers do not meet ADOT NAR criteria.

This information will be made available to the local officials with the responsibility for making zoning/permitting decisions for that location. This information will be accompanied by the statement: “This information is presented purely to assist with noise-compatible land use planning decision making. Abatement for lands permitted after the Date of Public Knowledge for this project is not eligible for federal aid.”

6 Statement of Likelihood

This statement of likelihood is to be included in the environmental document since feasibility and reasonableness determinations may change due to changes in project design after approval of the environmental document.

Receivers E13 through E15A, representing the water park of the Wild Horse Pass redevelopment, show noise impact. However, the addition of a barrier is not recommended because the cost of such a barrier exceeds the ADOT NAR threshold of $49,000 per benefited receptor. Given the lack of detailed site planning and development documentation available at this time, the developer of Wild Horse Pass redevelopment will be responsible for further noise study if there are future site plan changes to their redevelopment.

7 References

Arizona Department of Transportation, *Noise Abatement Requirements*, May 2017.

Arizona Department of Transportation, *Standard Specifications for Road and Bridge Construction*, 2021.

U.S. Code of Federal Regulations, Title 23, Part 772. *Procedures for Abatement of Highway Traffic Noise and Construction Noise*.

U.S. Department of Transportation, Federal Highway Administration, *FHWA Roadway Construction Noise Model User's Guide*, January 2006.

U.S. Department of Transportation, Federal Highway Administration, Highway Traffic *Noise Analysis and Abatement Policy and Guidance*, June 1995.

U.S. Department of Transportation, Federal Highway Administration, *Highway Traffic Noise Prediction Model*, FHWA-RD-77-108, December 1978.

U.S. Department of Transportation, Federal Highway Administration, *Measurement of Highway-Related Noise*, FHWA-PD-96-046, May 1996.

Glossary of Terms

Design Year – The future year used to estimate the probable traffic volume for which a highway is designed. Normally, traffic estimates are projected 20 years into the future from the estimated start date of construction.

Existing Sound Level – The current noise level, made up of all natural and manmade noises normally present within a particular area. The existing sound level provides a reference point for determining noise impacts when transportation improvements or new highways are being considered.

Insertion Loss – A term used in noise analysis describing the projected noise reduction that results when a noise barrier is placed between a noise source and a receiver.

L_{eq} – The equivalent steady-state, A-weighted sound level which, in a stated period of time, would contain the same acoustical energy as the time-varying sound levels during the same period.

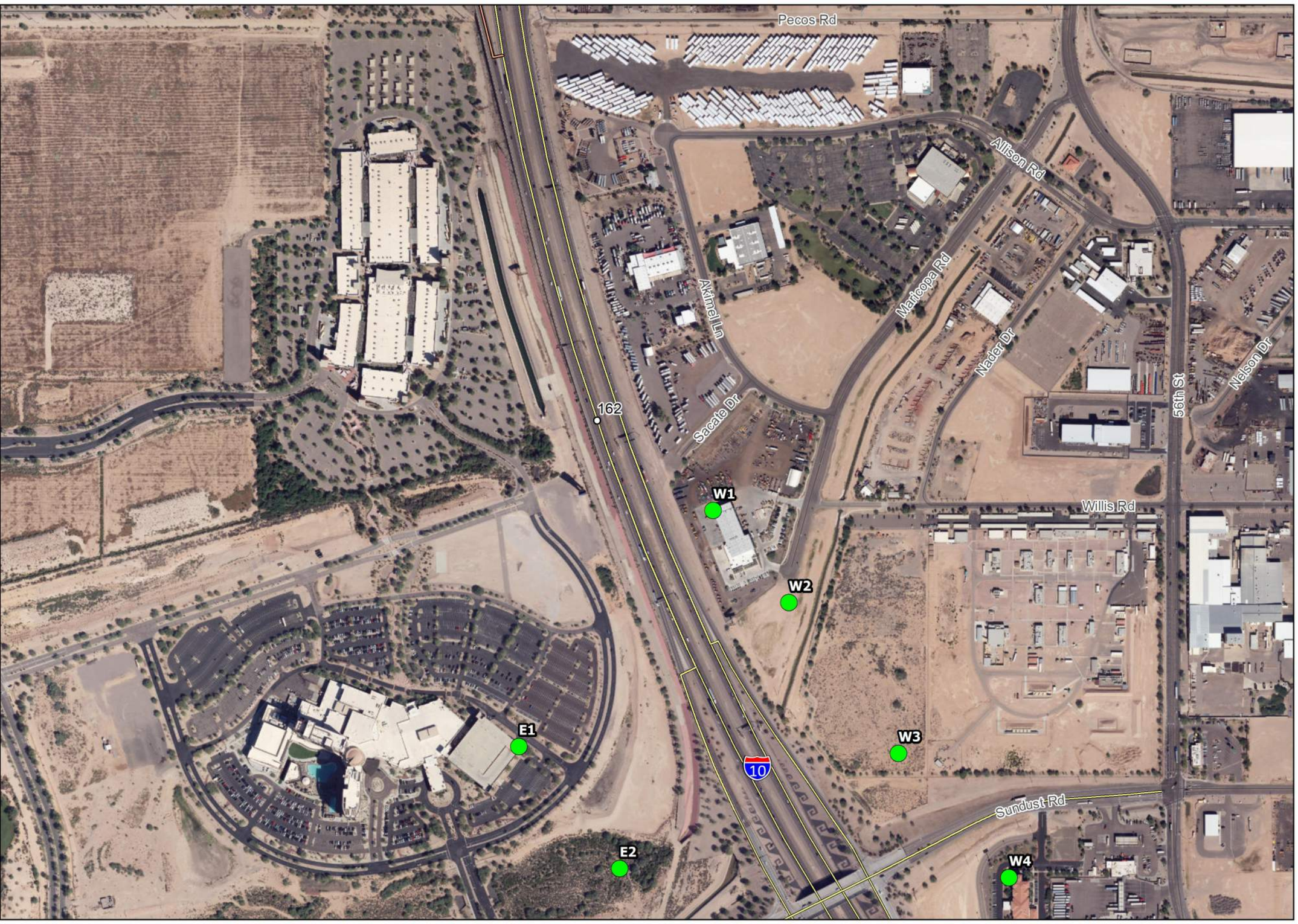
Noise Receiver – The technical term used in noise modeling to describe the location of a potential noise impact.

Shielding – Any construction or natural barrier which, when interposed between the noise source and the receiver, will provide an excess reduction in roadway noise.

TNM Model Runs Description

TNM File Name	Description
KoliRdTI_B_S1	2050 Build Condition, Section 1, I-10 north of Koli Rd TI, no barriers are recommended
KoliRdTI_B_S2	2050 Build Condition, Section 1, I-10 south of Koli Rd TI, no barriers are recommended
KoliRdTI_NB_v2	2050 No Build Condition, Sections 1 and 2

Appendix A. Noise Receiver Locations

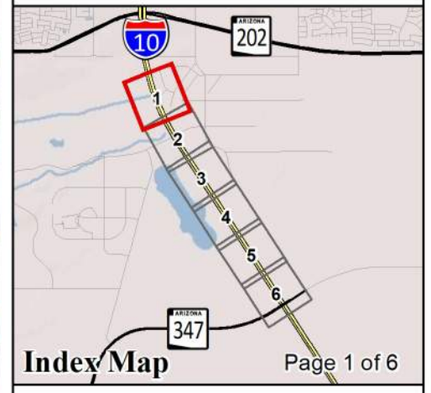


Intersate 10 (I-10)
Koli Road
Traffic Interchange

10 MA 163 F0701 01C

ADOT

- Mileposts
- Noise Receivers
- Monitoring Sites

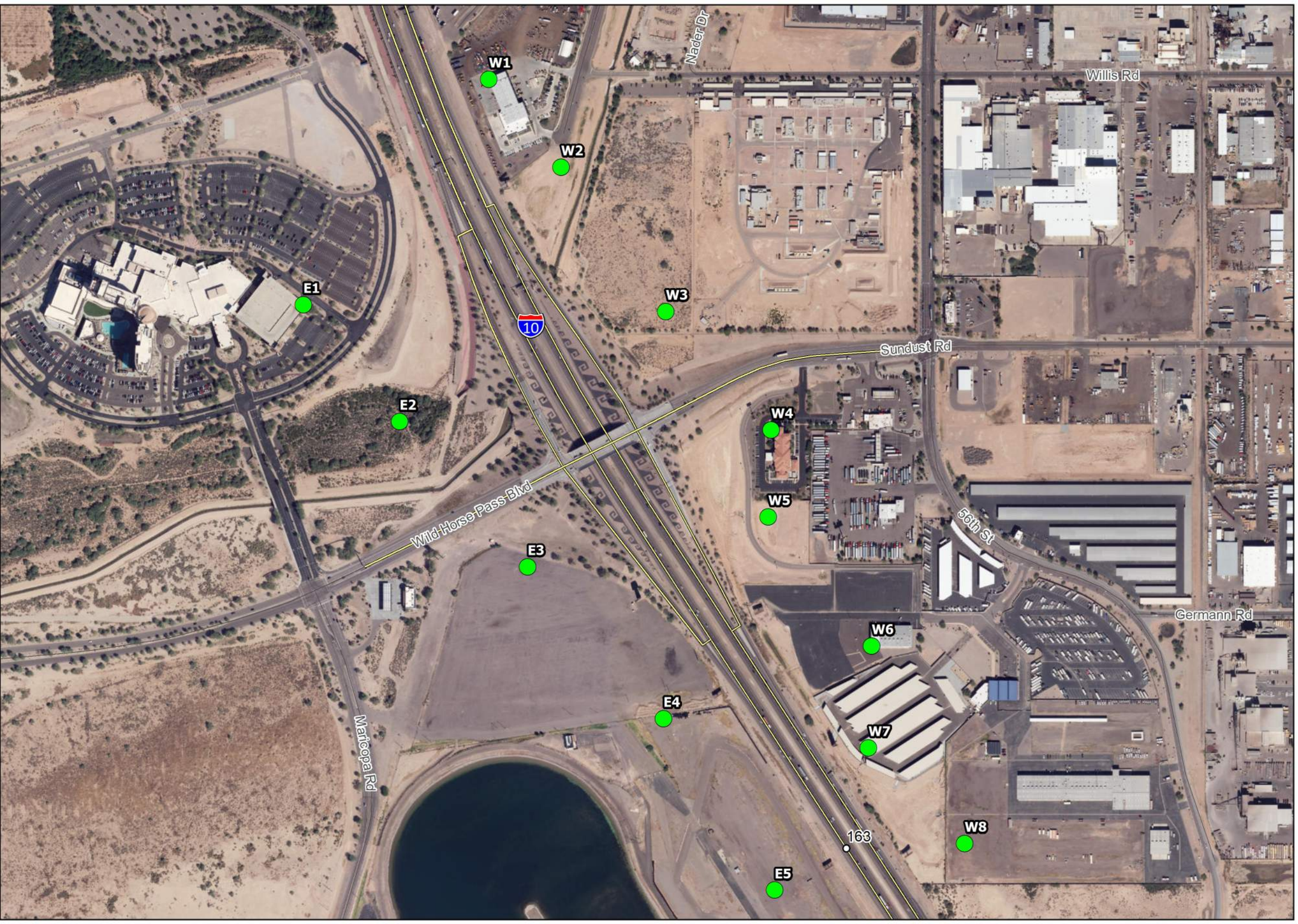


Index Map Page 1 of 6

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Sources:
ADOT ATIS (2013); AZTEC (2024);
USDA NAIP Imagery (2017).

Map Disclaimer: This map is intended for general siting purposes only.

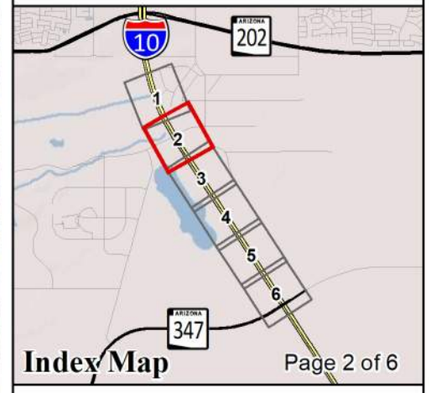


Intersate 10 (I-10)
Koli Road
Traffic Interchange

10 MA 163 F0701 01C

ADOT

- Mileposts
- Noise Receivers
- Monitoring Sites

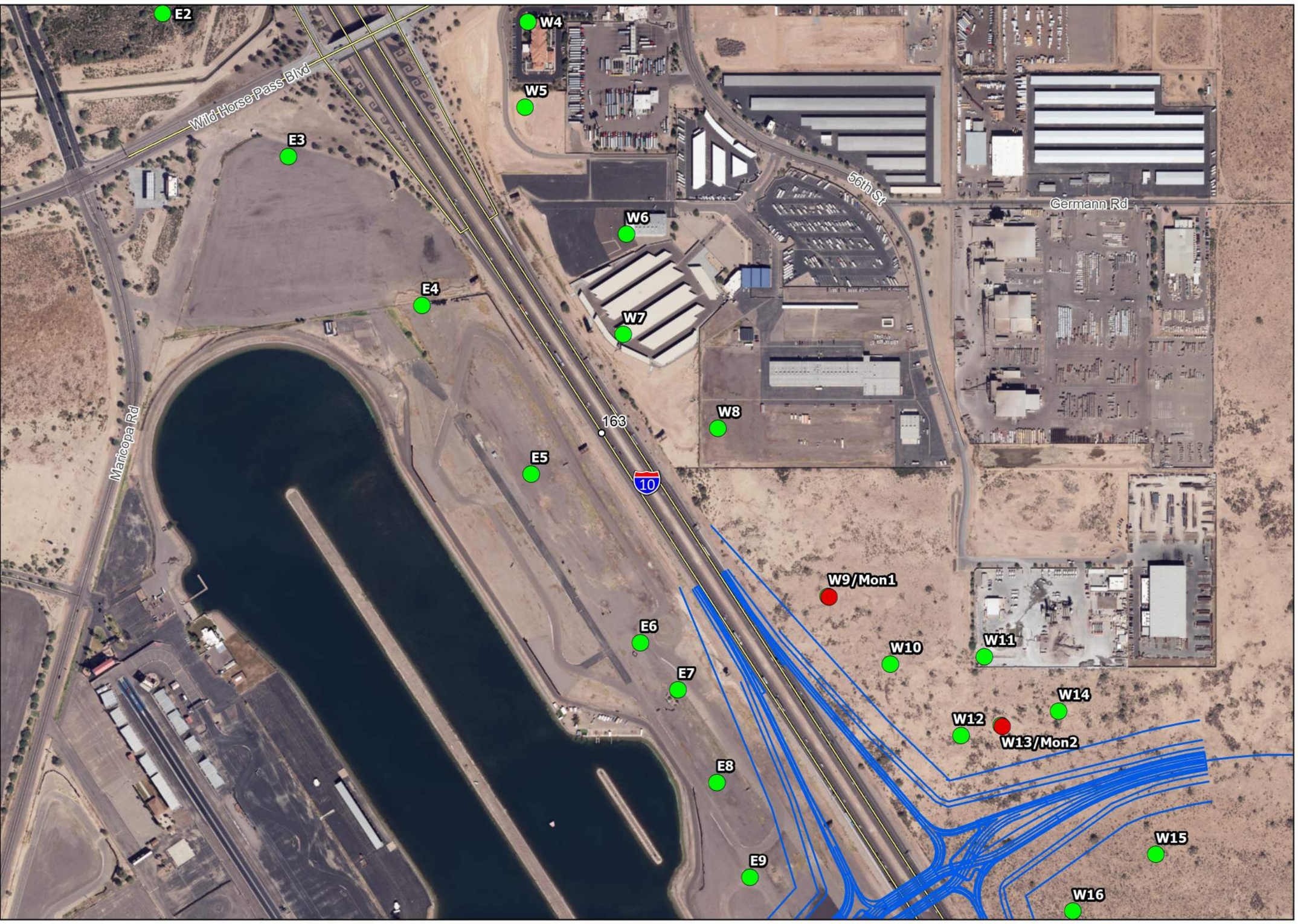


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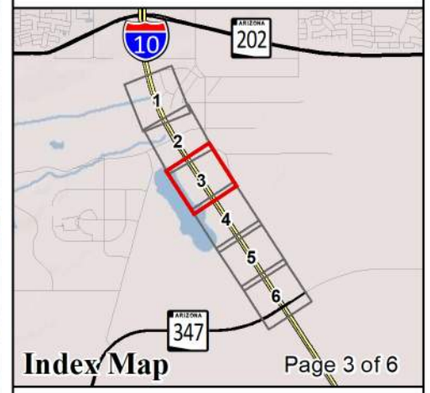


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Koli Road
Traffic Interchange

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ADOT

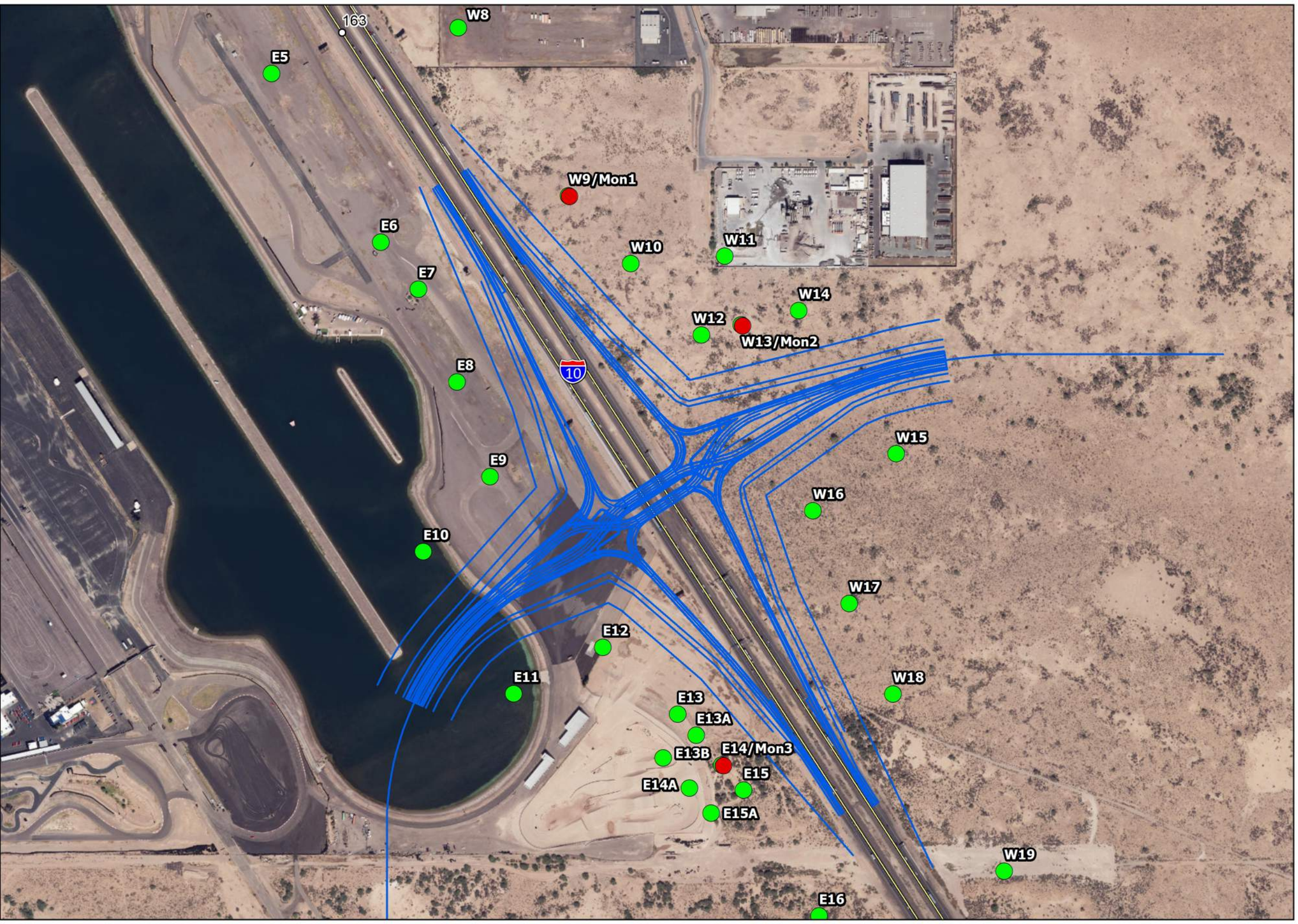
- Mileposts
- Noise Receivers
- Monitoring Sites
- DDI



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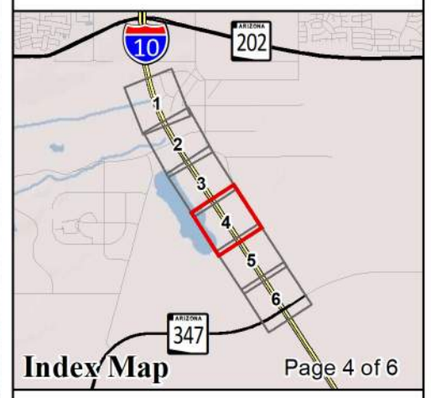


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Traffic Interchange

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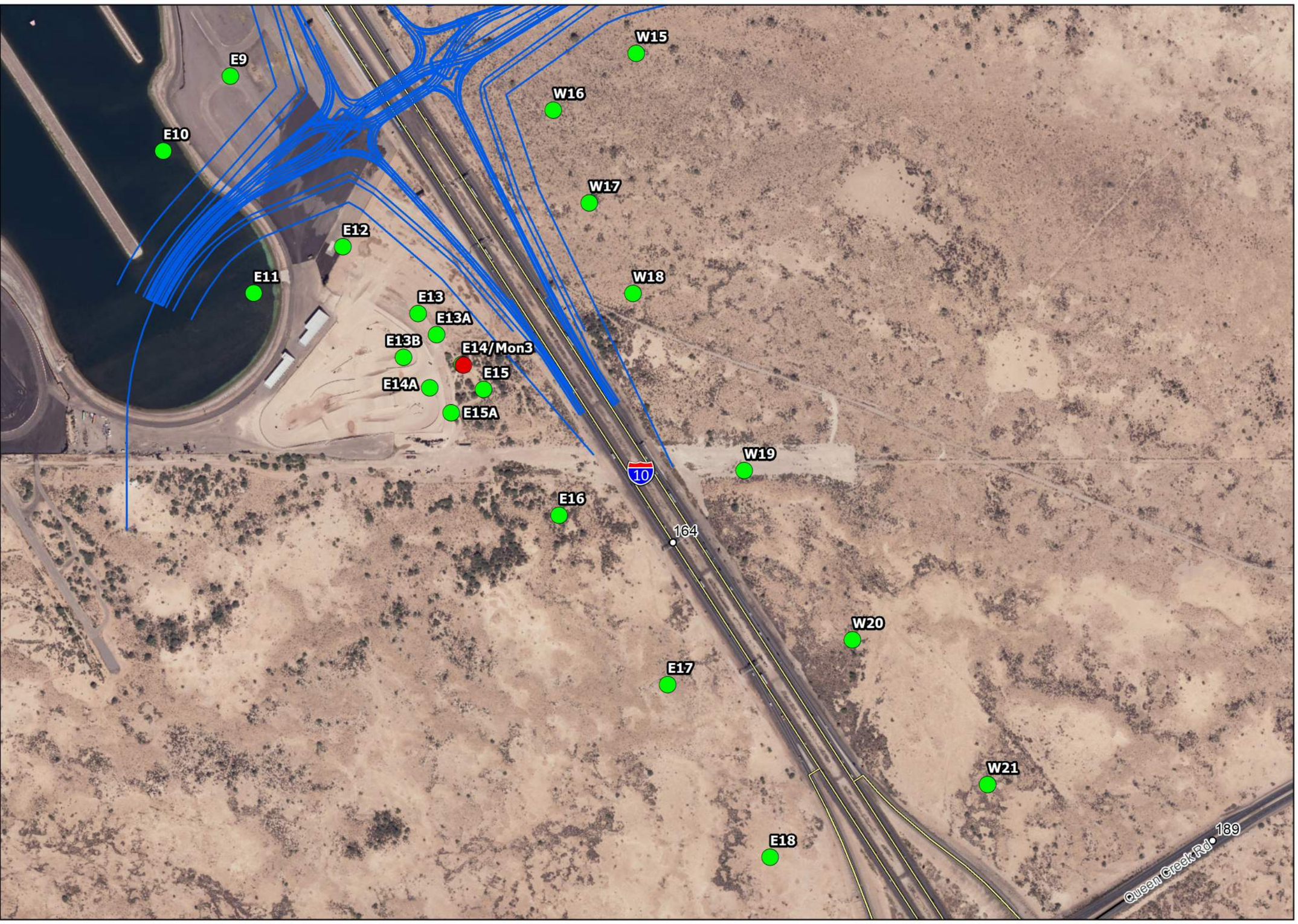
- Mileposts
- Noise Receivers
- Monitoring Sites
- DDI



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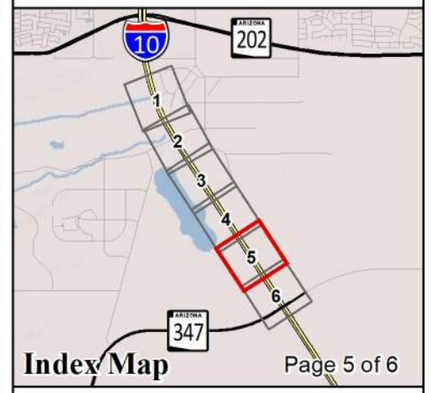


Intersate 10 (I-10)
Koli Road
Traffic Interchange

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ADOT

- Mileposts
- Noise Receivers
- Monitoring Sites
- DDI



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Sources:
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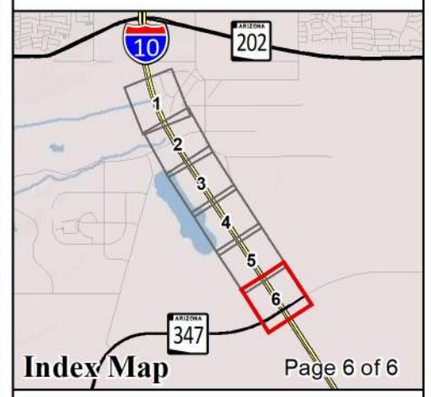


Intersate 10 (I-10)
Koli Road
Traffic Interchange

10 MA 163 F0701 01C

ADOT

- Mileposts
- Noise Receivers
- Monitoring Sites



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Sources:
ADOT ATIS (2013); AZTEC (2024);
USDA NAIP Imagery (2017).

Map Disclaimer: This map is intended for general siting purposes only.

Appendix B. Noise Level Monitoring Results

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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: I-10, Germann Road Traffic Interchange **Date:** 5/15/2024

Site Number/Description: MON 1, (Lat/Long: 33.27191, -111.9591)
Vacant parcel adjacent to a concrete manufacturing plant and the Gila River Indian Community Central Storage, approximately 360 feet east of I-10

Prepared by/Crew: Homaira Parveen, David Shu

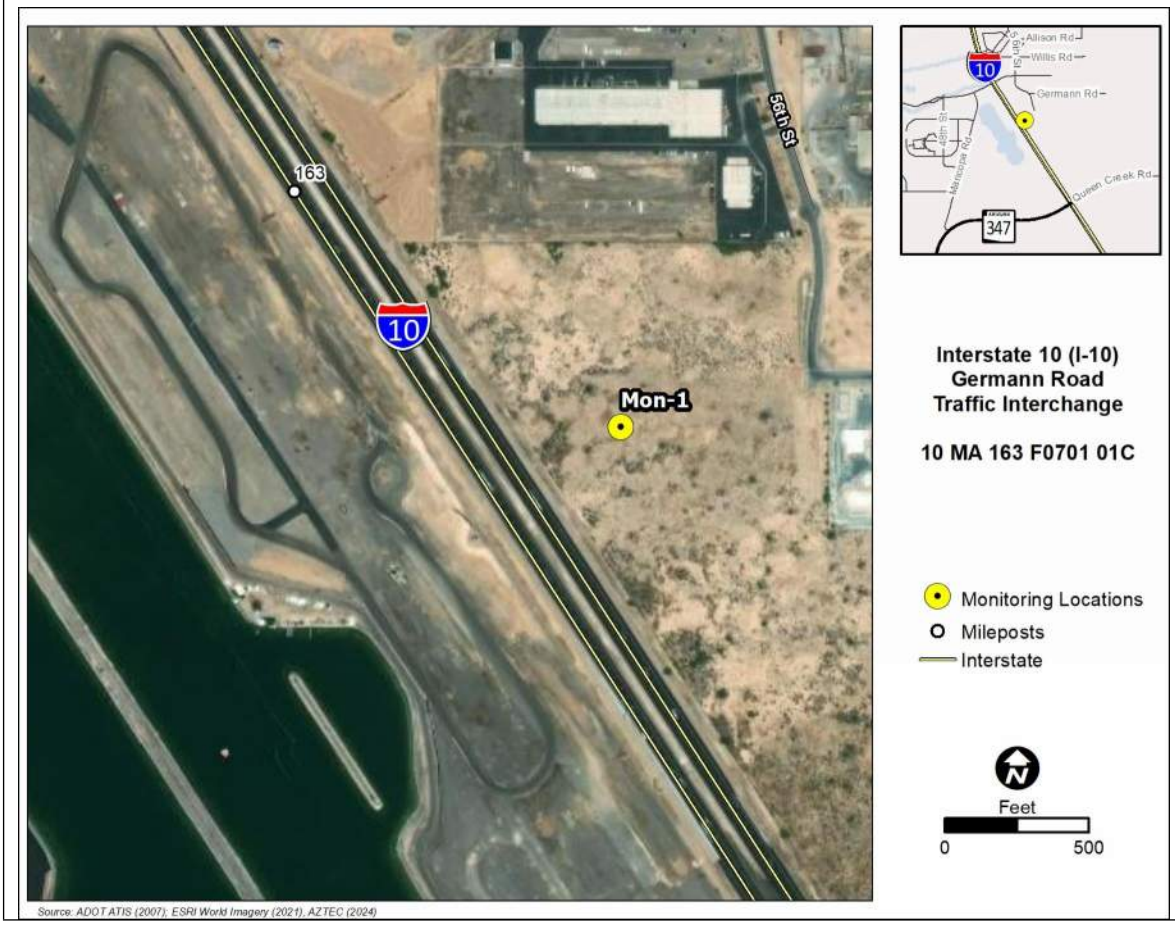
Temperature: 81 ºF **Relative Humidity:** 16 % **Wind & Direction:** 3 mph/SSW **Sky:** Fair

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration: ☒

Posted Speed Limit (mph): 65

Observed Speed (mph): 50-70



Sample	Time		Sound Level, dBA			Traffic Count (I-10)		
	Start	Duration	L_{MIN}	L_{EQ}	L_{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	8:38 am	10 mins	58.0	64.4	74.0	EB – 1160 WB - 1541	EB – 55 WB - 36	EB – 161 WB - 196
2	8:48 am	10 mins	60.7	66.2	70.5			
3	8:59 am	10 mins	62.6	66.5	72.3			

AZTEC Engineering Group, Inc.
501 N 44th Street, Suite 300
Phoenix, AZ 85008
P: 602.454.0402 | F: 602.454.0403
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ROADWAY TRAFFIC
NOISE LEVEL MEASUREMENT DATA SHEET



Figure 1. Looking east



Figure 2. Looking south

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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: I-10, Germann Road Traffic Interchange **Date:** 5/15/2024

Site Number/Description: MON 2, (Lat/Long: 33.27014, -111.9563)

Vacant parcel adjacent to a concrete manufacturing plant, approximately 725 feet east of I-10

Prepared by/Crew: Homaira Parveen, David Shu

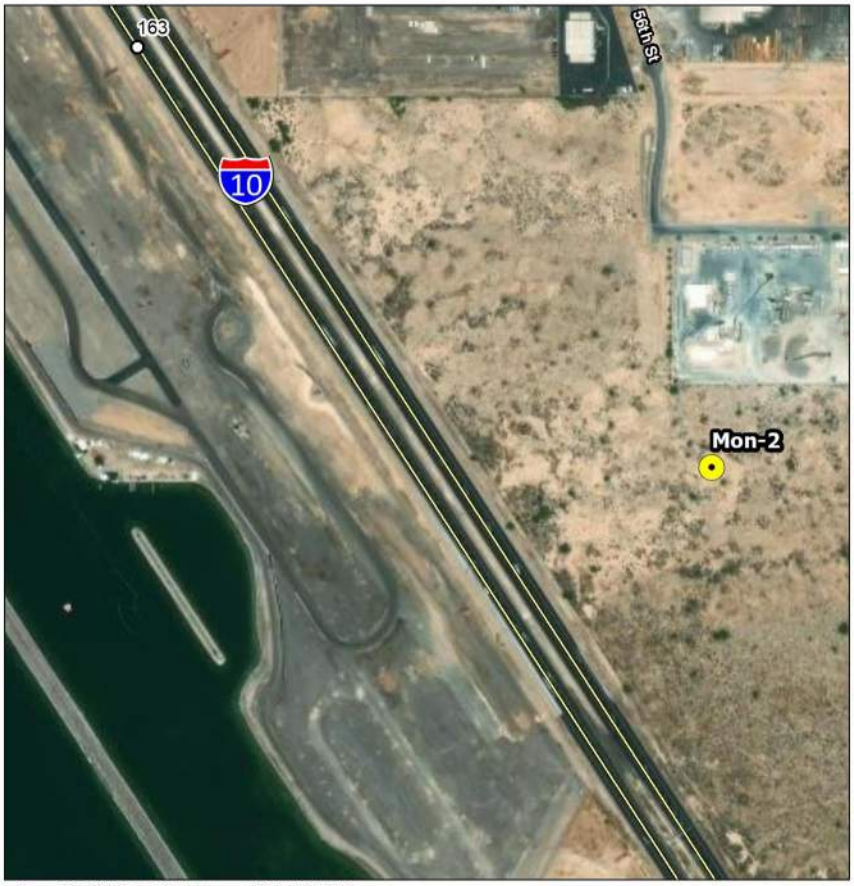
Temperature: 84 °F **Relative Humidity:** 14 % **Wind & Direction:** 5 mph/SSE **Sky:** Fair

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL CA 200 @ 114.26 dB

Calibration: ☒

Posted Speed Limit (mph): 65

Observed Speed (mph): 50-70





Interstate 10 (I-10)
Germann Road
Traffic Interchange

10 MA 163 F0701 01C

Monitoring Locations
Mileposts
Interstate

Feet
0 500

Sample	Time		Sound Level, dBA			Traffic Count (I-10)		
	Start	Duration	L_{MIN}	L_{EQ}	L_{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	9:22 am	10 mins	52.7	59.1	77.2	EB – 1073 WB - 1332	EB – 30 WB - 52	EB – 122 WB - 165
2	9:32 am	10 mins	53.0	56.4	61.4			
3	9:42 am	10 mins	51.8	56.9	62.8			

Note – Noise from the concrete plant was present through the duration of all three samples

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Figure 1. Looking west



Figure 2. Looking north

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ROADWAY TRAFFIC NOISE LEVEL MEASUREMENT DATA SHEET

Project Number/Name: I-10, Germann Road Traffic Interchange **Date:** 5/15/2024

Site Number/Description: MON 3, (Lat/Long: 33.26413, -111.9566)

Vacant parcel adjacent to a Firebird Motorsports Park, approximately 380 feet west of I-10

Prepared by/Crew: Homaira Parveen, David Shu

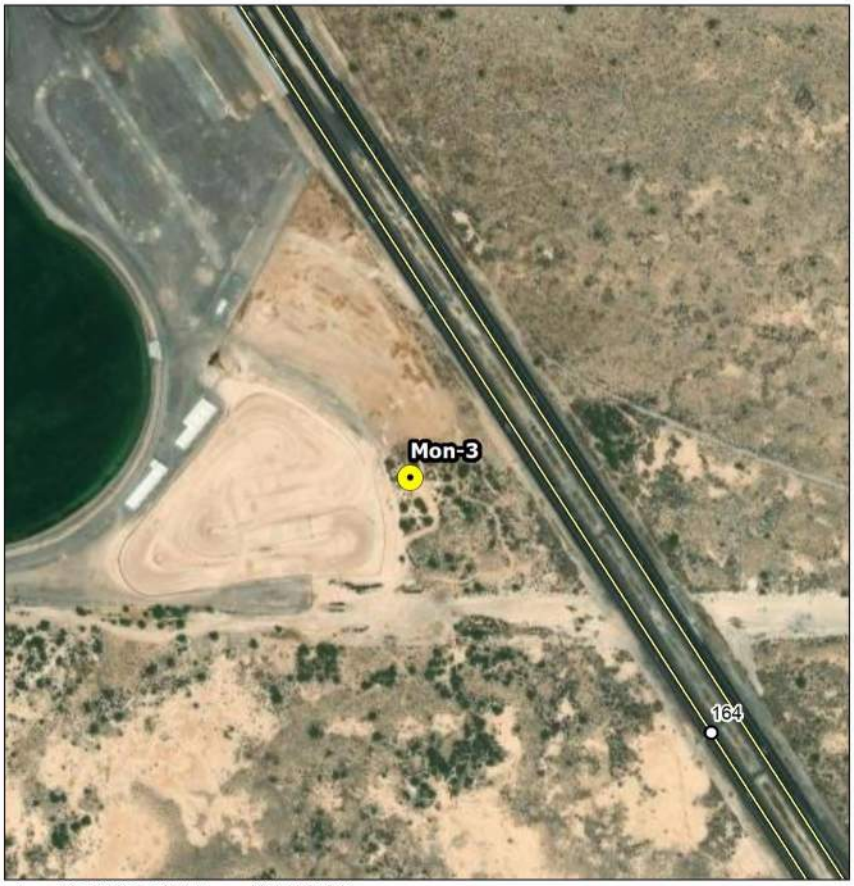
Temperature: 78 °F **Relative Humidity:** 17 % **Wind & Direction:** 3 mph/SSW **Sky:** Fair

SLM Make/Model: LDL 824 **Calibration Make/Model:** LDL 6CA 200 @ 114.26 dB

Calibration: ☒

Posted Speed Limit (mph): 65

Observed Speed (mph): 50-70





Interstate 10 (I-10)
Germann Road
Traffic Interchange

10 MA 163 F0701 01C

Monitoring Locations
Mileposts
Interstate

Feet
0 500

Sample	Time		Sound Level, dBA			Traffic Count (I-10)		
	Start	Duration	L_{MIN}	L_{EQ}	L_{MAX}	Auto	Med. Trk.	Hvy. Trk.
1	7:33 am	10 mins	59.0	64.4	68.7	EB – 1160 WB - 1541	EB – 55 WB - 36	EB – 161 WB - 196
2	7:54 am	10 mins	56.3	62.5	71.5			
3	8:04 am	10 mins	54.8	61.5	69.1			

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Figure 1. Looking north



Figure 2. Looking south

Calibration Certificate

Certificate Number 2023011095
Customer:
Aztec Engineering

,

Model Number	LxT SE	***Procedure Number***	D0001.8378		
Serial Number	0006591	***Technician***	Jacob Cannon		
Test Results	**Pass**	***Calibration Date***	24 Aug 2023		
Initial Condition	AS RECEIVED same as shipped	***Calibration Due***	24 Aug 2025		
Description	Sound Expert LxT Class 1 Sound Level Meter Firmware Revision: 2.404	***Temperature***	23.67	°C	± 0.25 °C
		Humidity	53.7	%RH	± 2.0 %RH
		Static Pressure	86.44	kPa	± 0.13 kPa

Evaluation Method Tested electrically using Larson Davis PRMLxT1L S/N 070094 and a 12.0 pF capacitor to simulate microphone capacitance. Data reported in dB re 20 µPa assuming a microphone sensitivity of 23.6 mV/Pa.

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8384:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017. **Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.**

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

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Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev O Supporting Firmware Version 4.0.5, 2019-09-10

Calibration Check Frequency: 1000 Hz; Reference Sound Pressure Level: 114 dB re 20 µPa

Periodic tests were performed in accordance with procedures from IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part3.

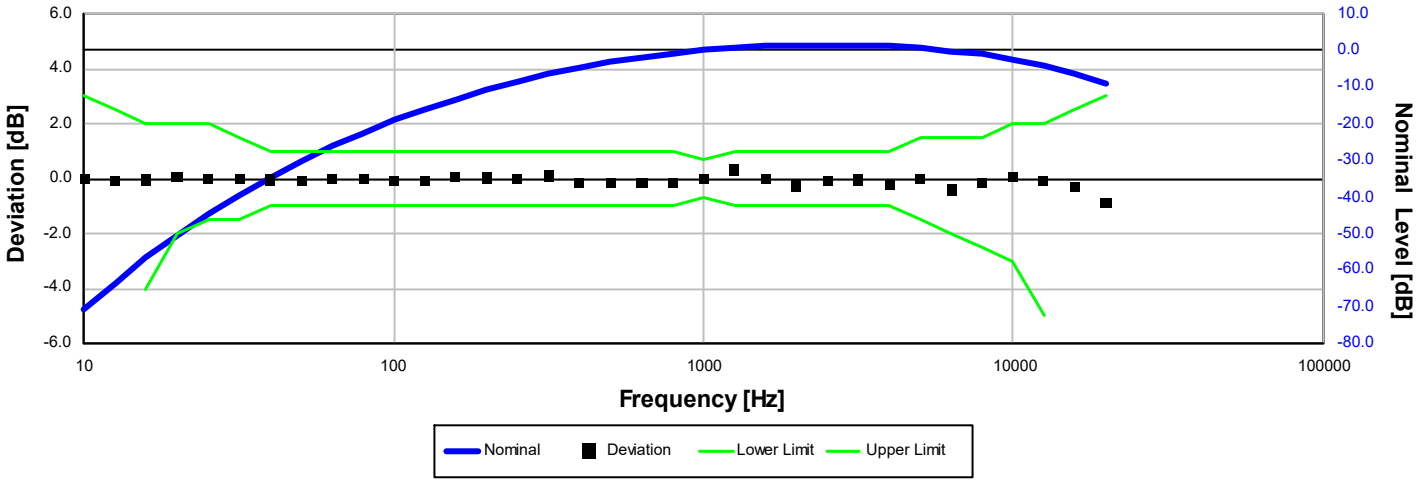
No Pattern approval for IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 available.

The sound level meter submitted for testing successfully completed the periodic tests of IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part 3, for the environmental conditions under which the tests were performed. However, no general statement or conclusion can be made about conformance of the sound level meter to the full specifications of IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 because (a) evidence was not publicly available, from an independent testing organization responsible for pattern approvals, to demonstrate that the model of sound level meter fully conformed to the class 1 specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 or correction data for acoustical test of frequency weighting were not provided in the Instruction Manual and (b) because the periodic tests of IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part 3 cover only a limited subset of the specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1.

Standards Used

Description	Cal Date	Cal Due	Cal Standard
Hart Scientific 2626-S Humidity/Temperature Sensor	2023-02-20	2024-08-20	006946
SRS DS360 Ultra Low Distortion Generator	2022-09-02	2023-09-02	007167

A-weight Filter Response

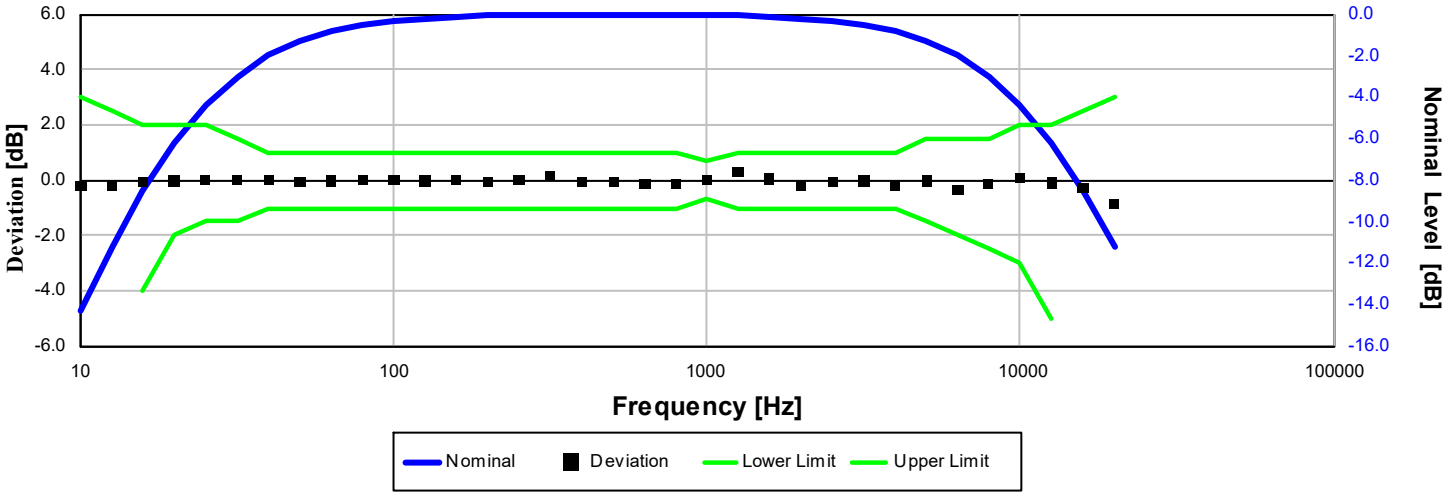


Electrical signal test of frequency weighting performed according to IEC 61672-3:2013 13 and ANSI S1.4-2014 Part 3: 13 for compliance to IEC 61672-1:2013 5.5; IEC 60651:2001 6.1 and 9.2.2; IEC 60804:2000 5; ANSI S1.4:1983 (R2006) 5.1 and 8.2.1; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
10.00	-70.38	0.02	-inf	3.00	0.25	Pass
12.59	-63.47	-0.07	-inf	2.50	0.25	Pass
15.85	-56.73	-0.03	-4.00	2.00	0.25	Pass
19.95	-50.44	0.06	-2.00	2.00	0.25	Pass
25.12	-44.70	0.00	-1.50	2.00	0.25	Pass
31.62	-39.41	-0.01	-1.50	1.50	0.25	Pass
39.81	-34.63	-0.03	-1.00	1.00	0.25	Pass
50.12	-30.29	-0.08	-1.00	1.00	0.25	Pass
63.10	-26.21	0.00	-1.00	1.00	0.25	Pass
79.43	-22.48	0.02	-1.00	1.00	0.25	Pass
100.00	-19.19	-0.09	-1.00	1.00	0.25	Pass
125.89	-16.16	-0.06	-1.00	1.00	0.25	Pass
158.49	-13.32	0.08	-1.00	1.00	0.25	Pass
199.53	-10.86	0.04	-1.00	1.00	0.25	Pass
251.19	-8.61	-0.01	-1.00	1.00	0.25	Pass
316.23	-6.49	0.11	-1.00	1.00	0.25	Pass
398.11	-4.92	-0.11	-1.00	1.00	0.25	Pass
501.19	-3.34	-0.14	-1.00	1.00	0.25	Pass
630.96	-2.06	-0.16	-1.00	1.00	0.25	Pass
794.33	-0.95	-0.15	-1.00	1.00	0.25	Pass
1,000.00	0.00	0.00	-0.70	0.70	0.25	Pass
1,258.93	0.94	0.34	-1.00	1.00	0.25	Pass
1,584.89	1.00	0.00	-1.00	1.00	0.25	Pass
1,995.26	0.95	-0.25	-1.00	1.00	0.25	Pass
2,511.89	1.21	-0.09	-1.00	1.00	0.25	Pass
3,162.28	1.17	-0.03	-1.00	1.00	0.25	Pass
3,981.07	0.78	-0.22	-1.00	1.00	0.25	Pass
5,011.87	0.51	0.01	-1.50	1.50	0.25	Pass
6,309.57	-0.49	-0.39	-2.00	1.50	0.25	Pass
7,943.28	-1.21	-0.11	-2.50	1.50	0.25	Pass
10,000.00	-2.42	0.08	-3.00	2.00	0.25	Pass
12,589.25	-4.38	-0.08	-5.00	2.00	0.25	Pass
15,848.93	-6.87	-0.27	-16.00	2.50	0.25	Pass
19,952.62	-10.15	-0.85	-inf	3.00	0.25	Pass

-- End of measurement results--

C-weight Filter Response

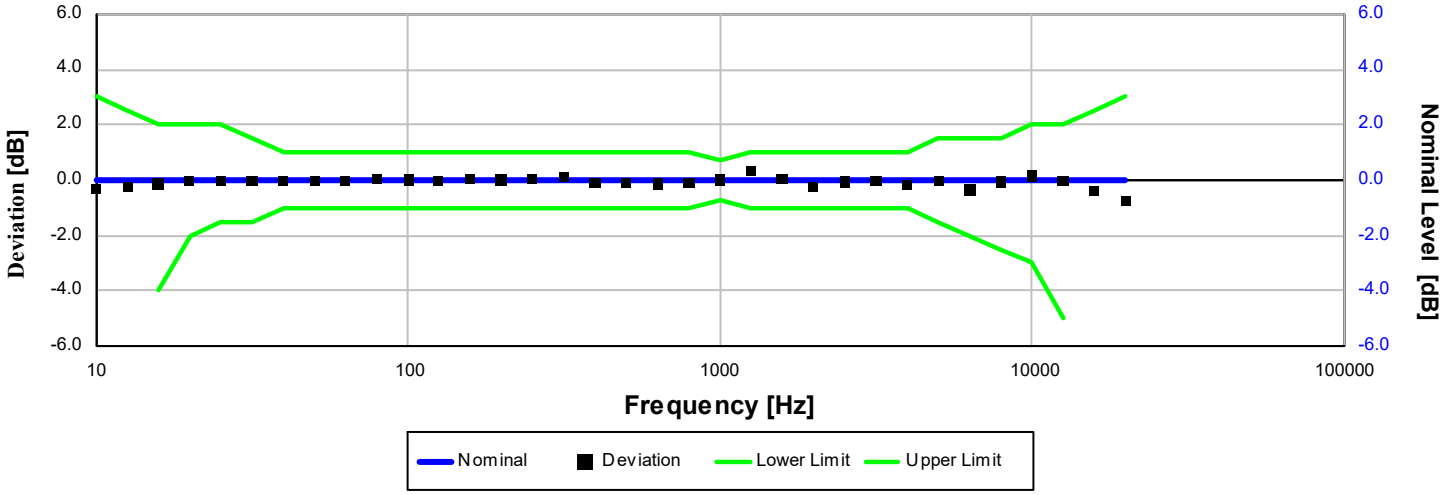


Electrical signal test of frequency weighting performed according to IEC 61672-3:2013 13 and ANSI S1.4-2014 Part 3: 13 for compliance to IEC 61672-1:2013 5.5; IEC 60651:2001 6.1 and 9.2.2; IEC 60804:2000 5; ANSI S1.4:1983 (R2006) 5.1 and 8.2.1; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
10.00	-14.52	-0.22	-inf	3.00	0.25	Pass
12.59	-11.41	-0.21	-inf	2.50	0.25	Pass
15.85	-8.58	-0.08	-4.00	2.00	0.25	Pass
19.95	-6.23	-0.03	-2.00	2.00	0.25	Pass
25.12	-4.41	-0.01	-1.50	2.00	0.25	Pass
31.62	-2.99	0.01	-1.50	1.50	0.25	Pass
39.81	-2.00	0.00	-1.00	1.00	0.25	Pass
50.12	-1.36	-0.06	-1.00	1.00	0.25	Pass
63.10	-0.83	-0.03	-1.00	1.00	0.25	Pass
79.43	-0.48	0.02	-1.00	1.00	0.25	Pass
100.00	-0.30	0.00	-1.00	1.00	0.25	Pass
125.89	-0.23	-0.03	-1.00	1.00	0.25	Pass
158.49	-0.06	0.04	-1.00	1.00	0.25	Pass
199.53	-0.04	-0.04	-1.00	1.00	0.25	Pass
251.19	0.01	0.01	-1.00	1.00	0.25	Pass
316.23	0.14	0.14	-1.00	1.00	0.25	Pass
398.11	-0.08	-0.08	-1.00	1.00	0.25	Pass
501.19	-0.08	-0.08	-1.00	1.00	0.25	Pass
630.96	-0.13	-0.13	-1.00	1.00	0.25	Pass
794.33	-0.11	-0.11	-1.00	1.00	0.25	Pass
1,000.00	0.00	0.00	-0.70	0.70	0.25	Pass
1,258.93	0.31	0.31	-1.00	1.00	0.25	Pass
1,584.89	-0.06	0.04	-1.00	1.00	0.25	Pass
1,995.26	-0.42	-0.22	-1.00	1.00	0.25	Pass
2,511.89	-0.36	-0.06	-1.00	1.00	0.25	Pass
3,162.28	-0.53	-0.03	-1.00	1.00	0.25	Pass
3,981.07	-1.00	-0.20	-1.00	1.00	0.25	Pass
5,011.87	-1.33	-0.03	-1.50	1.50	0.25	Pass
6,309.57	-2.37	-0.37	-2.00	1.50	0.25	Pass
7,943.28	-3.11	-0.11	-2.50	1.50	0.25	Pass
10,000.00	-4.33	0.07	-3.00	2.00	0.25	Pass
12,589.25	-6.30	-0.10	-5.00	2.00	0.25	Pass
15,848.93	-8.79	-0.29	-16.00	2.50	0.25	Pass
19,952.62	-12.08	-0.88	-inf	3.00	0.25	Pass

-- End of measurement results--

Z-weight Filter Response



Electrical signal test of frequency weighting performed according to IEC 61672-3:2013 13 and ANSI S1.4-2014 Part 3: 13 for compliance to IEC 61672-1:2013 5.5; IEC 60651:2001 6.1 and 9.2.2; IEC 60804:2000 5; ANSI S1.4:1983 (R2006) 5.1 and 8.2.1; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
10.00	-0.31	-0.31	-inf	3.00	0.25	Pass
12.59	-0.26	-0.26	-inf	2.50	0.25	Pass
15.85	-0.15	-0.15	-4.00	2.00	0.25	Pass
19.95	-0.06	-0.06	-2.00	2.00	0.25	Pass
25.12	-0.06	-0.06	-1.50	2.00	0.25	Pass
31.62	-0.03	-0.03	-1.50	1.50	0.25	Pass
39.81	-0.03	-0.03	-1.00	1.00	0.25	Pass
50.12	-0.06	-0.06	-1.00	1.00	0.25	Pass
63.10	-0.03	-0.03	-1.00	1.00	0.25	Pass
79.43	0.01	0.01	-1.00	1.00	0.25	Pass
100.00	0.00	0.00	-1.00	1.00	0.25	Pass
125.89	-0.06	-0.06	-1.00	1.00	0.25	Pass
158.49	0.03	0.03	-1.00	1.00	0.25	Pass
199.53	0.00	0.00	-1.00	1.00	0.25	Pass
251.19	0.03	0.03	-1.00	1.00	0.25	Pass
316.23	0.12	0.12	-1.00	1.00	0.25	Pass
398.11	-0.11	-0.11	-1.00	1.00	0.25	Pass
501.19	-0.11	-0.11	-1.00	1.00	0.25	Pass
630.96	-0.16	-0.16	-1.00	1.00	0.25	Pass
794.33	-0.13	-0.13	-1.00	1.00	0.25	Pass
1,000.00	0.00	0.00	-0.70	0.70	0.25	Pass
1,258.93	0.34	0.34	-1.00	1.00	0.25	Pass
1,584.89	0.02	0.02	-1.00	1.00	0.25	Pass
1,995.26	-0.26	-0.26	-1.00	1.00	0.25	Pass
2,511.89	-0.07	-0.07	-1.00	1.00	0.25	Pass
3,162.28	-0.05	-0.05	-1.00	1.00	0.25	Pass
3,981.07	-0.20	-0.20	-1.00	1.00	0.25	Pass
5,011.87	-0.05	-0.05	-1.50	1.50	0.25	Pass
6,309.57	-0.37	-0.37	-2.00	1.50	0.25	Pass
7,943.28	-0.07	-0.07	-2.50	1.50	0.25	Pass
10,000.00	0.13	0.13	-3.00	2.00	0.25	Pass
12,589.25	-0.05	-0.05	-5.00	2.00	0.25	Pass
15,848.93	-0.40	-0.40	-16.00	2.50	0.25	Pass
19,952.62	-0.74	-0.74	-inf	3.00	0.25	Pass

-- End of measurement results--

High Level Stability

Electrical signal test of high level stability performed according to IEC 61672-3:2013 21 and ANSI S1.4-2014 Part 3: 21 for compliance to IEC 61672-1:2013 5.15 and ANSI S1.4-2014 Part 1: 5.15

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
High Level Stability	0.00	-0.10	0.10	0.01 ‡	Pass

-- End of measurement results--

Long-Term Stability

Electrical signal test of long term stability performed according to IEC 61672-3:2013 15 and ANSI S1.4-2014 Part 3: 15 for compliance to ISC 61672-1:2013 5.14 and ANSI S1.4-2014 Part 1: 5.14

Test Duration [min]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
32	0.00	-0.10	0.10	0.07 ‡	Pass

-- End of measurement results--

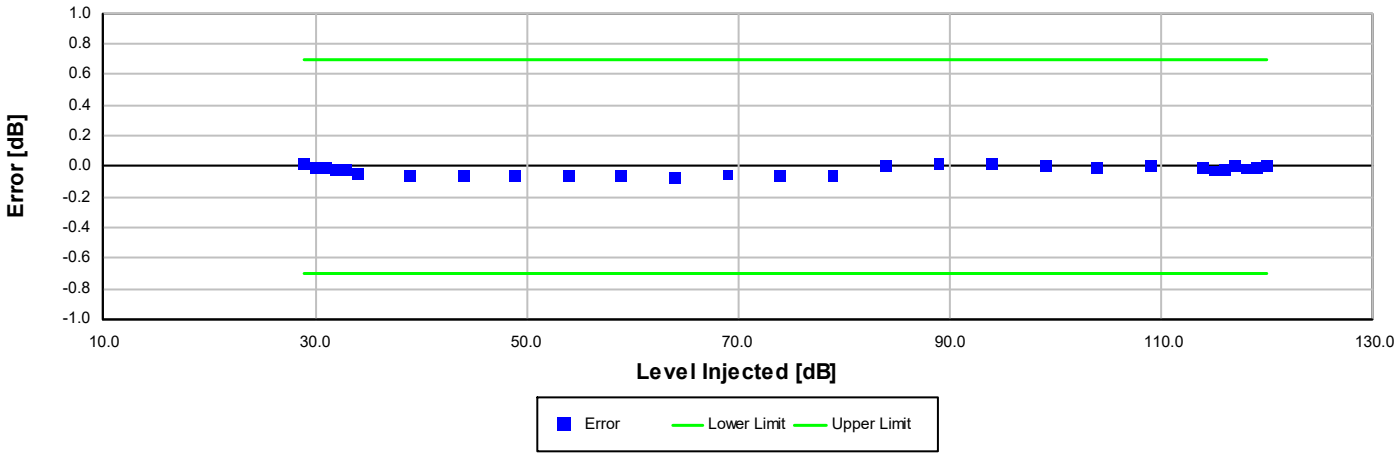
1 kHz Reference Levels

Frequency weightings and time weightings at 1 kHz (reference is A weighted Fast) performed according to IEC 61672-3:2013 14 and ANSI S1.4-2014 Part 3: 14 for compliance to IEC 61672-1:2013 5.5.9 and 5.8.3 and ANSI S1.4-2014 Part 1: 5.5.9 and 5.8.3

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
C weight	95.84	95.64	96.04	0.15	Pass
Z weight	95.83	95.64	96.04	0.15	Pass
Slow	95.84	95.74	95.94	0.15	Pass
Impulse	95.84	95.74	95.94	0.15	Pass

-- End of measurement results--

A-weighted Broadband Log Linearity: 8,000.00 Hz



Broadband level linearity performed according to IEC 61672-3:2013 16 and ANSI S1.4-2014 Part 3: 16 for compliance to IEC 61672-1:2013 5.6, IEC 60804:2000 6.2, IEC 61252:2002 8, ANSI S1.4 (R2006) 6.9, ANSI S1.4-2014 Part 1: 5.6, ANSI S1.43 (R2007) 6.2

Level [dB]	Error [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
29.00	0.01	-0.70	0.70	0.16	Pass
30.00	0.00	-0.70	0.70	0.35	Pass
31.00	-0.01	-0.70	0.70	0.16	Pass
32.00	-0.02	-0.70	0.70	0.16	Pass
33.00	-0.02	-0.70	0.70	0.16	Pass
34.00	-0.05	-0.70	0.70	0.16	Pass
39.00	-0.06	-0.70	0.70	0.16	Pass
44.00	-0.06	-0.70	0.70	0.16	Pass
49.00	-0.06	-0.70	0.70	0.16	Pass
54.00	-0.06	-0.70	0.70	0.16	Pass
59.00	-0.06	-0.70	0.70	0.16	Pass
64.00	-0.07	-0.70	0.70	0.16	Pass
69.00	-0.05	-0.70	0.70	0.16	Pass
74.00	-0.06	-0.70	0.70	0.16	Pass
79.00	-0.06	-0.70	0.70	0.16	Pass
84.00	0.01	-0.70	0.70	0.16	Pass
89.00	0.01	-0.70	0.70	0.16	Pass
94.00	0.01	-0.70	0.70	0.16	Pass
99.00	0.01	-0.70	0.70	0.16	Pass
104.00	-0.01	-0.70	0.70	0.15	Pass
109.00	0.00	-0.70	0.70	0.15	Pass
114.00	0.00	-0.70	0.70	0.15	Pass
115.00	-0.03	-0.70	0.70	0.15	Pass
116.00	-0.03	-0.70	0.70	0.15	Pass
117.00	0.00	-0.70	0.70	0.15	Pass
118.00	-0.01	-0.70	0.70	0.15	Pass
119.00	-0.01	-0.70	0.70	0.15	Pass
120.00	0.01	-0.70	0.70	0.15	Pass

-- End of measurement results--

Slow Detector

Toneburst response performed according to IEC 61672-3:2013 18 and ANSI S1.4-2014 Part 3: 18 for compliance to IEC 61672-1:2013 5.9, IEC 60651:2001 9.4.2, ANSI S1.4:1983 (R2006) 8.4.2 and ANSI S1.4-2014 Part 1: 5.9

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
113.15	200	-7.55	-7.92	-6.92	0.15	Pass
	2	-27.18	-29.99	-25.99	0.15	Pass

-- End of measurement results--

Fast Detector

Toneburst response performed according to IEC 61672-3:2013 18 and ANSI S1.4-2014 Part 3: 18 for compliance to IEC 61672-1:2013 5.9, IEC 60651:2001 9.4.2, ANSI S1.4:1983 (R2006) 8.4.2 and ANSI S1.4-2014 Part 1: 5.9

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
113.15	200.00	-1.09	-1.48	-0.48	0.26	Pass
	2.00	-18.14	-19.49	-16.99	0.15	Pass
	0.25	-27.31	-29.99	-25.99	0.15	Pass

-- End of measurement results--

Sound Exposure Level

Toneburst response performed according to IEC 61672-3:2013 18 and ANSI S1.4-2014 Part 3: 18 for compliance to IEC 61672-1:2013 5.9, IEC 60651:2001 9.4.2, ANSI S1.4:1983 (R2006) 8.4.2 and ANSI S1.4-2014 Part 1: 5.9

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
113.15	200.00	-7.02	-7.49	-6.49	0.15	Pass
	2.00	-27.04	-28.49	-25.99	0.15	Pass
	0.25	-36.15	-39.02	-35.02	0.15	Pass

-- End of measurement results--

Peak C-weight

C-weighted peak sound level performed according to IEC 61672-3:2013 19 and ANSI S1.4-2014 Part 3: 19 for compliance to IEC 61672-1:2013 5.13 and ANSI S1.4-2014 Part 1: 5.13

Level [dB]	Frequency [Hz]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
111.15	31.50	114.39	111.65	115.65	0.15	Pass
111.15	500.00	114.72	113.65	115.65	0.15	Pass
111.15	8,000.00	113.92	112.55	116.55	0.15	Pass
111.15, Negative	500.00	113.33	112.55	114.55	0.15	Pass
111.15, Positive	500.00	113.29	112.55	114.55	0.15	Pass

-- End of measurement results--

Peak Z-weight

Z-weighted peak sound level performed according to IEC 60651:2001 9.4.4 and ANSI S1.4:1983 (R2006) 8.4.4

Amplitude [dB]	Duration[µs]		Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
112.15	100	Negative Pulse	114.36	112.01	116.01	0.15	Pass
	100	Positive Pulse	114.32	112.00	116.00	0.15	Pass
102.15	100	Negative Pulse	104.34	102.00	106.00	0.15	Pass
	100	Positive Pulse	104.28	102.01	106.01	0.15	Pass
92.15	100	Negative Pulse	94.35	92.02	96.02	0.15	Pass
	100	Positive Pulse	94.16	92.00	96.00	0.15	Pass
82.15	100	Negative Pulse	84.19	82.00	86.00	0.15	Pass
	100	Positive Pulse	84.29	81.98	85.98	0.15	Pass

-- End of measurement results--

Overload Detector

Overload indication performed according to IEC 61672-3:2013 20 and ANSI S1.4-2014 Part 3: 20 for compliance to IEC 61672-1:2013 5.11, IEC 60804:2000 9.3.5, IEC 61252:2002 11, ANSI S1.4 (R2006) 5.8, and ANSI S1.4-2014 Part 1: 5.11, ANSI S1.25 (R2007) 7.6, ANSI S1.43 (R2007) 7

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
Positive	120.70	119.85	121.85	0.15	Pass
Negative	120.60	119.85	121.85	0.15	Pass
Difference	0.10	-1.50	1.50	0.15	Pass

-- End of measurement results--

Peak Rise Time

Peak rise time performed according to IEC 60651:2001 9.4.4 and ANSI S1.4:1983 (R2006) 8.4.4

Amplitude [dB]	Duration [µs]		Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
116.15	40	Negative Pulse	117.52	116.04	118.04	0.15	Pass
		Positive Pulse	117.47	115.99	117.99	0.15	Pass
	30	Negative Pulse	116.55	116.04	118.04	0.15	Pass
		Positive Pulse	116.29	115.99	117.99	0.15	Pass

-- End of measurement results--

Positive Pulse Crest Factor

200 µs pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit

Crest Factor measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
114.15	3	OVLD	± 0.50	0.15 ‡	Pass
	5	OVLD	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
104.15	3	-0.15	± 0.50	0.15 ‡	Pass
	5	-0.15	± 1.00	0.16 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
94.15	3	-0.14	± 0.50	0.15 ‡	Pass
	5	-0.14	± 1.00	0.15 ‡	Pass
	10	-0.15	± 1.50	0.15 ‡	Pass
84.15	3	-0.14	± 0.50	0.15 ‡	Pass
	5	-0.14	± 1.00	0.15 ‡	Pass
	10	-0.08	± 1.50	0.15 ‡	Pass

-- End of measurement results--

Negative Pulse Crest Factor

200 µs pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit

Crest Factor measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
114.15	3	OVLD	± 0.50	0.15 ‡	Pass
	5	OVLD	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
104.15	3	-0.15	± 0.50	0.15 ‡	Pass
	5	-0.11	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
94.15	3	-0.15	± 0.50	0.15 ‡	Pass
	5	-0.13	± 1.00	0.15 ‡	Pass
	10	-0.07	± 1.50	0.15 ‡	Pass
84.15	3	-0.12	± 0.50	0.15 ‡	Pass
	5	-0.14	± 1.00	0.15 ‡	Pass
	10	-0.09	± 1.50	0.15 ‡	Pass

-- End of measurement results--

Tone Burst

2kHz tone burst tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit

Tone burst response measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
114.15	3	OVLD	± 0.50	0.15	Pass
	5	OVLD	± 1.00	0.15	Pass
104.15	3	-0.07	± 0.50	0.15	Pass
	5	-0.07	± 1.00	0.15	Pass
94.15	3	-0.08	± 0.50	0.15	Pass
	5	-0.05	± 1.00	0.15	Pass
84.15	3	-0.08	± 0.50	0.15	Pass
	5	0.00	± 1.00	0.15	Pass

-- End of measurement results--

Impulse Detector - Repeat

Impulse Detector measured according to IEC 60651:2001 9.4.3 and ANSI S1.4:1983 (R2006) 8.4.3

Amplitude [dB]	Repitition Rate [Hz]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
116.15	100.00	-2.87	-3.71	-1.71	0.15	Pass
	20.00	-7.67	-9.57	-5.57	0.20	Pass
	2.00	-8.88	-10.76	-6.76	0.15	Pass
Step	2.00	4.96	4.00	6.00	0.15	Pass

-- End of measurement results--

Impulse Detector - Single

Impulse Detector measured according to IEC 60651:2001 9.4.3 and ANSI S1.4:1983 (R2006) 8.4.3

Amplitude [dB]	Duration [ms]	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
116.15	20.00	-3.62	-5.11	-2.11	0.15	Pass
	5.00	-8.98	-10.76	-6.76	0.16	Pass
	2.00	-12.76	-14.55	-10.55	0.16	Pass
Step	2.00	10.01	9.00	11.00	0.16	Pass

-- End of measurement results--

Gain

Gain measured according to IEC 61672-3:2013 17.3 and 17.4 and ANSI S1.4-2014 Part 3: 17.3 and 17.4

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
0 dB Gain	84.02	83.90	84.10	0.15	Pass
0 dB Gain, Linearity	21.13	20.30	21.70	0.16	Pass
OBA Low Range	84.00	83.90	84.10	0.15	Pass
OBA Normal Range	84.00	83.20	84.80	0.15	Pass

-- End of measurement results--

Broadband Noise Floor

Self-generated noise measured according to IEC 61672-3:2013 11.2 and ANSI S1.4-2014 Part 3: 11.2

Measurement	Test Result [dB]	Upper limit [dB]	Result
A-weight Noise Floor	6.89	16.00	Pass
C-weight Noise Floor	11.55	18.00	Pass
Z-weight Noise Floor	19.90	25.00	Pass

-- End of measurement results--

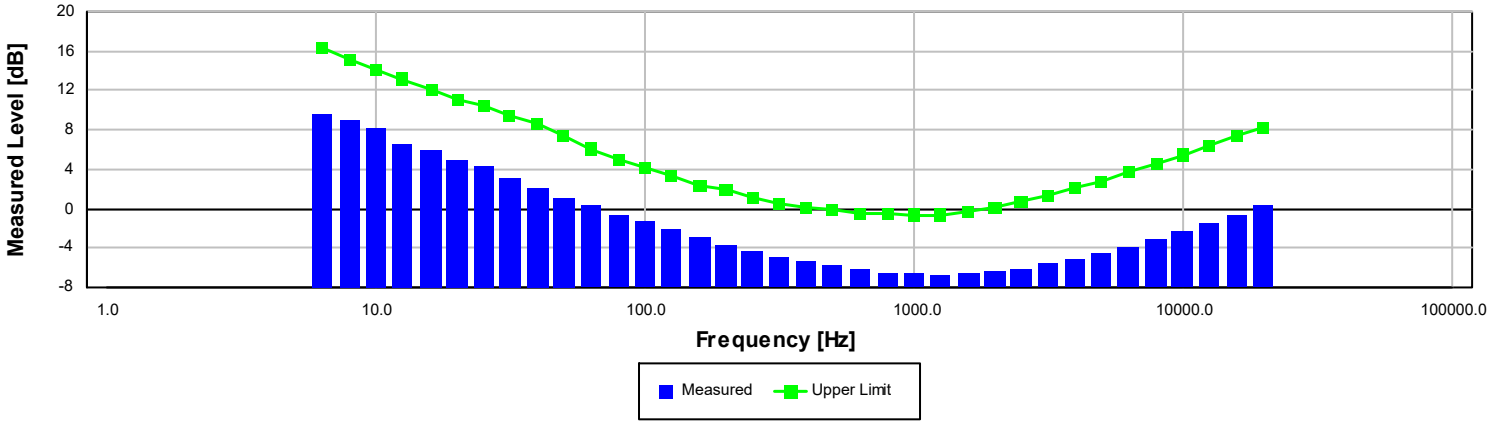
Total Harmonic Distortion

Measured using 1/3-Octave filters

Measurement	Test Result [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
10 Hz Signal	113.16	112.35	113.95	0.15	Pass
THD	-56.82		-50.00	0.01 ‡	Pass
THD+N	-55.23		-50.00	0.01 ‡	Pass

-- End of measurement results--

1/3-Octave Self-Generated Noise



The SLM is set to low range.

Frequency [Hz]	Test Result [dB]	Upper limit [dB]	Result
6.30	9.74	16.30	Pass
8.00	9.00	15.20	Pass
10.00	8.23	14.20	Pass
12.50	6.71	13.20	Pass
16.00	5.97	12.10	Pass
20.00	4.94	11.10	Pass
25.00	4.43	10.40	Pass
31.50	3.27	9.40	Pass
40.00	2.17	8.60	Pass
50.00	1.10	7.40	Pass
63.00	0.37	6.10	Pass
80.00	-0.69	5.00	Pass
100.00	-1.27	4.20	Pass
125.00	-2.14	3.30	Pass
160.00	-2.97	2.40	Pass
200.00	-3.66	1.90	Pass
250.00	-4.26	1.20	Pass
315.00	-4.91	0.60	Pass
400.00	-5.29	0.20	Pass
500.00	-5.82	-0.10	Pass
630.00	-6.10	-0.50	Pass
800.00	-6.55	-0.50	Pass
1,000.00	-6.62	-0.60	Pass
1,250.00	-6.73	-0.60	Pass
1,600.00	-6.62	-0.20	Pass
2,000.00	-6.45	0.20	Pass
2,500.00	-6.10	0.70	Pass
3,150.00	-5.60	1.40	Pass
4,000.00	-5.10	2.10	Pass
5,000.00	-4.54	2.80	Pass
6,300.00	-3.90	3.70	Pass
8,000.00	-3.16	4.60	Pass
10,000.00	-2.34	5.50	Pass
12,500.00	-1.51	6.40	Pass
16,000.00	-0.64	7.40	Pass
20,000.00	0.26	8.30	Pass

-- End of measurement results--

-- End of Report--

Signatory: Jacob Cannon

LARSON DAVIS – A PCB DIVISION
1681 West 820 North
Provo, UT 84601, United States
716-684-0001

Calibration Certificate

Certificate Number 2023011114
Customer:
Aztec Engineering

,

Model Number	LxT SE	***Procedure Number***	D0001.8384		
Serial Number	0006591	***Technician***	Jacob Cannon		
Test Results	**Pass**	***Calibration Date***	24 Aug 2023		
Initial Condition	AS RECEIVED same as shipped	***Calibration Due***	24 Aug 2025		
Description	Sound Expert LxT Class 1 Sound Level Meter Firmware Revision: 2.404	***Temperature***	23.9	°C	± 0.25 °C
		Humidity	51.9	%RH	± 2.0 %RH
		Static Pressure	86.49	kPa	± 0.13 kPa

Evaluation Method ***Tested with:*** ***Data reported in dB re 20 µPa.***

Larson Davis CAL291, S/N 0108
Larson Davis PRMLxT1L, S/N 070094
PCB 377B02, S/N 332595
Larson Davis CAL200, S/N 9079

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8378:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.11 (R2009) Class 1
IEC 61260:2001 Class 1	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017.
Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

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Correction data from Larson Davis LxT Manual for SoundTrack LxT & SoundExpert Lxt, I770.01 Rev O Supporting Firmware Version 4.0.5, 2019-09-10

For 1/4" microphones, the Larson Davis ADP024 1/4" to 1/2" adaptor is used with the calibrators and the Larson Davis ADP043 1/4" to

1/2" adaptor is used with the preamplifier.

Calibration Check Frequency: 1000 Hz; Reference Sound Pressure Level: 114 dB re 20 µPa

Periodic tests were performed in accordance with procedures from IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part3.

No Pattern approval for IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 available.

The sound level meter submitted for testing successfully completed the periodic tests of IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part 3, for the environmental conditions under which the tests were performed. However, no general statement or conclusion can be made about conformance of the sound level meter to the full specifications of IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 because (a) evidence was not publicly available, from an independent testing organization responsible for pattern approvals, to demonstrate that the model of sound level meter fully conformed to the class 1 specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1 or correction data for acoustical test of frequency weighting were not provided in the Instruction Manual and (b) because the periodic tests of IEC 61672-3:2013 / ANSI/ASA S1.4-2014/Part 3 cover only a limited subset of the specifications in IEC 61672-1:2013 / ANSI/ASA S1.4-2014/Part 1.

Standards Used

Description	Cal Date	Cal Due	Cal Standard
Larson Davis CAL291 Residual Intensity Calibrator	2022-09-09	2023-09-09	001250
Hart Scientific 2626-S Humidity/Temperature Sensor	2023-02-20	2024-08-20	006946
Larson Davis CAL200 Acoustic Calibrator	2023-07-17	2024-07-17	007027
Larson Davis Model 831	2023-02-22	2024-02-22	007182
PCB 377A13 1/2 inch Prepolarized Pressure Microphone	2023-03-06	2024-03-06	007185
SRS DS360 Ultra Low Distortion Generator	2023-03-30	2024-03-30	007635
Larson Davis 1/2" Preamplifier for Model 831 Type 1	2022-09-28	2023-09-28	PCB0004783

Acoustic Calibration

Measured according to IEC 61672-3:2013 10 and ANSI S1.4-2014 Part 3: 10

Measurement	Test Result [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
1000 Hz	114.01	113.80	114.20	0.14	Pass

As Received Level: 111.82
Adjusted Level: 114.01

-- End of measurement results--

Loaded Circuit Sensitivity

Measurement	Test Result [dB re 1 V / Pa]	Lower Limit [dB re 1 V / Pa]	Upper Limit [dB re 1 V / Pa]	Expanded Uncertainty [dB]	Result
1000 Hz	-28.56	-29.61	-26.24	0.14	Pass

-- End of measurement results--

Acoustic Signal Tests, C-weighting

Measured according to IEC 61672-3:2013 12 and ANSI S1.4-2014 Part 3: 12 using a comparison coupler with Unit Under Test (UUT) and reference SLM using slow time-weighted sound level for compliance to IEC 61672-1:2013 5.5; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Expected [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
125	-0.20	-0.20	-1.20	0.80	0.23	Pass
1000	0.13	0.00	-0.70	0.70	0.23	Pass
8000	-2.40	-3.00	-5.50	-1.50	0.32	Pass

-- End of measurement results--

Self-generated Noise

Measured according to IEC 61672-3:2013 11.1 and ANSI S1.4-2014 Part 3: 11.1

Measurement	Test Result [dB]
A-weighted	40.60

-- End of measurement results--

-- End of Report--

Signatory: Jacob Cannon

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Appendix C. Future Traffic Volumes

2050 No Build TNM Modeled Peak Hour Volumes

Segment	PH Auto	PH MT	PH HT
I-10 EB GPL (SR202 to WHP)	7,685	1,148	1,339
I-10 EB HOV (SR202 to WHP)	1,014	107	163
I-10 WB GPL (SR202 to WHP)	7,293	1,157	1,029
I-10 WB HOV (SR202 to WHP)	994	115	169
I-10 EB GPL (at the WHP TI)	5,693	986	1,266
I-10 EB HOV (at the WHP TI)	1,132	124	203
I-10 WB GPL (at the WHP TI)	5,723	1,043	996
I-10 WB HOV (at the WHP TI)	1,114	124	179
I-10 EB GPL (WHP to SR347)	6,142	1,018	1,288
I-10 EB HOV (WHP to SR347)	1,132	124	203
I-10 WB GPL (WHP to SR347)	6,172	1,080	1,015
I-10 WB HOV (WHP to SR347)	1,114	124	179
I-10 EB GPL (at the SR347 TI)	4,874	962	1,270
I-10 EB HOV (at the SR347 TI)	978	122	202
I-10 WB GPL (at the SR347 TI)	4,983	1,006	992
I-10 WB HOV (at the SR347 TI)	1,040	121	177
I-10 EB GPL (SR347 to Riggs)	5,207	974	1,282
I-10 EB HOV (SR347 to Riggs)	978	122	202
I-10 WB GPL (SR347 to Riggs)	5,289	1,019	1,004
I-10 WB HOV (SR347 to Riggs)	1,040	121	177
I-10 EB offramp at WHP	1,873	144	33
I-10 EB onramp at WHP	449	31	23
I-10 WB offramp at WHP	448	37	19
I-10 WB onramp at WHP	1,450	105	24
WHP EB before bridge	2,523	143	29
WHP EB on bridge	2,445	167	39
WHP EB after bridge	1,322	112	40
WHP WB before bridge	1,014	84	35
WHP WB on bridge	1,136	69	29
WHP WB after bridge	2,639	159	30
I-10 EB offramp at SR347	1,423	57	19
I-10 EB onramp at SR347	333	12	12
I-10 WB offramp at SR347	306	12	12
I-10 WB onramp at SR347	1,262	76	25
SR347 EB before bridge	1,945	118	34
SR347 EB on bridge	1,953	118	36
SR347 EB after bridge	1,031	56	27
SR347 WB before bridge	1,066	51	25
SR347 WB on bridge	1,032	49	21
SR347 WB after bridge	2,113	95	27

2050 Build TNM Modeled Peak Hour Volumes

Segment	PH Auto	PH MT	PH HT
I-10 EB GPL (SR202 to WHP)	7,768	1,159	1,339
I-10 EB HOV (SR202 to WHP)	1,029	107	163
I-10 WB GPL (SR202 to WHP)	7,470	1,177	1,033
I-10 WB HOV (SR202 to WHP)	1,016	116	169
I-10 EB GPL (at the WHP TI)	6,139	1,023	1,260
I-10 EB HOV (at the WHP TI)	1,144	127	210
I-10 WB GPL (at the WHP TI)	6,116	1,073	994
I-10 WB HOV (at the WHP TI)	1,150	125	181
I-10 EB GPL (WHP to Koli)	6,589	1,058	1,284
I-10 EB HOV (WHP to Koli)	1,144	127	210
I-10 WB GPL (WHP to Koli)	6,574	1,113	1,017
I-10 WB HOV (WHP to Koli)	1,150	125	181
I-10 EB GPL (at the Koli TI)	5,653	987	1,272
I-10 EB HOV (at the Koli TI)	1,144	127	210
I-10 WB GPL (at the Koli TI)	5,678	1,044	1,004
I-10 WB HOV (at the Koli TI)	1,150	125	181
I-10 EB GPL (Koli to SR347)	6,010	1,002	1,280
I-10 EB HOV (Koli to SR347)	978	121	202
I-10 WB GPL (Koli to SR347)	5,996	1,061	1,009
I-10 WB HOV (Koli to SR347)	1,034	120	177
I-10 EB GPL (at the SR347 TI)	4,955	967	1,269
I-10 EB HOV (at the SR347 TI)	978	121	202
I-10 WB GPL (at the SR347 TI)	5,057	1,012	992
I-10 WB HOV (at the SR347 TI)	1,034	120	177
I-10 EB GPL (SR347 to Riggs)	5,204	974	1,281
I-10 EB HOV (SR347 to Riggs)	978	121	202
I-10 WB GPL (SR347 to Riggs)	5,283	1,019	1,004
I-10 WB HOV (SR347 to Riggs)	1,034	120	177
Koli EB offramp	253	19	3
Koli EB offramp to Koli WB	179	13	2
Koli EB offramp to Koli EB	75	5	1
Koli EB onramp	97	7	1
Koli WB offramp	539	39	6
Koli WB offramp to Koli EB	327	24	4
Koli WB offramp to Koli WB	212	16	3
Koli WB onramp	134	10	2
Koli Rd WB on bridge	429	31	5
Koli Rd EB on bridge	903	66	11
Koli Rd EB before bridge	873	64	10
Koli Rd WB after bridge	556	41	7
Koli Rd EB after bridge	1,097	80	13
Koli Rd WB before bridge	218	16	3

2050 Build TNM Modeled Peak Hour Volumes

Segment	PH Auto	PH MT	PH HT
Koli Rd WB_2	829	61	10
Koli Rd EB to EB onramp	44	3	1
Koli Rd EB to WB onramp	134	10	2
Koli Rd EB_4	770	56	9
Koli Rd WB_6	377	28	4
Koli Rd WB to EB onramp	53	4	1
I-10 EB offramp at WHP	1,515	116	32
WHP WB on bridge	2,003	135	38
WHP WB after bridge	2,120	118	28
WHP EB before bridge	2,036	110	28
I-10 EB onramp at WHP	451	35	24
I-10 WB offramp at WHP	459	41	23
I-10 WB onramp at WHP	1,219	95	27
WHP WB before bridge	967	84	37
WHP EB on bridge	1,022	62	29
WHP EB after bridge	1,188	103	42
I-10 EB offramp at SR347	1,054	35	11
I-10 EB onramp at SR347	249	7	12
SR347 WB at bridge	1,542	85	25
SR347 WB after bridge	1,534	57	17
SR347 EB before bridge	1,381	74	22
I-10 WB offramp at SR347	226	7	12
I-10 WB onramp at SR347	938	48	17
SR347 WB before bridge	1,086	53	27
SR347 EB at bridge	890	39	21
SR347 EB after bridge	1,027	57	27

Appendix D. Predicted Noise Levels

Predicted Noise Levels
I-10 Koli Rd TI, F0701

Noise Receiver						Predicted Noise Levels (dBA)				
							Future Build			
ID	Description	# Dwell Units	NAC Category	Impact Threshold	Existing Levels	Future No Build	Unmitigated Levels	Mitigated Levels	Insertion Loss	Mitigation Consideration
Section 1. I-10, north of proposed Koli Rd TI										
E1	Gila River Resorts & Casinos	1	E	71	---	63	63	---	---	less than Cat E impact threshold of 71 dBA
E2	Wild Horse Pass Redevelopment (commercial)	1	F	---	---	63	63	---	---	no impact threshold for Category F
E3	Wild Horse Pass Redevelopment (hotel)	1	E	71	---	65	65	---	---	less than Cat E impact threshold of 71 dBA
E4	Wild Horse Pass Redevelopment (office)	1	E	71	---	71	71	---	---	Interior noise inside office is main concern. Using a assumed 25 dBA transmission loss, the interior noise level would be 46 dBA.
E5	Wild Horse Pass Redevelopment (office)	1	E	71	---	71	71	---	---	
E6	Wild Horse Pass Redevelopment (lake)	1	F	---	---	71	71	---	---	no impact threshold for Category F
E7	Wild Horse Pass Redevelopment (lake)	1	F	---	---	71	71	---	---	
E8	Wild Horse Pass Redevelopment (hotel)	1	E	71	---	70	69	---	---	less than Cat E impact threshold of 71 dBA
E9	Wild Horse Pass Redevelopment (hotel)	1	E	71	---	68	65	---	---	
E10	Wild Horse Pass Redevelopment (hotel)	1	E	71	---	63	60	---	---	
E10A	Wild Horse Pass Redevelopment (theme park)	1	C	66	---	57	58	---	---	less than Cat C impact threshold of 66 dBA
W1	industrial	1	F	---	---	77	77	---	---	no impact threshold for Category F
W2	undeveloped land	1	G	---	---	71	72	---	---	no impact threshold for Category G
W3	undeveloped land	1	G	---	---	65	65	---	---	
W4	hotel	1	E	71	---	65	65	---	---	less than Cat E impact threshold of 71 dBA
W5	undeveloped land	1	G	---	---	70	70	---	---	no impact threshold for Category G
W6	office	1	E	71	---	69	70	---	---	less than Cat E impact threshold of 71 dBA
W7	covered RV storage stalls	1	F	---	---	76	76	---	---	no impact threshold for Category F & G
W8	Gila River Indian Community Central Warehouse	1	F	---	---	72	72	---	---	
W9/Mon1	undeveloped land	1	G	---	66	72	72	---	---	
W10	undeveloped land	1	G	---	---	72	71	---	---	
W11	Ready mix concrete supplier	1	F	---	---	65	64	---	---	
W12	undeveloped land	1	G	---	---	70	67	---	---	
W13/Mon2	undeveloped land	1	G	---	58	66	64	---	---	
W14	undeveloped land	1	G	---	---	63	61	---	---	
Section 2. I-10, south of proposed Koli Rd TI										
E11	Wild Horse Pass Redevelopment (water park)	1	C	66	---	63	61	---	---	less than Cat C impact threshold of 66 dBA
E11A	Wild Horse Pass Redevelopment (water park)	1	C	66	---	58	60	---	---	
E12	Wild Horse Pass Redevelopment (water park)	1	C	66	---	69	65	---	---	
E13	Wild Horse Pass Redevelopment (water park)	6	C	66	---	71	68	63	5	Although the evaluated barrier meets the noise reduction goal and cost-per-benefited receptor threshold based on estimated number of equivalent receptors, the Wild Horse Pass Redevelopment project is currently in Pre-submittal/Pre-Approval phase per online MAG land use map, no detailed site plan/construction permit is available. Therefore, noise barrier is not recommendeded. Further analysis may be needed in final design.
E13A	Wild Horse Pass Redevelopment (water park)	6	C	66	---	71	70	63	7	
E13B	Wild Horse Pass Redevelopment (water park)	6	C	66	---	68	67	62	5	
E14/Mon3	Wild Horse Pass Redevelopment (water park)	6	C	66	63	71	71	64	7	
E14A	Wild Horse Pass Redevelopment (water park)	6	C	66	---	69	69	63	6	
E15	Wild Horse Pass Redevelopment (water park)	6	C	66	---	71	72	64	8	
E15A	Wild Horse Pass Redevelopment (water park)	6	C	66	---	69	68	63	5	
E16	undeveloped land	1	G	---	---	72	72	---	---	no impact threshold for Category G
E17	undeveloped land	1	G	---	---	71	71	---	---	
E18	undeveloped land	1	G	---	---	71	71	---	---	
E19	undeveloped land	1	G	---	---	63	62	---	---	
E20	undeveloped land	1	G	---	---	66	65	---	---	
E21	undeveloped land	1	G	---	---	72	72	---	---	
W15	undeveloped land	1	G	---	---	63	63	---	---	no impact threshold for Category G
W16	undeveloped land	1	G	---	---	69	65	---	---	
W17	undeveloped land	1	G	---	---	70	68	---	---	
W18	undeveloped land	1	G	---	---	72	72	---	---	
W19	undeveloped land	1	G	---	---	72	72	---	---	
W20	undeveloped land	1	G	---	---	72	72	---	---	
W21	undeveloped land	1	G	---	---	67	67	---	---	
W22	undeveloped land	1	G	---	---	66	66	---	---	
W23	undeveloped land	1	G	---	---	71	71	---	---	
W24	undeveloped land	1	G	---	---	72	72	---	---	

Appendix E. FHWA Traffic Noise Model (TNM) 2.5 Files (TNM Model to EP)

AZTEC Engineering 24 March 2025
AZTEC Engineering TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: ADOT Project No F0701
RUN: ADOT I-10 Koli Rd TI, Build DDI

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Wild Horse Pass WB On-Ramp	12.0	point722	722	684,951.1	829,518.3	1,174.60	Onramp	15.00	100	Average	
		point723	723	684,903.3	829,594.2	1,172.80				Average	
		point724	724	684,791.7	829,758.9	1,168.10				Average	
		point725	725	684,679.9	829,924.0	1,163.30				Average	
		point726	726	684,566.8	830,090.9	1,158.10				Average	
		point727	727	684,458.3	830,258.7	1,153.70				Average	
		point728	728	684,357.8	830,426.5	1,151.60				Average	
		point729	729	684,244.2	830,624.1	1,151.90				Average	
		point730	730	684,164.9	830,779.1	1,152.20				Average	
		point731	731	684,077.8	830,962.6	1,152.70				Average	
		point732	732	683,983.4	831,153.6	1,153.50					
Wild Horse Pass EB On-Ramp	12.0	point918	918	684,633.1	829,242.1	1,174.40	Onramp	15.00	100	Average	
		point919	919	684,733.7	829,123.4	1,171.10				Average	
		point920	920	684,859.1	828,967.6	1,165.60				Average	
		point921	921	684,985.4	828,810.8	1,158.90				Average	
		point922	922	685,109.8	828,655.3	1,153.10				Average	
		point923	923	685,235.1	828,500.0	1,150.00				Average	
		point924	924	685,357.6	828,341.7	1,149.80				Average	
		point925	925	685,476.9	828,180.7	1,150.20				Average	
		point926	926	685,639.2	827,961.2	1,151.00					
Wild Horse Pass WB Off-Ramp	12.0	point927	927	685,958.4	827,687.4	1,151.20				Average	
		point928	928	685,839.0	827,889.7	1,150.90				Average	
		point929	929	685,735.5	828,060.2	1,150.50				Average	
		point930	930	685,632.9	828,232.3	1,150.10				Average	
		point931	931	685,532.8	828,405.6	1,150.10				Average	

		point932	932	685,437.0	828,580.7	1,150.90				Average	
		point933	933	685,343.5	828,757.8	1,154.40				Average	
		point934	934	685,250.0	828,935.0	1,160.10				Average	
		point935	935	685,115.6	829,199.8	1,168.50				Average	
		point936	936	685,022.2	829,377.2	1,173.40				Average	
		point937	937	684,996.4	829,432.9	1,174.70					
Wild Horse Pass EB Off-Ramp	24.0	point789	789	683,740.3	831,480.2	1,155.80				Average	
		point1605	1605	683,859.9	831,095.3	1,154.10				Average	
		point791	791	683,895.4	831,002.3	1,153.90				Average	
		point792	792	683,960.8	830,831.1	1,153.60				Average	
		point793	793	684,033.4	830,628.1	1,153.40				Average	
		point794	794	684,099.2	830,438.2	1,153.90				Average	
		point795	795	684,164.6	830,249.6	1,153.80				Average	
		point796	796	684,236.1	830,065.8	1,154.20				Average	
		point797	797	684,317.8	829,880.2	1,157.80				Average	
		point798	798	684,405.7	829,701.9	1,163.60				Average	
		point799	799	684,496.7	829,523.7	1,169.00				Average	
		point800	800	684,587.8	829,345.5	1,174.30					
I-10 ML EB_In_1	24.0	point2013	2013	683,428.0	832,645.1	1,160.40				Average	
		point1240	1240	683,527.5	832,256.6	1,158.00				Average	
		point1239	1239	683,641.4	831,869.0	1,155.60				Average	
		point1238	1238	683,767.8	831,488.6	1,153.30					
I-10 ML EB_Out_1	36.0	point2014	2014	683,405.8	832,639.3	1,161.70				Average	
		point348	348	683,505.2	832,249.9	1,159.30				Average	
		point347	347	683,618.0	831,866.3	1,156.90				Average	
		point346	346	683,745.8	831,482.0	1,154.50					
Wild Horse Pass Blvd EB	36.0	point2029	2029	684,072.5	828,979.0	1,158.40				Average	
		point2030	2030	684,339.6	829,113.4	1,168.60				Average	
		point2031	2031	684,623.2	829,252.9	1,174.40					
Wild Horse Pass Blvd WB	36.0	point2042	2042	685,538.0	829,772.8	1,159.50				Average	
		point2036	2036	685,343.5	829,682.2	1,166.30				Average	
		point2037	2037	685,004.0	829,518.7	1,175.00					
I-10 ML EB_In_3	24.0	point2062	2062	685,662.2	827,978.4	1,149.10				Average	
		point1227	1227	685,880.0	827,642.8	1,150.40				Average	
		point1226	1226	686,097.9	827,307.3	1,150.30				Average	
		point1225	1225	686,315.6	826,971.9	1,150.90				Average	
		point1224	1224	686,533.5	826,636.3	1,151.20				Average	
		point1223	1223	686,751.0	826,301.3	1,151.00					
I-10 ML EB_Out_3	36.0	point2063	2063	685,644.0	827,966.0	1,151.00				Average	

		point335	335	685,861.1	827,631.6	1,151.40				Average	
		point334	334	686,078.9	827,296.5	1,151.50				Average	
		point333	333	686,296.4	826,961.1	1,151.80				Average	
		point332	332	686,514.3	826,625.1	1,151.90				Average	
		point331	331	686,732.4	826,289.4	1,152.30					
I-10 ML_WB_Out_3	36.0	point2064	2064	686,824.0	826,343.1	1,152.20				Average	
		point688	688	686,605.9	826,679.0	1,151.80				Average	
		point689	689	686,388.3	827,014.3	1,151.70				Average	
		point690	690	686,170.1	827,350.1	1,150.90				Average	
		point691	691	685,953.3	827,685.1	1,151.20					
I-10 ML_WB_In_3	24.0	point2065	2065	686,801.2	826,330.5	1,150.80				Average	
		point1142	1142	686,583.3	826,666.1	1,150.80				Average	
		point1143	1143	686,365.6	827,001.4	1,151.00				Average	
		point1144	1144	686,147.6	827,337.2	1,149.90				Average	
		point1145	1145	685,930.1	827,672.1	1,150.30					
I-10 ML EB_In_4	24.0	point2066	2066	686,751.0	826,301.3	1,151.00				Average	
		point1222	1222	686,968.9	825,965.6	1,150.10					
I-10 ML EB_Out_4	36.0	point2067	2067	686,732.4	826,289.4	1,152.30				Average	
		point330	330	686,949.7	825,954.8	1,152.70					
I-10 ML_WB_Out_4	36.0	point2068	2068	688,336.6	824,013.3	1,154.90				Average	
		point681	681	688,119.0	824,348.5	1,154.60				Average	
		point682	682	687,912.9	824,665.9	1,154.20				Average	
		point683	683	687,695.6	825,000.7	1,152.60				Average	
		point684	684	687,477.6	825,336.4	1,153.40				Average	
		point685	685	687,259.6	825,672.2	1,152.90				Average	
		point686	686	687,041.8	826,007.6	1,152.60					
I-10 ML_WB_In_4	24.0	point2069	2069	688,313.8	824,000.7	1,153.60				Average	
		point1135	1135	688,096.0	824,336.2	1,153.30				Average	
		point1136	1136	687,890.1	824,653.3	1,152.80				Average	
		point1137	1137	687,672.3	824,988.8	1,151.90				Average	
		point1138	1138	687,454.5	825,324.2	1,151.40				Average	
		point1139	1139	687,236.7	825,659.6	1,150.40				Average	
		point1140	1140	687,019.0	825,995.0	1,150.40					
I-10 ML EB_In_5	24.0	point2070	2070	688,261.1	823,975.3	1,154.00				Average	
		point1215	1215	688,479.2	823,639.4	1,154.30					
I-10 ML EB_Out_5	36.0	point2071	2071	688,239.4	823,964.6	1,154.90				Average	
		point323	323	688,457.2	823,629.2	1,154.90					
I-10 ML_WB_Out_1	36.0	point2080	2080	683,979.2	831,152.5	1,152.80				Average	
		point702	702	683,844.1	831,516.9	1,155.00				Average	

		point703	703	683,717.5	831,897.5	1,156.30				Average	
		point704	704	683,605.2	832,280.8	1,157.60				Average	
		point705	705	683,506.3	832,667.0	1,158.90					
I-10 ML_WB_In_1	24.0	point2081	2081	683,957.0	831,143.2	1,151.30				Average	
		point1156	1156	683,821.3	831,508.9	1,153.50				Average	
		point1157	1157	683,694.8	831,889.6	1,156.30				Average	
		point1158	1158	683,582.0	832,273.6	1,157.60				Average	
		point1159	1159	683,483.0	832,660.7	1,158.90					
I-10 ML EB_Out_2	36.0	point2083	2083	683,745.8	831,482.0	1,154.50				Average	
		point345	345	683,886.0	831,105.4	1,154.10				Average	
		point344	344	684,038.6	830,734.6	1,153.10				Average	
		point343	343	684,203.9	830,370.1	1,152.30				Average	
		point342	342	684,381.9	830,010.5	1,151.90				Average	
		point341	341	684,572.6	829,658.0	1,152.10				Average	
		point1613	1613	684,776.2	829,311.0	1,151.30				Average	
		point339	339	684,990.9	828,971.9	1,150.80				Average	
		point338	338	685,207.7	828,637.9	1,150.90				Average	
		point337	337	685,425.1	828,303.0	1,150.20				Average	
		point336	336	685,644.0	827,966.0	1,151.00					
I-10 ML EB_In_2	24.0	point2082	2082	683,767.8	831,488.6	1,153.30				Average	
		point1237	1237	683,907.3	831,113.2	1,152.20				Average	
		point1236	1236	684,059.8	830,742.9	1,152.20				Average	
		point1235	1235	684,225.1	830,378.1	1,151.50				Average	
		point1234	1234	684,402.7	830,019.8	1,151.80				Average	
		point1233	1233	684,592.9	829,667.7	1,151.10				Average	
		point1612	1612	684,795.5	829,321.8	1,150.80				Average	
		point1231	1231	685,009.1	828,984.2	1,150.50				Average	
		point1230	1230	685,226.6	828,649.3	1,150.30				Average	
		point1229	1229	685,444.2	828,314.0	1,149.20				Average	
		point1228	1228	685,662.2	827,978.4	1,149.10					
I-10 ML_WB_In_2	24.0	point2061	2061	685,930.1	827,672.1	1,150.30				Average	
		point1146	1146	685,712.0	828,008.1	1,149.30				Average	
		point1147	1147	685,494.6	828,343.0	1,149.00				Average	
		point1148	1148	685,276.5	828,678.9	1,150.30				Average	
		point1149	1149	685,058.5	829,014.8	1,150.80				Average	
		point1611	1611	684,843.8	829,353.1	1,151.20				Average	
		point1151	1151	684,641.6	829,698.2	1,151.50				Average	
		point1152	1152	684,451.6	830,050.2	1,152.10				Average	
		point1153	1153	684,274.1	830,408.5	1,152.10				Average	

		point1154	1154	684,109.1	830,773.0	1,152.20				Average	
		point1155	1155	683,957.0	831,143.2	1,151.30					
I-10 ML_WB_Out_2	36.0	point2060	2060	685,953.3	827,685.1	1,151.20				Average	
		point692	692	685,734.7	828,021.5	1,150.90				Average	
		point693	693	685,516.6	828,357.3	1,150.00				Average	
		point694	694	685,299.3	828,692.0	1,150.60				Average	
		point695	695	685,081.5	829,027.6	1,151.30				Average	
		point1610	1610	684,864.5	829,364.5	1,151.70				Average	
		point697	697	684,663.0	829,709.4	1,152.00				Average	
		point698	698	684,473.0	830,061.4	1,152.30				Average	
		point699	699	684,296.0	830,418.4	1,152.60				Average	
		point700	700	684,131.2	830,782.7	1,153.40				Average	
		point701	701	683,979.2	831,152.5	1,152.80					
Wild Horse Pass Blvd WB-2	36.0	point2084	2084	684,583.1	829,302.4	1,175.00				Average	Y
		point2039	2039	684,232.8	829,126.6	1,165.70				Average	
		point2040	2040	684,055.5	829,035.5	1,158.60					
Wild Horse Pass Blvd WB-2	36.0	point2085	2085	685,004.0	829,518.7	1,175.00				Average	Y
		point2038	2038	684,583.1	829,302.4	1,175.00					
Wild Horse Pass Blvd EB-2	36.0	point2086	2086	685,058.2	829,477.0	1,175.00				Average	Y
		point2033	2033	685,367.2	829,645.8	1,165.40				Average	
		point2034	2034	685,548.0	829,740.8	1,158.50					
Wild Horse Pass Blvd EB-2	36.0	point2087	2087	684,623.2	829,252.9	1,174.40				Average	Y
		point2032	2032	685,058.2	829,477.0	1,175.00					
Koli Rd EB_1	24.0	point2545	2545	686,243.7	823,041.3	1,148.00				Average	
		4+00.000	2452	686,243.8	823,091.3	1,148.10				Average	
		4+50.000	2453	686,245.3	823,141.3	1,148.20				Average	
		5+00.000	2454	686,248.6	823,191.2	1,148.40				Average	
		5+50.000	2455	686,253.6	823,240.9	1,148.50				Average	
		6+00.000	2456	686,260.4	823,290.5	1,148.70				Average	
		6+50.000	2457	686,269.0	823,339.7	1,148.80				Average	
		7+00.000	2458	686,279.3	823,388.7	1,149.00				Average	
		7+50.000	2459	686,291.3	823,437.2	1,149.10				Average	
		8+00.000	2460	686,305.1	823,485.3	1,149.30				Average	
		8+50.000	2461	686,320.5	823,532.8	1,149.40				Average	
		9+00.000	2462	686,337.6	823,579.8	1,149.60				Average	
		9+50.000	2463	686,356.4	823,626.1	1,149.70				Average	
		10+00.000	2464	686,376.8	823,671.8	1,149.90				Average	
		10+50.000	2465	686,398.8	823,716.7	1,150.00				Average	
		11+00.000	2466	686,422.4	823,760.7	1,150.20				Average	

		11+50.000	2467	686,447.6	823,804.0	1,150.30				Average	
		12+00.000	2468	686,474.2	823,846.3	1,150.50				Average	
		12+50.000	2469	686,502.3	823,887.6	1,150.60				Average	
		13+00.000	2470	686,531.9	823,927.9	1,150.80				Average	
		13+50.000	2471	686,563.2	823,966.9	1,151.00				Average	
		14+00.000	2472	686,596.4	824,004.3	1,151.40				Average	
		14+50.000	2473	686,631.4	824,040.0	1,152.10				Average	
		15+00.000	2474	686,668.2	824,073.8	1,152.90				Average	
		15+50.000	2475	686,706.7	824,105.7	1,153.90				Average	
		16+00.000	2476	686,746.7	824,135.7	1,155.10				Average	
		16+50.000	2477	686,787.4	824,164.7	1,156.50				Average	
		17+00.000	2478	686,828.1	824,193.8	1,158.20				Average	
		17+50.000	2479	686,868.8	824,222.9	1,159.80				Average	
		18+00.000	2480	686,909.4	824,252.0	1,161.50				Average	
		18+50.000	2481	686,950.1	824,281.1	1,163.20				Average	
		19+00.000	2482	686,990.8	824,310.1	1,164.90					
Koli Rd WB_1	24.0	45+00.000	2432	689,109.2	825,455.5	1,154.70				Average	
		44+50.000	2431	689,059.2	825,455.5	1,154.90				Average	
		44+00.000	2430	689,009.2	825,455.5	1,155.00				Average	
		43+50.000	2429	688,959.2	825,455.5	1,155.20				Average	
		43+00.000	2428	688,909.2	825,454.8	1,155.30				Average	
		42+50.000	2427	688,859.3	825,452.3	1,155.50				Average	
		42+00.000	2426	688,809.5	825,448.0	1,155.60				Average	
		41+50.000	2425	688,759.8	825,441.8	1,155.80				Average	
		41+00.000	2424	688,710.5	825,433.8	1,155.90				Average	
		40+50.000	2423	688,661.5	825,423.9	1,156.10				Average	
		40+00.000	2422	688,612.9	825,412.2	1,156.30				Average	
		39+50.000	2421	688,564.7	825,398.8	1,156.60				Average	
		39+00.000	2420	688,516.8	825,384.4	1,157.10				Average	
		38+50.000	2419	688,468.9	825,370.1	1,157.70				Average	
		38+00.000	2418	688,421.0	825,355.7	1,158.40				Average	
		37+50.000	2417	688,373.1	825,341.3	1,159.30				Average	
		37+00.000	2416	688,325.2	825,327.0	1,160.30				Average	
		36+50.000	2415	688,277.3	825,312.6	1,161.50					
Koli Rd EB to WB onramp	24.0	24+00.000	2575	687,760.6	824,947.1	1,178.40				Average	
		23+50.000	2574	687,808.5	825,002.8	1,176.00				Average	
		23+00.000	2573	687,828.7	825,048.2	1,175.00				Average	
		22+50.000	2572	687,829.0	825,097.9	1,174.00				Average	
		22+00.000	2571	687,809.6	825,143.5	1,173.00				Average	

		21+50.000	2570	687,777.3	825,181.7	1,171.90				Average	
		21+00.000	2569	687,744.5	825,219.5	1,170.70				Average	
		20+50.000	2568	687,711.7	825,257.2	1,169.20					
Koli WB offramp to Koli WB	12.0	12+00.000	2674	688,020.6	824,843.4	1,174.20				Average	
		11+50.000	2673	687,983.8	824,876.8	1,174.60				Average	
		11+00.000	2672	687,938.2	824,887.8	1,175.00				Average	
		10+50.000	2671	687,890.1	824,881.5	1,176.50				Average	
		10+00.000	2670	687,851.6	824,851.3	1,177.20					
Koli Rd WB to EB onramp	12.0	10+50.000	2675	687,682.3	824,741.2	1,182.20				Average	
		point2700	2700	687,643.8	824,698.7	1,182.50				Average	
		11+00.000	2676	687,617.7	824,650.4	1,181.00				Average	
		11+50.000	2677	687,612.9	824,601.0	1,179.00				Average	
		12+00.000	2678	687,628.3	824,553.7	1,177.00				Average	
		12+50.000	2679	687,659.9	824,515.1	1,175.90					
Koli EB offramp to Koli EB	12.0	0+00.000	2680	687,377.5	824,973.0	1,175.80				Average	
		10+50.000	2681	687,415.2	824,908.2	1,178.30				Average	
		11+00.000	2682	687,441.7	824,866.6	1,179.70				Average	
		11+50.000	2683	687,471.5	824,826.8	1,181.20				Average	
		12+00.000	2684	687,516.1	824,809.5	1,182.30				Average	
		12+50.000	2685	687,552.9	824,807.8	1,182.50				Average	
		13+00.000	2686	687,597.5	824,822.5	1,182.70					
Koli Rd WB to WB onramp	12.0	16+00.000	2699	688,278.2	825,321.1	1,161.50				Average	
		15+50.000	2698	688,225.9	825,314.4	1,162.80				Average	
		15+00.000	2697	688,176.4	825,305.0	1,164.00				Average	
		14+50.000	2696	688,127.1	825,293.6	1,165.30				Average	
		14+00.000	2695	688,077.2	825,277.8	1,166.50				Average	
		13+50.000	2694	688,023.2	825,264.9	1,167.80				Average	
		13+00.000	2693	687,973.8	825,251.1	1,169.00				Average	
		12+50.000	2692	687,935.5	825,239.2	1,170.30				Average	
		12+00.000	2691	687,885.6	825,223.8	1,171.60				Average	
		11+50.000	2690	687,838.6	825,216.4	1,173.00				Average	
		11+00.000	2689	687,792.9	825,217.9	1,171.90				Average	
		10+50.000	2688	687,755.9	825,228.6	1,170.70				Average	
		10+00.000	2687	687,714.6	825,260.3	1,169.20					
Koli WB offramp	12.0	point2723	2723	688,576.8	823,689.8	1,154.40				Average	
		25+50.000	2638	688,555.9	823,738.2	1,154.40				Average	
		25+00.000	2637	688,539.2	823,783.6	1,154.30				Average	
		24+50.000	2636	688,520.1	823,829.0	1,154.20				Average	
		24+00.000	2635	688,499.8	823,874.7	1,154.00				Average	

		23+50.000	2634	688,478.6	823,922.3	1,153.90				Average	
		23+00.000	2633	688,459.3	823,967.1	1,153.80				Average	
		22+50.000	2632	688,437.0	824,011.8	1,153.80				Average	
		22+00.000	2631	688,414.7	824,056.6	1,154.10				Average	
		21+50.000	2630	688,392.4	824,101.3	1,154.50				Average	
		21+00.000	2629	688,370.1	824,146.1	1,155.10				Average	
		20+50.000	2628	688,347.8	824,190.8	1,156.00				Average	
		20+00.000	2627	688,325.5	824,235.6	1,156.90				Average	
		19+50.000	2626	688,303.2	824,280.3	1,158.10				Average	
		19+00.000	2625	688,280.9	824,325.1	1,159.50				Average	
		18+50.000	2624	688,258.6	824,369.8	1,161.00				Average	
		18+00.000	2623	688,236.3	824,414.6	1,162.50				Average	
		17+50.000	2622	688,213.9	824,459.3	1,164.00				Average	
		17+00.000	2621	688,191.6	824,504.1	1,165.50				Average	
		16+50.000	2620	688,169.3	824,548.8	1,167.00				Average	
		16+00.000	2619	688,147.0	824,593.6	1,168.50				Average	
		15+50.000	2618	688,124.7	824,638.3	1,170.00				Average	
		15+00.000	2617	688,102.4	824,683.1	1,171.50				Average	
		14+50.000	2616	688,080.1	824,727.8	1,172.90				Average	
		14+00.000	2615	688,057.8	824,772.6	1,173.90				Average	
		13+50.000	2614	688,035.5	824,817.3	1,174.00				Average	
		13+00.000	2613	688,014.6	824,862.7	1,173.50					
Koli EB offramp	12.0	point2724	2724	686,923.7	825,938.6	1,152.30				Average	
		12+00.000	2580	686,947.9	825,875.0	1,152.50				Average	
		12+50.000	2581	686,967.7	825,825.8	1,152.60				Average	
		13+00.000	2582	686,985.4	825,779.3	1,152.80				Average	
		13+50.000	2583	687,003.4	825,731.2	1,152.90				Average	
		14+00.000	2584	687,021.9	825,686.6	1,153.10				Average	
		14+50.000	2585	687,041.3	825,643.0	1,153.30				Average	
		15+00.000	2586	687,063.6	825,598.3	1,153.70				Average	
		15+50.000	2587	687,085.9	825,553.5	1,154.30				Average	
		16+00.000	2588	687,108.2	825,508.8	1,155.10				Average	
		16+50.000	2589	687,130.5	825,464.1	1,156.10				Average	
		17+00.000	2590	687,152.8	825,419.3	1,157.30				Average	
		17+50.000	2591	687,175.1	825,374.6	1,158.60				Average	
		18+00.000	2592	687,197.4	825,329.8	1,160.20				Average	
		18+50.000	2593	687,219.7	825,285.1	1,161.90				Average	
		19+00.000	2594	687,242.0	825,240.3	1,163.80				Average	
		19+50.000	2595	687,264.3	825,195.6	1,165.80				Average	

		20+00.000	2596	687,286.6	825,150.8	1,167.80				Average	
		20+50.000	2597	687,308.9	825,106.1	1,169.80				Average	
		21+00.000	2598	687,331.2	825,061.3	1,171.80				Average	
		21+50.000	2599	687,353.5	825,016.6	1,173.80				Average	
		22+00.000	2600	687,375.8	824,971.8	1,175.80					
Koli Rd EB to EB onramp	12.0	point2722	2722	686,992.3	824,301.4	1,164.90				Average	
		point2713	2713	687,036.6	824,327.8	1,166.60				Average	
		point2714	2714	687,075.5	824,352.9	1,168.30				Average	
		point2715	2715	687,118.2	824,383.0	1,170.00				Average	
		point2716	2716	687,158.9	824,410.1	1,171.70				Average	
		point2717	2717	687,200.4	824,439.3	1,173.40				Average	
		point2718	2718	687,239.2	824,466.5	1,175.10				Average	
		point2719	2719	687,279.5	824,493.6	1,176.80				Average	
		point2720	2720	687,322.4	824,522.7	1,178.50				Average	
		10+00.000	2641	687,363.1	824,551.8	1,179.80				Average	
		10+50.000	2642	687,403.8	824,580.9	1,181.00				Average	
		11+00.000	2643	687,444.8	824,609.5	1,181.80				Average	
		11+50.000	2644	687,492.0	824,624.9	1,181.80				Average	
		12+00.000	2645	687,541.3	824,619.8	1,181.00				Average	
		12+50.000	2646	687,584.5	824,595.3	1,179.40				Average	
		13+00.000	2647	687,618.9	824,559.1	1,177.40				Average	
		13+50.000	2648	687,653.0	824,522.5	1,175.40					
Koli EB offramp to Koli WB	24.0	point2726	2726	687,375.8	824,971.8	1,175.80				Average	
		22+50.000	2601	687,398.1	824,927.1	1,177.80				Average	
		23+00.000	2602	687,410.0	824,878.9	1,179.60				Average	
		23+50.000	2603	687,401.4	824,830.0	1,180.70				Average	
		24+00.000	2604	687,373.7	824,788.8	1,181.00				Average	
		24+50.000	2605	687,336.0	824,755.9	1,180.50				Average	
		point2708	2708	687,298.2	824,723.3	1,179.60				Average	
		point2707	2707	687,270.7	824,697.1	1,179.90				Average	
		point2706	2706	687,235.8	824,664.3	1,178.60				Average	
		point2705	2705	687,199.7	824,628.7	1,176.90				Average	
		point2704	2704	687,167.4	824,598.1	1,175.20				Average	
		point2703	2703	687,128.8	824,560.3	1,173.50				Average	
		point2702	2702	687,089.6	824,523.1	1,171.80				Average	
		point2701	2701	687,057.8	824,486.9	1,170.10					
Koli Rd WB_7	24.0	point2727	2727	687,058.7	824,480.9	1,170.10				Average	
		20+50.000	2383	687,020.9	824,448.2	1,168.40				Average	
		20+00.000	2382	686,983.0	824,415.5	1,166.70				Average	

		19+50.000	2381	686,945.2	824,382.9	1,165.00				Average	
		19+00.000	2380	686,907.3	824,350.2	1,163.30				Average	
		18+50.000	2379	686,869.5	824,317.5	1,161.60				Average	
		18+00.000	2378	686,831.6	824,284.8	1,159.90				Average	
		17+50.000	2377	686,793.8	824,252.2	1,158.20				Average	
		17+00.000	2376	686,755.9	824,219.5	1,156.60				Average	
		16+50.000	2375	686,718.1	824,186.8	1,155.20				Average	
		16+00.000	2374	686,680.4	824,153.9	1,154.00				Average	
		15+50.000	2373	686,643.9	824,119.8	1,153.00				Average	
		15+00.000	2372	686,608.5	824,084.5	1,152.20				Average	
		14+50.000	2371	686,574.4	824,047.9	1,151.60				Average	
		14+00.000	2370	686,541.5	824,010.2	1,151.10				Average	
		13+50.000	2369	686,510.0	823,971.5	1,150.90				Average	
		13+00.000	2368	686,479.8	823,931.6	1,150.80				Average	
		12+50.000	2367	686,451.0	823,890.7	1,150.60				Average	
		12+00.000	2366	686,423.6	823,848.9	1,150.50				Average	
		11+50.000	2365	686,397.7	823,806.2	1,150.30				Average	
		11+00.000	2364	686,373.2	823,762.5	1,150.20				Average	
		10+50.000	2363	686,350.3	823,718.1	1,150.00				Average	
		10+00.000	2362	686,328.9	823,672.9	1,149.90				Average	
		9+50.000	2361	686,309.1	823,627.0	1,149.70				Average	
		9+00.000	2360	686,290.9	823,580.5	1,149.60				Average	
		8+50.000	2359	686,274.2	823,533.3	1,149.40				Average	
		8+00.000	2358	686,259.3	823,485.6	1,149.30				Average	
		7+50.000	2357	686,245.9	823,437.4	1,149.10				Average	
		7+00.000	2356	686,234.2	823,388.8	1,149.00				Average	
		6+50.000	2355	686,224.2	823,339.8	1,148.80				Average	
		6+00.000	2354	686,215.9	823,290.5	1,148.70				Average	
		5+50.000	2353	686,209.3	823,241.0	1,148.50				Average	
		5+00.000	2352	686,204.4	823,191.2	1,148.40				Average	
		4+50.000	2351	686,201.2	823,141.3	1,148.20				Average	
		4+00.000	2350	686,199.8	823,091.3	1,148.10				Average	
		point2546	2546	686,199.7	823,041.3	1,148.00					
Koli Rd WB_6	24.0	point2729	2729	687,470.3	824,696.9	1,182.80				Average	
		25+50.000	2393	687,441.0	824,695.5	1,182.60				Average	
		25+00.000	2392	687,391.2	824,691.1	1,182.00				Average	
		24+50.000	2391	687,342.4	824,680.3	1,181.10				Average	
		24+00.000	2390	687,295.4	824,663.2	1,179.90				Average	
		23+50.000	2389	687,251.1	824,640.1	1,178.60				Average	

		23+00.000	2388	687,210.2	824,611.4	1,176.90				Average	
		22+50.000	2387	687,172.3	824,578.9	1,175.20				Average	
		22+00.000	2386	687,134.4	824,546.2	1,173.50				Average	
		21+50.000	2385	687,096.6	824,513.6	1,171.80				Average	
		21+00.000	2384	687,058.7	824,480.9	1,170.10					
Koli EB onramp	24.0	point2730	2730	687,653.0	824,522.5	1,175.40				Average	
		14+00.000	2649	687,687.1	824,485.9	1,173.40				Average	
		14+50.000	2650	687,721.2	824,449.3	1,171.40				Average	
		15+00.000	2651	687,755.3	824,412.8	1,169.40				Average	
		15+50.000	2652	687,789.4	824,376.2	1,167.40				Average	
		16+00.000	2653	687,823.5	824,339.6	1,165.40				Average	
		16+50.000	2654	687,857.6	824,303.0	1,163.50				Average	
		17+00.000	2655	687,891.7	824,266.5	1,161.70				Average	
		17+50.000	2656	687,925.8	824,229.9	1,160.10				Average	
		18+00.000	2657	687,959.9	824,193.3	1,158.70				Average	
		18+50.000	2658	687,994.0	824,156.8	1,157.50				Average	
		19+00.000	2659	688,028.1	824,120.2	1,156.40				Average	
		19+50.000	2660	688,061.8	824,083.3	1,155.60				Average	
		20+00.000	2661	688,094.9	824,045.8	1,154.90				Average	
		20+50.000	2662	688,127.3	824,007.7	1,154.40				Average	
		21+00.000	2663	688,159.0	823,969.1	1,154.00				Average	
		21+50.000	2664	688,190.1	823,929.9	1,153.90				Average	
		22+00.000	2665	688,220.4	823,890.1	1,153.90				Average	
		22+50.000	2666	688,253.5	823,851.6	1,154.00				Average	
		23+00.000	2667	688,285.8	823,812.5	1,154.10				Average	
		23+50.000	2668	688,329.7	823,760.9	1,154.20				Average	
		24+00.000	2669	688,436.1	823,632.5	1,154.70					
Koli Rd EB_2	36.0	point2731	2731	686,990.8	824,310.1	1,164.90				Average	
		19+50.000	2483	687,031.5	824,339.2	1,166.60				Average	
		20+00.000	2484	687,072.1	824,368.3	1,168.30				Average	
		20+50.000	2485	687,112.8	824,397.4	1,170.00				Average	
		21+00.000	2486	687,153.5	824,426.5	1,171.70				Average	
		21+50.000	2487	687,194.1	824,455.6	1,173.40				Average	
		22+00.000	2488	687,234.8	824,484.6	1,175.10				Average	
		22+50.000	2489	687,275.5	824,513.7	1,176.80				Average	
		23+00.000	2490	687,316.2	824,542.8	1,178.50				Average	
		23+50.000	2491	687,356.8	824,571.9	1,180.00				Average	
		24+00.000	2492	687,394.9	824,604.3	1,181.10				Average	
		24+50.000	2493	687,428.4	824,641.3	1,182.10				Average	

		25+00.000	2494	687,458.6	824,681.2	1,182.70				Average	
		25+50.000	2495	687,488.7	824,721.1	1,183.10				Average	
		26+00.000	2496	687,521.1	824,759.1	1,183.20				Average	
		26+50.000	2497	687,558.2	824,792.6	1,183.10				Average	
		27+00.000	2498	687,599.2	824,821.1	1,182.70					
Koli Rd WB_5	24.0	point2732	2732	687,684.0	824,742.4	1,182.20				Average	
		27+50.000	2397	687,638.2	824,722.3	1,182.70				Average	
		27+00.000	2396	687,590.2	824,708.4	1,183.10				Average	
		26+50.000	2395	687,540.8	824,701.0	1,183.20				Average	
		26+00.000	2394	687,490.9	824,698.2	1,183.00				Average	
		point2728	2728	687,470.6	824,696.9	1,182.80					
Koli Rd WB_4	36.0	point2733	2733	687,851.2	824,851.8	1,177.20				Average	Y
		29+50.000	2401	687,810.7	824,822.5	1,179.00				Average	Y
		29+00.000	2400	687,768.8	824,795.3	1,180.20				Average	Y
		28+50.000	2399	687,726.8	824,768.1	1,181.30				Average	Y
		28+00.000	2398	687,684.0	824,742.4	1,182.20					
Koli Rd WB_3	24.0	point2735	2735	687,973.5	825,023.4	1,172.15				Average	
		32+00.000	2406	687,967.8	825,012.1	1,172.80				Average	
		31+50.000	2405	687,945.1	824,967.5	1,174.00				Average	
		31+00.000	2404	687,919.0	824,924.9	1,175.30				Average	
		30+50.000	2403	687,887.5	824,886.2	1,176.50				Average	
		30+00.000	2402	687,851.2	824,851.8	1,177.20					
Koli Rd WB_2	24.0	point2736	2736	688,277.3	825,312.6	1,161.50				Average	
		36+00.000	2414	688,229.6	825,297.8	1,162.80				Average	
		35+50.000	2413	688,183.8	825,277.9	1,164.00				Average	
		35+00.000	2412	688,140.9	825,252.1	1,165.30				Average	
		34+50.000	2411	688,101.9	825,221.0	1,166.50				Average	
		34+00.000	2410	688,067.2	825,185.0	1,167.80				Average	
		33+50.000	2409	688,037.5	825,144.8	1,169.00				Average	
		33+00.000	2408	688,013.2	825,101.2	1,170.30				Average	
		32+50.000	2407	687,990.5	825,056.6	1,171.50				Average	
		point2734	2734	687,973.7	825,024.1	1,172.15					
Koli WB onramp	24.0	point2737	2737	687,711.7	825,257.2	1,169.20				Average	
		20+00.000	2567	687,678.9	825,295.0	1,167.50				Average	
		19+50.000	2566	687,646.1	825,332.7	1,165.80				Average	
		19+00.000	2565	687,613.3	825,370.4	1,164.00				Average	
		18+50.000	2564	687,580.5	825,408.2	1,162.30				Average	
		18+00.000	2563	687,547.7	825,445.9	1,160.50				Average	
		17+50.000	2562	687,514.9	825,483.6	1,158.80				Average	

		17+00.000	2561	687,482.1	825,521.4	1,157.30				Average	
		16+50.000	2560	687,449.3	825,559.1	1,155.90				Average	
		16+00.000	2559	687,416.5	825,596.9	1,154.80				Average	
		15+50.000	2558	687,383.7	825,634.6	1,153.80				Average	
		15+00.000	2557	687,350.9	825,672.4	1,153.10				Average	
		14+50.000	2556	687,318.6	825,710.5	1,152.50				Average	
		14+00.000	2555	687,286.9	825,749.1	1,152.20				Average	
		13+50.000	2554	687,255.9	825,788.4	1,152.00				Average	
		13+00.000	2553	687,225.6	825,828.2	1,151.80				Average	
		12+50.000	2552	687,192.0	825,867.1	1,151.70				Average	
		12+00.000	2551	687,165.2	825,901.6	1,151.80				Average	
		11+50.000	2550	687,133.9	825,941.2	1,151.90				Average	
		11+00.000	2549	687,100.1	825,981.1	1,152.10				Average	
		10+50.000	2548	687,065.4	826,021.8	1,152.30					
Koli Rd EB_5	24.0	point2738	2738	688,181.5	825,094.6	1,164.90				Average	
		34+00.000	2512	688,224.0	825,121.0	1,163.40				Average	
		34+50.000	2513	688,266.5	825,147.3	1,161.90				Average	
		35+00.000	2514	688,308.9	825,173.7	1,160.60				Average	
		35+50.000	2515	688,351.4	825,200.0	1,159.50				Average	
		36+00.000	2516	688,394.1	825,226.0	1,158.50				Average	
		36+50.000	2517	688,437.7	825,250.5	1,157.70				Average	
		37+00.000	2518	688,482.2	825,273.4	1,157.10				Average	
		37+50.000	2519	688,527.5	825,294.6	1,156.70				Average	
		38+00.000	2520	688,573.5	825,314.1	1,156.40				Average	
		38+50.000	2521	688,620.2	825,331.9	1,156.20				Average	
		39+00.000	2522	688,667.6	825,347.9	1,156.10				Average	
		39+50.000	2523	688,715.5	825,362.2	1,155.90				Average	
		40+00.000	2524	688,763.9	825,374.7	1,155.80				Average	
		40+50.000	2525	688,812.8	825,385.4	1,155.70				Average	
		41+00.000	2526	688,862.0	825,394.2	1,155.50				Average	
		41+50.000	2527	688,911.5	825,401.3	1,155.40				Average	
		42+00.000	2528	688,961.2	825,406.5	1,155.20				Average	
		42+50.000	2529	689,011.1	825,409.9	1,155.10				Average	
		43+00.000	2530	689,061.0	825,411.4	1,154.90				Average	
		43+50.000	2531	689,111.0	825,411.5	1,154.80					
Koli Rd EB_4	24.0	point2739	2739	687,767.0	824,930.0	1,178.40				Average	
		29+50.000	2503	687,808.9	824,957.3	1,176.90				Average	
		30+00.000	2504	687,851.7	824,983.1	1,175.40				Average	
		30+50.000	2505	687,897.4	825,003.2	1,173.90				Average	

		31+00.000	2506	687,945.4	825,017.3	1,172.40				Average	
		31+50.000	2507	687,994.1	825,028.5	1,170.90				Average	
		32+00.000	2508	688,042.8	825,039.7	1,169.40				Average	
		32+50.000	2509	688,091.2	825,052.2	1,167.90				Average	
		33+00.000	2510	688,137.7	825,070.5	1,166.40				Average	
		33+50.000	2511	688,181.5	825,094.6	1,164.90					
Koli Rd EB_3	36.0	point2740	2740	687,599.2	824,821.1	1,182.70				Average	Y
		27+50.000	2499	687,641.2	824,848.4	1,182.00				Average	Y
		28+00.000	2500	687,683.1	824,875.6	1,181.00				Average	Y
		28+50.000	2501	687,725.0	824,902.8	1,179.80				Average	Y
		29+00.000	2502	687,767.0	824,930.0	1,178.40					
Koli WB offramp to Koli EB	12.0	point2741	2741	688,014.6	824,862.7	1,173.50				Average	
		12+50.000	2612	688,009.9	824,912.1	1,172.20				Average	
		12+00.000	2611	688,025.5	824,959.2	1,170.70				Average	
		11+50.000	2610	688,058.9	824,995.9	1,169.20				Average	
		11+00.000	2609	688,101.3	825,022.5	1,167.70				Average	
		10+50.000	2608	688,143.0	825,055.9	1,166.20				Average	
		10+00.000	2607	688,183.1	825,090.2	1,164.90					
I-10 ML EB_Out_4-2	36.0	point2742	2742	686,949.7	825,954.8	1,152.70				Average	
		point329	329	687,167.6	825,619.1	1,153.10				Average	
		point328	328	687,385.6	825,282.8	1,153.50				Average	
		point327	327	687,602.0	824,946.4	1,153.90				Average	
		point326	326	687,820.4	824,610.1	1,154.30				Average	
		point325	325	688,024.5	824,295.6	1,154.60				Average	
		point324	324	688,239.4	823,964.6	1,154.90					
I-10 ML EB_In_4-2	24.0	point2743	2743	686,968.9	825,965.6	1,150.10				Average	
		point1221	1221	687,187.2	825,629.5	1,150.90				Average	
		point1220	1220	687,405.1	825,293.7	1,151.90				Average	
		point1219	1219	687,623.1	824,958.0	1,151.60				Average	
		point1218	1218	687,840.9	824,622.6	1,152.90				Average	
		point1217	1217	688,043.7	824,310.2	1,153.00				Average	
		point1216	1216	688,261.1	823,975.3	1,154.00					
I-10 ML_WB_In_4-2	24.0	point2744	2744	687,019.0	825,995.0	1,150.40				Average	
		point1141	1141	686,801.2	826,330.5	1,150.80					
I-10 ML_WB_Out_4-2	36.0	point2745	2745	687,041.8	826,007.6	1,152.60				Average	
		point687	687	686,824.0	826,343.1	1,152.20					
I-10 ML_WB_In_5-2	24.0	point2748	2748	688,531.4	823,665.5	1,154.70				Average	
		point1134	1134	688,313.8	824,000.7	1,153.60					
I-10 ML_WB_Out_5-2	36.0	point2749	2749	688,554.3	823,678.0	1,155.00				Average	

		point680	680	688,336.6	824,013.3	1,154.90					

AZTEC Engineering 24 March 2025
AZTEC Engineering TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: ADOT Project No F0701
RUN: ADOT I-10 Koli Rd TI, Build DDI

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Wild Horse Pass WB On-Ramp	point722	722	1219	50	95	50	27	50	0	0	0	0
	point723	723	1219	50	95	50	27	50	0	0	0	0
	point724	724	1219	50	95	50	27	50	0	0	0	0
	point725	725	1219	50	95	50	27	50	0	0	0	0
	point726	726	1219	50	95	50	27	50	0	0	0	0
	point727	727	1219	50	95	50	27	50	0	0	0	0
	point728	728	1219	50	95	50	27	50	0	0	0	0
	point729	729	1219	50	95	50	27	50	0	0	0	0
	point730	730	1219	50	95	50	27	50	0	0	0	0
	point731	731	1219	50	95	50	27	50	0	0	0	0
	point732	732										
Wild Horse Pass EB On-Ramp	point918	918	451	50	35	50	24	50	0	0	0	0
	point919	919	451	50	35	50	24	50	0	0	0	0
	point920	920	451	50	35	50	24	50	0	0	0	0
	point921	921	451	50	35	50	24	50	0	0	0	0
	point922	922	451	50	35	50	24	50	0	0	0	0
	point923	923	451	50	35	50	24	50	0	0	0	0
	point924	924	451	50	35	50	24	50	0	0	0	0
	point925	925	451	50	35	50	24	50	0	0	0	0
	point926	926										
Wild Horse Pass WB Off-Ramp	point927	927	459	50	41	50	23	50	0	0	0	0
	point928	928	459	50	41	50	23	50	0	0	0	0
	point929	929	459	50	41	50	23	50	0	0	0	0

	point930	930	459	50	41	50	23	50	0	0	0	0
	point931	931	459	50	41	50	23	50	0	0	0	0
	point932	932	459	50	41	50	23	50	0	0	0	0
	point933	933	459	50	41	50	23	50	0	0	0	0
	point934	934	459	50	41	50	23	50	0	0	0	0
	point935	935	459	50	41	50	23	50	0	0	0	0
	point936	936	459	50	41	50	23	50	0	0	0	0
	point937	937										
Wild Horse Pass EB Off-Ramp	point789	789	1515	50	116	50	32	50	0	0	0	0
	point1605	1605	1515	50	116	50	32	50	0	0	0	0
	point791	791	1515	50	116	50	32	50	0	0	0	0
	point792	792	1515	50	116	50	32	50	0	0	0	0
	point793	793	1515	50	116	50	32	50	0	0	0	0
	point794	794	1515	50	116	50	32	50	0	0	0	0
	point795	795	1515	50	116	50	32	50	0	0	0	0
	point796	796	1515	50	116	50	32	50	0	0	0	0
	point797	797	1515	50	116	50	32	50	0	0	0	0
	point798	798	1515	50	116	50	32	50	0	0	0	0
	point799	799	1515	50	116	50	32	50	0	0	0	0
	point800	800										
I-10 ML EB_In_1	point2013	2013	4399	70	633	70	751	70	0	0	0	0
	point1240	1240	4399	70	633	70	751	70	0	0	0	0
	point1239	1239	4399	70	633	70	751	70	0	0	0	0
	point1238	1238										
I-10 ML EB_Out_1	point2014	2014	4399	70	633	70	751	70	0	0	0	0
	point348	348	4399	70	633	70	751	70	0	0	0	0
	point347	347	4399	70	633	70	751	70	0	0	0	0
	point346	346										
Wild Horse Pass Blvd EB	point2029	2029	2036	50	110	50	28	50	0	0	0	0
	point2030	2030	2036	50	110	50	28	50	0	0	0	0
	point2031	2031										
Wild Horse Pass Blvd WB	point2042	2042	967	50	84	50	37	50	0	0	0	0
	point2036	2036	967	50	84	50	37	50	0	0	0	0
	point2037	2037										
I-10 ML EB_In_3	point2062	2062	3867	70	592	70	747	70	0	0	0	0
	point1227	1227	3867	70	592	70	747	70	0	0	0	0

	point1226	1226	3867	70	592	70	747	70	0	0	0	0
	point1225	1225	3867	70	592	70	747	70	0	0	0	0
	point1224	1224	3867	70	592	70	747	70	0	0	0	0
	point1223	1223										
I-10 ML EB_Out_3	point2063	2063	3867	70	592	70	747	70	0	0	0	0
	point335	335	3867	70	592	70	747	70	0	0	0	0
	point334	334	3867	70	592	70	747	70	0	0	0	0
	point333	333	3867	70	592	70	747	70	0	0	0	0
	point332	332	3867	70	592	70	747	70	0	0	0	0
	point331	331										
I-10 ML_WB_Out_3	point2064	2064	3862	70	619	70	599	70	0	0	0	0
	point688	688	3862	70	619	70	599	70	0	0	0	0
	point689	689	3862	70	619	70	599	70	0	0	0	0
	point690	690	3862	70	619	70	599	70	0	0	0	0
	point691	691										
I-10 ML_WB_In_3	point2065	2065	3862	70	619	70	599	70	0	0	0	0
	point1142	1142	3862	70	619	70	599	70	0	0	0	0
	point1143	1143	3862	70	619	70	599	70	0	0	0	0
	point1144	1144	3862	70	619	70	599	70	0	0	0	0
	point1145	1145										
I-10 ML EB_In_4	point2066	2066	3867	70	592	70	747	70	0	0	0	0
	point1222	1222										
I-10 ML EB_Out_4	point2067	2067	3867	70	592	70	747	70	0	0	0	0
	point330	330										
I-10 ML_WB_Out_4	point2068	2068	3414	70	585	70	593	70	0	0	0	0
	point681	681	3414	70	585	70	593	70	0	0	0	0
	point682	682	3414	70	585	70	593	70	0	0	0	0
	point683	683	3414	70	585	70	593	70	0	0	0	0
	point684	684	3414	70	585	70	593	70	0	0	0	0
	point685	685	3414	70	585	70	593	70	0	0	0	0
	point686	686										
I-10 ML_WB_In_4	point2069	2069	3414	70	585	70	593	70	0	0	0	0
	point1135	1135	3414	70	585	70	593	70	0	0	0	0
	point1136	1136	3414	70	585	70	593	70	0	0	0	0
	point1137	1137	3414	70	585	70	593	70	0	0	0	0
	point1138	1138	3414	70	585	70	593	70	0	0	0	0

	point1139	1139	3414	70	585	70	593	70	0	0	0	0
	point1140	1140										
I-10 ML EB_In_5	point2070	2070	3398	70	557	70	741	70	0	0	0	0
	point1215	1215										
I-10 ML EB_Out_5	point2071	2071	3398	70	557	70	741	70	0	0	0	0
	point323	323										
I-10 ML_WB_Out_1	point2080	2080	4243	70	646	70	601	70	0	0	0	0
	point702	702	4243	70	646	70	601	70	0	0	0	0
	point703	703	4243	70	646	70	601	70	0	0	0	0
	point704	704	4243	70	646	70	601	70	0	0	0	0
	point705	705										
I-10 ML_WB_In_1	point2081	2081	4243	70	646	70	601	70	0	0	0	0
	point1156	1156	4243	70	646	70	601	70	0	0	0	0
	point1157	1157	4243	70	646	70	601	70	0	0	0	0
	point1158	1158	4243	70	646	70	601	70	0	0	0	0
	point1159	1159										
I-10 ML EB_Out_2	point2083	2083	3641	70	575	70	735	70	0	0	0	0
	point345	345	3641	70	575	70	735	70	0	0	0	0
	point344	344	3641	70	575	70	735	70	0	0	0	0
	point343	343	3641	70	575	70	735	70	0	0	0	0
	point342	342	3641	70	575	70	735	70	0	0	0	0
	point341	341	3641	70	575	70	735	70	0	0	0	0
	point1613	1613	3641	70	575	70	735	70	0	0	0	0
	point339	339	3641	70	575	70	735	70	0	0	0	0
	point338	338	3641	70	575	70	735	70	0	0	0	0
	point337	337	3641	70	575	70	735	70	0	0	0	0
	point336	336										
I-10 ML EB_In_2	point2082	2082	3641	70	575	70	735	70	0	0	0	0
	point1237	1237	3641	70	575	70	735	70	0	0	0	0
	point1236	1236	3641	70	575	70	735	70	0	0	0	0
	point1235	1235	3641	70	575	70	735	70	0	0	0	0
	point1234	1234	3641	70	575	70	735	70	0	0	0	0
	point1233	1233	3641	70	575	70	735	70	0	0	0	0
	point1612	1612	3641	70	575	70	735	70	0	0	0	0
	point1231	1231	3641	70	575	70	735	70	0	0	0	0
	point1230	1230	3641	70	575	70	735	70	0	0	0	0

	point1229	1229	3641	70	575	70	735	70	0	0	0	0
	point1228	1228										
I-10 ML_WB_In_2	point2061	2061	3633	70	599	70	588	70	0	0	0	0
	point1146	1146	3633	70	599	70	588	70	0	0	0	0
	point1147	1147	3633	70	599	70	588	70	0	0	0	0
	point1148	1148	3633	70	599	70	588	70	0	0	0	0
	point1149	1149	3633	70	599	70	588	70	0	0	0	0
	point1611	1611	3633	70	599	70	588	70	0	0	0	0
	point1151	1151	3633	70	599	70	588	70	0	0	0	0
	point1152	1152	3633	70	599	70	588	70	0	0	0	0
	point1153	1153	3633	70	599	70	588	70	0	0	0	0
	point1154	1154	3633	70	599	70	588	70	0	0	0	0
	point1155	1155										
I-10 ML_WB_Out_2	point2060	2060	3633	70	599	70	588	70	0	0	0	0
	point692	692	3633	70	599	70	588	70	0	0	0	0
	point693	693	3633	70	599	70	588	70	0	0	0	0
	point694	694	3633	70	599	70	588	70	0	0	0	0
	point695	695	3633	70	599	70	588	70	0	0	0	0
	point1610	1610	3633	70	599	70	588	70	0	0	0	0
	point697	697	3633	70	599	70	588	70	0	0	0	0
	point698	698	3633	70	599	70	588	70	0	0	0	0
	point699	699	3633	70	599	70	588	70	0	0	0	0
	point700	700	3633	70	599	70	588	70	0	0	0	0
	point701	701										
Wild Horse Pass Blvd WB-2	point2084	2084	2120	50	118	50	28	50	0	0	0	0
	point2039	2039	2120	50	118	50	28	50	0	0	0	0
	point2040	2040										
Wild Horse Pass Blvd WB-2	point2085	2085	2003	50	135	50	38	50	0	0	0	0
	point2038	2038										
Wild Horse Pass Blvd EB-2	point2086	2086	1188	50	103	50	42	50	0	0	0	0
	point2033	2033	1188	50	103	50	42	50	0	0	0	0
	point2034	2034										
Wild Horse Pass Blvd EB-2	point2087	2087	1022	50	62	50	29	50	0	0	0	0
	point2032	2032										
Koli Rd EB_1	point2545	2545	873	50	64	50	10	50	0	0	0	0
	4+00.000	2452	873	50	64	50	10	50	0	0	0	0

	4+50.000	2453	873	50	64	50	10	50	0	0	0	0
	5+00.000	2454	873	50	64	50	10	50	0	0	0	0
	5+50.000	2455	873	50	64	50	10	50	0	0	0	0
	6+00.000	2456	873	50	64	50	10	50	0	0	0	0
	6+50.000	2457	873	50	64	50	10	50	0	0	0	0
	7+00.000	2458	873	50	64	50	10	50	0	0	0	0
	7+50.000	2459	873	50	64	50	10	50	0	0	0	0
	8+00.000	2460	873	50	64	50	10	50	0	0	0	0
	8+50.000	2461	873	50	64	50	10	50	0	0	0	0
	9+00.000	2462	873	50	64	50	10	50	0	0	0	0
	9+50.000	2463	873	50	64	50	10	50	0	0	0	0
	10+00.000	2464	873	50	64	50	10	50	0	0	0	0
	10+50.000	2465	873	50	64	50	10	50	0	0	0	0
	11+00.000	2466	873	50	64	50	10	50	0	0	0	0
	11+50.000	2467	873	50	64	50	10	50	0	0	0	0
	12+00.000	2468	873	50	64	50	10	50	0	0	0	0
	12+50.000	2469	873	50	64	50	10	50	0	0	0	0
	13+00.000	2470	873	50	64	50	10	50	0	0	0	0
	13+50.000	2471	873	50	64	50	10	50	0	0	0	0
	14+00.000	2472	873	50	64	50	10	50	0	0	0	0
	14+50.000	2473	873	50	64	50	10	50	0	0	0	0
	15+00.000	2474	873	50	64	50	10	50	0	0	0	0
	15+50.000	2475	873	50	64	50	10	50	0	0	0	0
	16+00.000	2476	873	50	64	50	10	50	0	0	0	0
	16+50.000	2477	873	50	64	50	10	50	0	0	0	0
	17+00.000	2478	873	50	64	50	10	50	0	0	0	0
	17+50.000	2479	873	50	64	50	10	50	0	0	0	0
	18+00.000	2480	873	50	64	50	10	50	0	0	0	0
	18+50.000	2481	873	50	64	50	10	50	0	0	0	0
	19+00.000	2482										
Koli Rd WB_1	45+00.000	2432	218	50	16	50	3	50	0	0	0	0
	44+50.000	2431	218	50	16	50	3	50	0	0	0	0
	44+00.000	2430	218	50	16	50	3	50	0	0	0	0
	43+50.000	2429	218	50	16	50	3	50	0	0	0	0
	43+00.000	2428	218	50	16	50	3	50	0	0	0	0
	42+50.000	2427	218	50	16	50	3	50	0	0	0	0

	42+00.000	2426	218	50	16	50	3	50	0	0	0	0
	41+50.000	2425	218	50	16	50	3	50	0	0	0	0
	41+00.000	2424	218	50	16	50	3	50	0	0	0	0
	40+50.000	2423	218	50	16	50	3	50	0	0	0	0
	40+00.000	2422	218	50	16	50	3	50	0	0	0	0
	39+50.000	2421	218	50	16	50	3	50	0	0	0	0
	39+00.000	2420	218	50	16	50	3	50	0	0	0	0
	38+50.000	2419	218	50	16	50	3	50	0	0	0	0
	38+00.000	2418	218	50	16	50	3	50	0	0	0	0
	37+50.000	2417	218	50	16	50	3	50	0	0	0	0
	37+00.000	2416	218	50	16	50	3	50	0	0	0	0
	36+50.000	2415										
Koli Rd EB to WB onramp	24+00.000	2575	134	50	10	50	2	50	0	0	0	0
	23+50.000	2574	134	50	10	50	2	50	0	0	0	0
	23+00.000	2573	134	50	10	50	2	50	0	0	0	0
	22+50.000	2572	134	50	10	50	2	50	0	0	0	0
	22+00.000	2571	134	50	10	50	2	50	0	0	0	0
	21+50.000	2570	134	50	10	50	2	50	0	0	0	0
	21+00.000	2569	134	50	10	50	2	50	0	0	0	0
	20+50.000	2568										
Koli WB offramp to Koli WB	12+00.000	2674	212	50	16	50	3	50	0	0	0	0
	11+50.000	2673	212	50	16	50	3	50	0	0	0	0
	11+00.000	2672	212	50	16	50	3	50	0	0	0	0
	10+50.000	2671	212	50	16	50	3	50	0	0	0	0
	10+00.000	2670										
Koli Rd WB to EB onramp	10+50.000	2675	53	50	4	50	1	50	0	0	0	0
	point2700	2700	53	50	4	50	1	50	0	0	0	0
	11+00.000	2676	53	50	4	50	1	50	0	0	0	0
	11+50.000	2677	53	50	4	50	1	50	0	0	0	0
	12+00.000	2678	53	50	4	50	1	50	0	0	0	0
	12+50.000	2679										
Koli EB offramp to Koli EB	0+00.000	2680	75	50	5	50	1	50	0	0	0	0
	10+50.000	2681	75	50	5	50	1	50	0	0	0	0
	11+00.000	2682	75	50	5	50	1	50	0	0	0	0
	11+50.000	2683	75	50	5	50	1	50	0	0	0	0
	12+00.000	2684	75	50	5	50	1	50	0	0	0	0

	12+50.000	2685	75	50	5	50	1	50	0	0	0	0
	13+00.000	2686										
Koli Rd WB to WB onramp	16+00.000	2699	0	0	0	0	0	0	0	0	0	0
	15+50.000	2698	0	0	0	0	0	0	0	0	0	0
	15+00.000	2697	0	0	0	0	0	0	0	0	0	0
	14+50.000	2696	0	0	0	0	0	0	0	0	0	0
	14+00.000	2695	0	0	0	0	0	0	0	0	0	0
	13+50.000	2694	0	0	0	0	0	0	0	0	0	0
	13+00.000	2693	0	0	0	0	0	0	0	0	0	0
	12+50.000	2692	0	0	0	0	0	0	0	0	0	0
	12+00.000	2691	0	0	0	0	0	0	0	0	0	0
	11+50.000	2690	0	0	0	0	0	0	0	0	0	0
	11+00.000	2689	0	0	0	0	0	0	0	0	0	0
	10+50.000	2688	0	0	0	0	0	0	0	0	0	0
	10+00.000	2687										
Koli WB offramp	point2723	2723	539	50	39	50	6	50	0	0	0	0
	25+50.000	2638	539	50	39	50	6	50	0	0	0	0
	25+00.000	2637	539	50	39	50	6	50	0	0	0	0
	24+50.000	2636	539	50	39	50	6	50	0	0	0	0
	24+00.000	2635	539	50	39	50	6	50	0	0	0	0
	23+50.000	2634	539	50	39	50	6	50	0	0	0	0
	23+00.000	2633	539	50	39	50	6	50	0	0	0	0
	22+50.000	2632	539	50	39	50	6	50	0	0	0	0
	22+00.000	2631	539	50	39	50	6	50	0	0	0	0
	21+50.000	2630	539	50	39	50	6	50	0	0	0	0
	21+00.000	2629	539	50	39	50	6	50	0	0	0	0
	20+50.000	2628	539	50	39	50	6	50	0	0	0	0
	20+00.000	2627	539	50	39	50	6	50	0	0	0	0
	19+50.000	2626	539	50	39	50	6	50	0	0	0	0
	19+00.000	2625	539	50	39	50	6	50	0	0	0	0
	18+50.000	2624	539	50	39	50	6	50	0	0	0	0
	18+00.000	2623	539	50	39	50	6	50	0	0	0	0
	17+50.000	2622	539	50	39	50	6	50	0	0	0	0
	17+00.000	2621	539	50	39	50	6	50	0	0	0	0
	16+50.000	2620	539	50	39	50	6	50	0	0	0	0
	16+00.000	2619	539	50	39	50	6	50	0	0	0	0

	15+50.000	2618	539	50	39	50	6	50	0	0	0	0
	15+00.000	2617	539	50	39	50	6	50	0	0	0	0
	14+50.000	2616	539	50	39	50	6	50	0	0	0	0
	14+00.000	2615	539	50	39	50	6	50	0	0	0	0
	13+50.000	2614	539	50	39	50	6	50	0	0	0	0
	13+00.000	2613										
Koli EB offramp	point2724	2724	253	50	19	50	3	50	0	0	0	0
	12+00.000	2580	253	50	19	50	3	50	0	0	0	0
	12+50.000	2581	253	50	19	50	3	50	0	0	0	0
	13+00.000	2582	253	50	19	50	3	50	0	0	0	0
	13+50.000	2583	253	50	19	50	3	50	0	0	0	0
	14+00.000	2584	253	50	19	50	3	50	0	0	0	0
	14+50.000	2585	253	50	19	50	3	50	0	0	0	0
	15+00.000	2586	253	50	19	50	3	50	0	0	0	0
	15+50.000	2587	253	50	19	50	3	50	0	0	0	0
	16+00.000	2588	253	50	19	50	3	50	0	0	0	0
	16+50.000	2589	253	50	19	50	3	50	0	0	0	0
	17+00.000	2590	253	50	19	50	3	50	0	0	0	0
	17+50.000	2591	253	50	19	50	3	50	0	0	0	0
	18+00.000	2592	253	50	19	50	3	50	0	0	0	0
	18+50.000	2593	253	50	19	50	3	50	0	0	0	0
	19+00.000	2594	253	50	19	50	3	50	0	0	0	0
	19+50.000	2595	253	50	19	50	3	50	0	0	0	0
	20+00.000	2596	253	50	19	50	3	50	0	0	0	0
	20+50.000	2597	253	50	19	50	3	50	0	0	0	0
	21+00.000	2598	253	50	19	50	3	50	0	0	0	0
	21+50.000	2599	253	50	19	50	3	50	0	0	0	0
	22+00.000	2600										
Koli Rd EB to EB onramp	point2722	2722	44	50	3	50	1	50	0	0	0	0
	point2713	2713	44	50	3	50	1	50	0	0	0	0
	point2714	2714	44	50	3	50	1	50	0	0	0	0
	point2715	2715	44	50	3	50	1	50	0	0	0	0
	point2716	2716	44	50	3	50	1	50	0	0	0	0
	point2717	2717	44	50	3	50	1	50	0	0	0	0
	point2718	2718	44	50	3	50	1	50	0	0	0	0
	point2719	2719	44	50	3	50	1	50	0	0	0	0

	point2720	2720	44	50	3	50	1	50	0	0	0	0
	10+00.000	2641	44	50	3	50	1	50	0	0	0	0
	10+50.000	2642	44	50	3	50	1	50	0	0	0	0
	11+00.000	2643	44	50	3	50	1	50	0	0	0	0
	11+50.000	2644	44	50	3	50	1	50	0	0	0	0
	12+00.000	2645	44	50	3	50	1	50	0	0	0	0
	12+50.000	2646	44	50	3	50	1	50	0	0	0	0
	13+00.000	2647	44	50	3	50	1	50	0	0	0	0
	13+50.000	2648										
Koli EB offramp to Koli WB	point2726	2726	179	50	13	50	2	50	0	0	0	0
	22+50.000	2601	179	50	13	50	2	50	0	0	0	0
	23+00.000	2602	179	50	13	50	2	50	0	0	0	0
	23+50.000	2603	179	50	13	50	2	50	0	0	0	0
	24+00.000	2604	179	50	13	50	2	50	0	0	0	0
	24+50.000	2605	179	50	13	50	2	50	0	0	0	0
	point2708	2708	179	50	13	50	2	50	0	0	0	0
	point2707	2707	179	50	13	50	2	50	0	0	0	0
	point2706	2706	179	50	13	50	2	50	0	0	0	0
	point2705	2705	179	50	13	50	2	50	0	0	0	0
	point2704	2704	179	50	13	50	2	50	0	0	0	0
	point2703	2703	179	50	13	50	2	50	0	0	0	0
	point2702	2702	179	50	13	50	2	50	0	0	0	0
	point2701	2701										
Koli Rd WB_7	point2727	2727	556	50	41	50	7	50	0	0	0	0
	20+50.000	2383	556	50	41	50	7	50	0	0	0	0
	20+00.000	2382	556	50	41	50	7	50	0	0	0	0
	19+50.000	2381	556	50	41	50	7	50	0	0	0	0
	19+00.000	2380	556	50	41	50	7	50	0	0	0	0
	18+50.000	2379	556	50	41	50	7	50	0	0	0	0
	18+00.000	2378	556	50	41	50	7	50	0	0	0	0
	17+50.000	2377	556	50	41	50	7	50	0	0	0	0
	17+00.000	2376	556	50	41	50	7	50	0	0	0	0
	16+50.000	2375	556	50	41	50	7	50	0	0	0	0
	16+00.000	2374	556	50	41	50	7	50	0	0	0	0
	15+50.000	2373	556	50	41	50	7	50	0	0	0	0
	15+00.000	2372	556	50	41	50	7	50	0	0	0	0

	14+50.000	2371	556	50	41	50	7	50	0	0	0	0
	14+00.000	2370	556	50	41	50	7	50	0	0	0	0
	13+50.000	2369	556	50	41	50	7	50	0	0	0	0
	13+00.000	2368	556	50	41	50	7	50	0	0	0	0
	12+50.000	2367	556	50	41	50	7	50	0	0	0	0
	12+00.000	2366	556	50	41	50	7	50	0	0	0	0
	11+50.000	2365	556	50	41	50	7	50	0	0	0	0
	11+00.000	2364	556	50	41	50	7	50	0	0	0	0
	10+50.000	2363	556	50	41	50	7	50	0	0	0	0
	10+00.000	2362	556	50	41	50	7	50	0	0	0	0
	9+50.000	2361	556	50	41	50	7	50	0	0	0	0
	9+00.000	2360	556	50	41	50	7	50	0	0	0	0
	8+50.000	2359	556	50	41	50	7	50	0	0	0	0
	8+00.000	2358	556	50	41	50	7	50	0	0	0	0
	7+50.000	2357	556	50	41	50	7	50	0	0	0	0
	7+00.000	2356	556	50	41	50	7	50	0	0	0	0
	6+50.000	2355	556	50	41	50	7	50	0	0	0	0
	6+00.000	2354	556	50	41	50	7	50	0	0	0	0
	5+50.000	2353	556	50	41	50	7	50	0	0	0	0
	5+00.000	2352	556	50	41	50	7	50	0	0	0	0
	4+50.000	2351	556	50	41	50	7	50	0	0	0	0
	4+00.000	2350	556	50	41	50	7	50	0	0	0	0
	point2546	2546										
Koli Rd WB_6	point2729	2729	377	50	28	50	4	50	0	0	0	0
	25+50.000	2393	377	50	28	50	4	50	0	0	0	0
	25+00.000	2392	377	50	28	50	4	50	0	0	0	0
	24+50.000	2391	377	50	28	50	4	50	0	0	0	0
	24+00.000	2390	377	50	28	50	4	50	0	0	0	0
	23+50.000	2389	377	50	28	50	4	50	0	0	0	0
	23+00.000	2388	377	50	28	50	4	50	0	0	0	0
	22+50.000	2387	377	50	28	50	4	50	0	0	0	0
	22+00.000	2386	377	50	28	50	4	50	0	0	0	0
	21+50.000	2385	377	50	28	50	4	50	0	0	0	0
	21+00.000	2384										
Koli EB onramp	point2730	2730	97	50	7	50	1	50	0	0	0	0
	14+00.000	2649	97	50	7	50	1	50	0	0	0	0

	14+50.000	2650	97	50	7	50	1	50	0	0	0	0
	15+00.000	2651	97	50	7	50	1	50	0	0	0	0
	15+50.000	2652	97	50	7	50	1	50	0	0	0	0
	16+00.000	2653	97	50	7	50	1	50	0	0	0	0
	16+50.000	2654	97	50	7	50	1	50	0	0	0	0
	17+00.000	2655	97	50	7	50	1	50	0	0	0	0
	17+50.000	2656	97	50	7	50	1	50	0	0	0	0
	18+00.000	2657	97	50	7	50	1	50	0	0	0	0
	18+50.000	2658	97	50	7	50	1	50	0	0	0	0
	19+00.000	2659	97	50	7	50	1	50	0	0	0	0
	19+50.000	2660	97	50	7	50	1	50	0	0	0	0
	20+00.000	2661	97	50	7	50	1	50	0	0	0	0
	20+50.000	2662	97	50	7	50	1	50	0	0	0	0
	21+00.000	2663	97	50	7	50	1	50	0	0	0	0
	21+50.000	2664	97	50	7	50	1	50	0	0	0	0
	22+00.000	2665	97	50	7	50	1	50	0	0	0	0
	22+50.000	2666	97	50	7	50	1	50	0	0	0	0
	23+00.000	2667	97	50	7	50	1	50	0	0	0	0
	23+50.000	2668	97	50	7	50	1	50	0	0	0	0
	24+00.000	2669										
Koli Rd EB_2	point2731	2731	829	50	61	50	10	50	0	0	0	0
	19+50.000	2483	829	50	61	50	10	50	0	0	0	0
	20+00.000	2484	829	50	61	50	10	50	0	0	0	0
	20+50.000	2485	829	50	61	50	10	50	0	0	0	0
	21+00.000	2486	829	50	61	50	10	50	0	0	0	0
	21+50.000	2487	829	50	61	50	10	50	0	0	0	0
	22+00.000	2488	829	50	61	50	10	50	0	0	0	0
	22+50.000	2489	829	50	61	50	10	50	0	0	0	0
	23+00.000	2490	829	50	61	50	10	50	0	0	0	0
	23+50.000	2491	829	50	61	50	10	50	0	0	0	0
	24+00.000	2492	829	50	61	50	10	50	0	0	0	0
	24+50.000	2493	829	50	61	50	10	50	0	0	0	0
	25+00.000	2494	829	50	61	50	10	50	0	0	0	0
	25+50.000	2495	829	50	61	50	10	50	0	0	0	0
	26+00.000	2496	829	50	61	50	10	50	0	0	0	0
	26+50.000	2497	829	50	61	50	10	50	0	0	0	0

	27+00.000	2498										
Koli Rd WB_5	point2732	2732	377	50	28	50	4	50	0	0	0	0
	27+50.000	2397	377	50	28	50	4	50	0	0	0	0
	27+00.000	2396	377	50	28	50	4	50	0	0	0	0
	26+50.000	2395	377	50	28	50	4	50	0	0	0	0
	26+00.000	2394	377	50	28	50	4	50	0	0	0	0
	point2728	2728										
Koli Rd WB_4	point2733	2733	429	50	31	50	5	50	0	0	0	0
	29+50.000	2401	429	50	31	50	5	50	0	0	0	0
	29+00.000	2400	429	50	31	50	5	50	0	0	0	0
	28+50.000	2399	429	50	31	50	5	50	0	0	0	0
	28+00.000	2398										
Koli Rd WB_3	point2735	2735	218	50	16	50	3	50	0	0	0	0
	32+00.000	2406	218	50	16	50	3	50	0	0	0	0
	31+50.000	2405	218	50	16	50	3	50	0	0	0	0
	31+00.000	2404	218	50	16	50	3	50	0	0	0	0
	30+50.000	2403	218	50	16	50	3	50	0	0	0	0
	30+00.000	2402										
Koli Rd WB_2	point2736	2736	218	50	16	50	3	50	0	0	0	0
	36+00.000	2414	218	50	16	50	3	50	0	0	0	0
	35+50.000	2413	218	50	16	50	3	50	0	0	0	0
	35+00.000	2412	218	50	16	50	3	50	0	0	0	0
	34+50.000	2411	218	50	16	50	3	50	0	0	0	0
	34+00.000	2410	218	50	16	50	3	50	0	0	0	0
	33+50.000	2409	218	50	16	50	3	50	0	0	0	0
	33+00.000	2408	218	50	16	50	3	50	0	0	0	0
	32+50.000	2407	218	50	16	50	3	50	0	0	0	0
	point2734	2734										
Koli WB onramp	point2737	2737	134	50	10	50	2	50	0	0	0	0
	20+00.000	2567	134	50	10	50	2	50	0	0	0	0
	19+50.000	2566	134	50	10	50	2	50	0	0	0	0
	19+00.000	2565	134	50	10	50	2	50	0	0	0	0
	18+50.000	2564	134	50	10	50	2	50	0	0	0	0
	18+00.000	2563	134	50	10	50	2	50	0	0	0	0
	17+50.000	2562	134	50	10	50	2	50	0	0	0	0
	17+00.000	2561	134	50	10	50	2	50	0	0	0	0

	16+50.000	2560	134	50	10	50	2	50	0	0	0	0
	16+00.000	2559	134	50	10	50	2	50	0	0	0	0
	15+50.000	2558	134	50	10	50	2	50	0	0	0	0
	15+00.000	2557	134	50	10	50	2	50	0	0	0	0
	14+50.000	2556	134	50	10	50	2	50	0	0	0	0
	14+00.000	2555	134	50	10	50	2	50	0	0	0	0
	13+50.000	2554	134	50	10	50	2	50	0	0	0	0
	13+00.000	2553	134	50	10	50	2	50	0	0	0	0
	12+50.000	2552	134	50	10	50	2	50	0	0	0	0
	12+00.000	2551	134	50	10	50	2	50	0	0	0	0
	11+50.000	2550	134	50	10	50	2	50	0	0	0	0
	11+00.000	2549	134	50	10	50	2	50	0	0	0	0
	10+50.000	2548										
Koli Rd EB_5	point2738	2738	1097	50	80	50	13	50	0	0	0	0
	34+00.000	2512	1097	50	80	50	13	50	0	0	0	0
	34+50.000	2513	1097	50	80	50	13	50	0	0	0	0
	35+00.000	2514	1097	50	80	50	13	50	0	0	0	0
	35+50.000	2515	1097	50	80	50	13	50	0	0	0	0
	36+00.000	2516	1097	50	80	50	13	50	0	0	0	0
	36+50.000	2517	1097	50	80	50	13	50	0	0	0	0
	37+00.000	2518	1097	50	80	50	13	50	0	0	0	0
	37+50.000	2519	1097	50	80	50	13	50	0	0	0	0
	38+00.000	2520	1097	50	80	50	13	50	0	0	0	0
	38+50.000	2521	1097	50	80	50	13	50	0	0	0	0
	39+00.000	2522	1097	50	80	50	13	50	0	0	0	0
	39+50.000	2523	1097	50	80	50	13	50	0	0	0	0
	40+00.000	2524	1097	50	80	50	13	50	0	0	0	0
	40+50.000	2525	1097	50	80	50	13	50	0	0	0	0
	41+00.000	2526	1097	50	80	50	13	50	0	0	0	0
	41+50.000	2527	1097	50	80	50	13	50	0	0	0	0
	42+00.000	2528	1097	50	80	50	13	50	0	0	0	0
	42+50.000	2529	1097	50	80	50	13	50	0	0	0	0
	43+00.000	2530	1097	50	80	50	13	50	0	0	0	0
	43+50.000	2531										
Koli Rd EB_4	point2739	2739	770	50	56	50	9	50	0	0	0	0
	29+50.000	2503	770	50	56	50	9	50	0	0	0	0

	30+00.000	2504	770	50	56	50	9	50	0	0	0	0
	30+50.000	2505	770	50	56	50	9	50	0	0	0	0
	31+00.000	2506	770	50	56	50	9	50	0	0	0	0
	31+50.000	2507	770	50	56	50	9	50	0	0	0	0
	32+00.000	2508	770	50	56	50	9	50	0	0	0	0
	32+50.000	2509	770	50	56	50	9	50	0	0	0	0
	33+00.000	2510	770	50	56	50	9	50	0	0	0	0
	33+50.000	2511										
Koli Rd EB_3	point2740	2740	903	50	66	50	11	50	0	0	0	0
	27+50.000	2499	903	50	66	50	11	50	0	0	0	0
	28+00.000	2500	903	50	66	50	11	50	0	0	0	0
	28+50.000	2501	903	50	66	50	11	50	0	0	0	0
	29+00.000	2502										
Koli WB offramp to Koli EB	point2741	2741	327	50	24	50	4	50	0	0	0	0
	12+50.000	2612	327	50	24	50	4	50	0	0	0	0
	12+00.000	2611	327	50	24	50	4	50	0	0	0	0
	11+50.000	2610	327	50	24	50	4	50	0	0	0	0
	11+00.000	2609	327	50	24	50	4	50	0	0	0	0
	10+50.000	2608	327	50	24	50	4	50	0	0	0	0
	10+00.000	2607										
I-10 ML EB_Out_4-2	point2742	2742	3398	70	557	70	741	70	0	0	0	0
	point329	329	3398	70	557	70	741	70	0	0	0	0
	point328	328	3398	70	557	70	741	70	0	0	0	0
	point327	327	3398	70	557	70	741	70	0	0	0	0
	point326	326	3398	70	557	70	741	70	0	0	0	0
	point325	325	3398	70	557	70	741	70	0	0	0	0
	point324	324										
I-10 ML EB_In_4-2	point2743	2743	3398	70	557	70	741	70	0	0	0	0
	point1221	1221	3398	70	557	70	741	70	0	0	0	0
	point1220	1220	3398	70	557	70	741	70	0	0	0	0
	point1219	1219	3398	70	557	70	741	70	0	0	0	0
	point1218	1218	3398	70	557	70	741	70	0	0	0	0
	point1217	1217	3398	70	557	70	741	70	0	0	0	0
	point1216	1216										
I-10 ML_WB_In_4-2	point2744	2744	3862	70	619	70	599	70	0	0	0	0
	point1141	1141										

I-10 ML_WB_Out_4-2	point2745	2745	3862	70	619	70	599	70	0	0	0	0
	point687	687										
I-10 ML_WB_In_5-2	point2748	2748	3414	70	585	70	593	70	0	0	0	0
	point1134	1134										
I-10 ML_WB_Out_5-2	point2749	2749	3414	70	585	70	593	70	0	0	0	0
	point680	680										

AZTEC Engineering 24 March 2025
AZTEC Engineering TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: ADOT Project No F0701
RUN: ADOT I-10 Koli Rd TI, Build DDI

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per	$ per	Top	Run:Rise	$ per			X	Y	Z	at	Seg Ht	Perturbs		On	Important
				Unit	Unit	Width		Unit						Point	Incre-	#Up	#Dn	Struct?	Reflec-
				Area	Vol.			Length							ment				tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier 1	W	0.00	99.99	0.00				0.00	point55	55	687,605.6	824,548.2	1,177.40	8.00	2.00	6	0		
									point44	44	687,748.6	824,400.1	1,169.40	8.00	2.00	6	0		
									point45	45	687,849.9	824,292.7	1,163.50	8.00	2.00	6	0		
									point46	46	687,915.9	824,220.6	1,160.10	8.00	2.00	6	0		
									point47	47	687,983.2	824,147.0	1,157.50	8.00	2.00	6	0		
									point48	48	688,116.7	823,997.7	1,154.40	8.00	2.00	6	0		
									point49	49	688,176.5	823,919.4	1,153.90	8.00	2.00	6	0		
									point50	50	688,276.6	823,801.2	1,154.10	8.00	2.00	6	0		
									point51	51	688,428.8	823,610.4	1,154.90	8.00	2.00	6	0		
									point52	52	688,645.4	823,276.9	1,154.90	8.00					

AZTEC Engineering 24 March 2025
AZTEC Engineering TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: ADOT Project No F0701
RUN: ADOT I-10 Koli Rd TI, Build DDI

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
E1	4	1	683,345.2	830,068.0	1,144.24	5.00	0.00	66	15.0	7.0	
E2	5	1	683,816.9	829,498.2	1,139.32	5.00	0.00	66	15.0	7.0	
E3	6	1	684,443.1	828,787.0	1,147.90	5.00	0.00	66	15.0	7.0	
E4	7	1	685,107.9	828,045.1	1,144.43	5.00	0.00	66	15.0	7.0	
E5	8	1	685,651.9	827,206.1	1,144.67	5.00	0.00	66	15.0	7.0	
E6	13	1	686,196.1	826,366.9	1,146.19	5.00	0.00	66	15.0	7.0	
E7	15	1	686,382.9	826,132.8	1,143.11	5.00	0.00	66	15.0	7.0	
E8	17	1	686,576.1	825,671.7	1,143.34	5.00	0.00	66	15.0	7.0	
E9	18	1	686,876.6	825,021.0	1,148.28	5.00	0.00	66	15.0	7.0	
E10	265	1	686,541.7	824,642.2	1,148.71	5.00	0.00	66	15.0	7.0	
E10A	267	1	686,062.5	824,000.0	1,148.98	5.00	0.00	66	15.0	7.0	
W1	326	1	684,253.2	831,170.7	1,154.34	5.00	0.00	66	15.0	7.0	Y
W2	333	1	684,607.1	830,740.9	1,156.04	5.00	0.00	66	15.0	7.0	
W3	348	1	685,118.9	830,036.0	1,148.62	5.00	0.00	66	15.0	7.0	Y
W4	349	1	685,635.2	829,455.9	1,153.13	5.00	0.00	66	15.0	7.0	Y
W5	350	1	685,620.4	829,031.7	1,151.83	5.00	0.00	66	15.0	7.0	Y
W6	351	1	686,126.0	828,400.4	1,148.37	5.00	0.00	66	15.0	7.0	Y
W7	352	1	686,110.8	827,901.9	1,146.66	5.00	0.00	66	15.0	7.0	Y
W8	353	1	686,581.6	827,433.6	1,147.84	5.00	0.00	66	15.0	7.0	Y
W9/Mon1	382	1	687,130.6	826,597.9	1,148.78	5.00	0.00	66	15.0	7.0	Y
W10	383	1	687,454.3	826,100.5	1,147.29	5.00	0.00	66	15.0	7.0	Y
W11	384	1	687,908.5	826,296.6	1,148.87	5.00	0.00	66	15.0	7.0	Y

W12	386	1	687,802.6	825,697.9	1,147.47	5.00	0.00	66	15.0	7.0	Y
W13/Mon2	387	1	687,991.9	825,954.8	1,148.09	5.00	0.00	66	15.0	7.0	Y
W14	388	1	688,413.6	825,816.9	1,150.02	5.00	0.00	66	15.0	7.0	Y

AZTEC Engineering 24 March 2025
AZTEC Engineering TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: ADOT Project No F0701
RUN: ADOT I-10 Koli Rd TI, Build DDI

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Queen Creek Rd EB On-Ramp	12.0	point861	861	690,136.8	820,394.0	1,178.20	Onramp	15.00	100	Average	
		point862	862	690,248.5	820,274.5	1,175.60				Average	
		point863	863	690,389.9	820,130.9	1,169.60				Average	
		point864	864	690,541.0	820,001.7	1,165.80				Average	
		point865	865	690,699.0	819,879.9	1,162.50				Average	
		point866	866	690,852.1	819,753.0	1,159.40				Average	
		point867	867	690,992.9	819,609.6	1,157.40				Average	
		point868	868	691,118.4	819,451.4	1,157.70				Average	
		point869	869	691,290.0	819,207.7	1,158.60				Average	
		point870	870	691,493.1	818,919.2	1,159.60					
Queen Creek Rd WB Off-Ramp	12.0	point871	871	691,608.3	818,987.2	1,159.60				Average	
		point872	872	691,486.6	819,207.5	1,159.20				Average	
		point873	873	691,389.0	819,382.8	1,158.40				Average	
		point874	874	691,293.6	819,557.8	1,157.80				Average	
		point875	875	691,200.4	819,734.5	1,157.90				Average	
		point876	876	691,115.2	819,916.3	1,158.60				Average	
		point877	877	691,040.1	820,101.4	1,161.30				Average	
		point878	878	690,974.6	820,291.6	1,165.40				Average	
		point879	879	690,916.7	820,482.2	1,170.20				Average	
		point880	880	690,855.0	820,672.3	1,176.70				Average	
		point881	881	690,803.1	820,832.2	1,180.40					
Queen Creek Rd WB On-Ramp	12.0	point882	882	690,775.3	820,899.9	1,180.30	Onramp	15.00	100	Average	
		point883	883	690,668.0	821,014.1	1,177.30				Average	
		point884	884	690,528.0	821,158.9	1,173.10				Average	
		point885	885	690,377.3	821,289.0	1,168.80				Average	

		point886	886	690,219.3	821,412.0	1,163.90				Average	
		point887	887	690,065.8	821,539.4	1,159.30				Average	
		point888	888	689,990.5	821,607.8	1,158.10				Average	
		point889	889	689,921.7	821,680.1	1,156.70				Average	
		point890	890	689,857.6	821,756.9	1,156.50				Average	
		point891	891	689,740.0	821,919.1	1,156.10				Average	
		point892	892	689,627.1	822,084.7	1,156.20				Average	
		point893	893	689,514.2	822,250.4	1,156.10				Average	
		point894	894	689,404.4	822,416.5	1,155.40				Average	
		point895	895	689,287.7	822,578.2	1,155.90				Average	
		point896	896	689,210.7	822,674.7	1,156.10					
Queen Creek Rd EB Off-Ramp	24.0	point897	897	689,105.6	822,620.7	1,156.20				Average	
		point898	898	689,209.4	822,447.8	1,156.10				Average	
		point899	899	689,317.2	822,271.3	1,156.20				Average	
		point900	900	689,419.4	822,099.5	1,156.10				Average	
		point901	901	689,517.3	821,922.9	1,155.80				Average	
		point902	902	689,614.0	821,748.3	1,156.30				Average	
		point903	903	689,707.5	821,571.5	1,156.90				Average	
		point904	904	689,790.9	821,391.5	1,157.20				Average	
		point905	905	689,865.7	821,205.5	1,160.70				Average	
		point906	906	689,930.2	821,017.8	1,166.10				Average	
		point907	907	689,992.9	820,824.5	1,170.20				Average	
		point908	908	690,055.4	820,632.1	1,174.10				Average	
		point909	909	690,110.0	820,465.7	1,178.20					
I-10 ML_WB_Out_7	36.0	point2015	2015	692,691.8	817,305.1	1,161.10				Average	
		point661	661	692,474.3	817,640.1	1,160.80				Average	
		point662	662	692,256.5	817,975.6	1,160.50				Average	
		point663	663	692,038.6	818,311.2	1,160.20				Average	
		point664	664	691,821.1	818,646.2	1,159.90				Average	
		point665	665	691,603.0	818,982.1	1,159.60					
I-10 ML_WB_In_7	24.0	point2016	2016	692,668.6	817,293.1	1,160.90				Average	
		point1115	1115	692,450.9	817,628.4	1,160.50				Average	
		point1116	1116	692,233.3	817,963.5	1,158.80				Average	
		point1117	1117	692,015.8	818,298.7	1,159.60				Average	
		point1118	1118	691,797.6	818,634.6	1,158.90				Average	
		point1119	1119	691,580.0	818,969.8	1,159.30					
Queen Creek Rd EB	36.0	point2019	2019	689,674.1	820,116.0	1,168.70				Average	
		point2020	2020	689,891.1	820,245.2	1,174.60				Average	
		point2021	2021	690,111.3	820,384.6	1,178.00					

Queen Creek Rd WB	36.0	point2044	2044	691,333.6	821,237.9	1,168.90				Average	
		point2025	2025	690,815.0	820,914.7	1,179.70					
I-10 ML_WB_Out_4	36.0	point2068	2068	688,336.6	824,013.3	1,154.90				Average	
		point681	681	688,119.0	824,348.5	1,154.60				Average	
		point682	682	687,912.9	824,665.9	1,154.20				Average	
		point683	683	687,695.6	825,000.7	1,152.60				Average	
		point684	684	687,477.6	825,336.4	1,153.40				Average	
		point685	685	687,259.6	825,672.2	1,152.90				Average	
		point686	686	687,041.8	826,007.6	1,152.60					
I-10 ML_WB_In_4	24.0	point2069	2069	688,313.8	824,000.7	1,153.60				Average	
		point1135	1135	688,096.0	824,336.2	1,153.30				Average	
		point1136	1136	687,890.1	824,653.3	1,152.80				Average	
		point1137	1137	687,672.3	824,988.8	1,151.90				Average	
		point1138	1138	687,454.5	825,324.2	1,151.40				Average	
		point1139	1139	687,236.7	825,659.6	1,150.40				Average	
		point1140	1140	687,019.0	825,995.0	1,150.40					
I-10 ML EB_In_5	24.0	point2070	2070	688,261.1	823,975.3	1,154.00				Average	
		point1215	1215	688,479.2	823,639.4	1,154.30					
I-10 ML EB_Out_5	36.0	point2071	2071	688,239.4	823,964.6	1,154.90				Average	
		point323	323	688,457.2	823,629.2	1,154.90					
I-10 ML_WB_Out_5	36.0	point2072	2072	689,207.9	822,671.3	1,156.10				Average	
		point677	677	688,990.0	823,006.9	1,155.70				Average	
		point678	678	688,772.1	823,342.6	1,155.00				Average	
		point679	679	688,554.3	823,678.0	1,155.00					
I-10 ML_WB_In_5	24.0	point2073	2073	689,185.0	822,658.8	1,153.50				Average	
		point1131	1131	688,967.2	822,994.3	1,154.80				Average	
		point1132	1132	688,748.8	823,330.6	1,154.60				Average	
		point1133	1133	688,531.4	823,665.5	1,154.70					
I-10 ML EB_In_7	24.0	point2078	2078	691,530.3	818,939.9	1,159.20				Average	
		point1200	1200	691,748.1	818,604.4	1,159.10				Average	
		point1199	1199	691,966.1	818,268.6	1,159.80				Average	
		point1198	1198	692,183.9	817,933.1	1,160.60				Average	
		point1197	1197	692,401.7	817,597.7	1,160.70				Average	
		point1196	1196	692,619.2	817,262.7	1,161.50					
I-10 ML EB_Out_7	36.0	point2079	2079	691,508.2	818,929.8	1,159.60				Average	
		point308	308	691,726.3	818,593.9	1,159.90				Average	
		point307	307	691,943.9	818,258.7	1,160.20				Average	
		point306	306	692,162.1	817,922.7	1,160.50				Average	
		point305	305	692,380.0	817,587.0	1,160.80				Average	

		point304	304	692,598.3	817,250.8	1,161.10					
I-10 ML EB_Out_6	36.0	point2075	2075	689,111.2	822,621.9	1,156.20				Average	
		point319	319	689,329.4	822,285.7	1,156.50				Average	
		point318	318	689,546.9	821,950.8	1,156.80				Average	
		point317	317	689,765.0	821,614.9	1,157.10				Average	
		point316	316	689,982.9	821,279.1	1,157.40				Average	
		point315	315	690,201.2	820,943.0	1,157.50				Average	
		point1617	1617	690,418.9	820,607.6	1,157.90				Average	
		point313	313	690,636.5	820,272.6	1,158.30				Average	
		point312	312	690,854.5	819,936.7	1,158.60				Average	
		point311	311	691,072.5	819,600.9	1,158.90				Average	
		point310	310	691,290.6	819,265.0	1,159.20				Average	
		point309	309	691,508.2	818,929.8	1,159.60					
I-10 ML EB_In_6	24.0	point2074	2074	689,133.2	822,632.1	1,154.10				Average	
		point1211	1211	689,351.1	822,296.4	1,155.00				Average	
		point1210	1210	689,568.9	821,960.9	1,156.30				Average	
		point1209	1209	689,786.8	821,625.4	1,156.00				Average	
		point1208	1208	690,004.8	821,289.6	1,156.60				Average	
		point1207	1207	690,223.5	820,952.7	1,156.50				Average	
		point1616	1616	690,441.6	820,616.8	1,156.00				Average	
		point1205	1205	690,659.3	820,281.5	1,156.60				Average	
		point1204	1204	690,877.0	819,946.1	1,158.20				Average	
		point1203	1203	691,094.6	819,611.0	1,158.00				Average	
		point1202	1202	691,312.6	819,275.3	1,157.00				Average	
		point1201	1201	691,530.3	818,939.9	1,159.20					
I-10 ML_WB_In_6	24.0	point2077	2077	691,580.0	818,969.8	1,159.30				Average	
		point1120	1120	691,362.5	819,304.8	1,157.50				Average	
		point1121	1121	691,145.1	819,639.7	1,157.80				Average	
		point1122	1122	690,926.8	819,975.9	1,157.60				Average	
		point1123	1123	690,708.6	820,312.0	1,156.10				Average	
		point1615	1615	690,491.1	820,647.0	1,156.30				Average	
		point1125	1125	690,273.3	820,982.5	1,155.50				Average	
		point1126	1126	690,055.9	821,317.4	1,156.00				Average	
		point1127	1127	689,838.4	821,652.4	1,155.50				Average	
		point1128	1128	689,620.4	821,988.2	1,154.50				Average	
		point1129	1129	689,402.4	822,324.0	1,154.70				Average	
		point1130	1130	689,185.0	822,658.8	1,153.50					
I-10 ML_WB_Out_6	36.0	point2076	2076	691,603.0	818,982.1	1,159.60				Average	
		point666	666	691,385.5	819,317.2	1,158.20				Average	

		point667	667	691,167.9	819,652.3	1,158.70				Average	
		point668	668	690,950.4	819,987.4	1,158.60				Average	
		point669	669	690,732.4	820,323.1	1,158.30				Average	
		point1614	1614	690,514.4	820,658.9	1,157.90				Average	
		point671	671	690,296.8	820,994.1	1,157.60				Average	
		point672	672	690,079.2	821,329.2	1,157.40				Average	
		point673	673	689,861.4	821,664.6	1,156.90				Average	
		point674	674	689,643.6	822,000.2	1,157.10				Average	
		point675	675	689,425.7	822,335.8	1,156.40				Average	
		point676	676	689,207.9	822,671.3	1,156.10					
Queen Creek Rd WB-2	36.0	point2088	2088	690,815.0	820,914.7	1,179.70				Average	Y
		point2026	2026	690,153.6	820,486.6	1,179.40					
Queen Creek Rd WB-2-2	36.0	point2089	2089	690,153.6	820,486.6	1,179.40				Average	Y
		point2027	2027	689,910.7	820,325.2	1,174.70				Average	
		point2028	2028	689,658.1	820,167.3	1,167.80					
Queen Creek Rd EB-2	36.0	point2090	2090	690,111.3	820,384.6	1,178.00				Average	Y
		point2022	2022	690,760.8	820,808.9	1,180.50					
Queen Creek Rd EB-2-2	36.0	point2091	2091	690,760.8	820,808.9	1,180.50				Average	Y
		point2023	2023	691,355.2	821,203.3	1,168.50					
Koli Rd EB_1	24.0	point2545	2545	686,243.7	823,041.3	1,148.00				Average	
		4+00.000	2452	686,243.8	823,091.3	1,148.10				Average	
		4+50.000	2453	686,245.3	823,141.3	1,148.20				Average	
		5+00.000	2454	686,248.6	823,191.2	1,148.40				Average	
		5+50.000	2455	686,253.6	823,240.9	1,148.50				Average	
		6+00.000	2456	686,260.4	823,290.5	1,148.70				Average	
		6+50.000	2457	686,269.0	823,339.7	1,148.80				Average	
		7+00.000	2458	686,279.3	823,388.7	1,149.00				Average	
		7+50.000	2459	686,291.3	823,437.2	1,149.10				Average	
		8+00.000	2460	686,305.1	823,485.3	1,149.30				Average	
		8+50.000	2461	686,320.5	823,532.8	1,149.40				Average	
		9+00.000	2462	686,337.6	823,579.8	1,149.60				Average	
		9+50.000	2463	686,356.4	823,626.1	1,149.70				Average	
		10+00.000	2464	686,376.8	823,671.8	1,149.90				Average	
		10+50.000	2465	686,398.8	823,716.7	1,150.00				Average	
		11+00.000	2466	686,422.4	823,760.7	1,150.20				Average	
		11+50.000	2467	686,447.6	823,804.0	1,150.30				Average	
		12+00.000	2468	686,474.2	823,846.3	1,150.50				Average	
		12+50.000	2469	686,502.3	823,887.6	1,150.60				Average	
		13+00.000	2470	686,531.9	823,927.9	1,150.80				Average	

		13+50.000	2471	686,563.2	823,966.9	1,151.00				Average	
		14+00.000	2472	686,596.4	824,004.3	1,151.40				Average	
		14+50.000	2473	686,631.4	824,040.0	1,152.10				Average	
		15+00.000	2474	686,668.2	824,073.8	1,152.90				Average	
		15+50.000	2475	686,706.7	824,105.7	1,153.90				Average	
		16+00.000	2476	686,746.7	824,135.7	1,155.10				Average	
		16+50.000	2477	686,787.4	824,164.7	1,156.50				Average	
		17+00.000	2478	686,828.1	824,193.8	1,158.20				Average	
		17+50.000	2479	686,868.8	824,222.9	1,159.80				Average	
		18+00.000	2480	686,909.4	824,252.0	1,161.50				Average	
		18+50.000	2481	686,950.1	824,281.1	1,163.20				Average	
		19+00.000	2482	686,990.8	824,310.1	1,164.90					
Koli Rd WB_1	24.0	45+00.000	2432	689,109.2	825,455.5	1,154.70				Average	
		44+50.000	2431	689,059.2	825,455.5	1,154.90				Average	
		44+00.000	2430	689,009.2	825,455.5	1,155.00				Average	
		43+50.000	2429	688,959.2	825,455.5	1,155.20				Average	
		43+00.000	2428	688,909.2	825,454.8	1,155.30				Average	
		42+50.000	2427	688,859.3	825,452.3	1,155.50				Average	
		42+00.000	2426	688,809.5	825,448.0	1,155.60				Average	
		41+50.000	2425	688,759.8	825,441.8	1,155.80				Average	
		41+00.000	2424	688,710.5	825,433.8	1,155.90				Average	
		40+50.000	2423	688,661.5	825,423.9	1,156.10				Average	
		40+00.000	2422	688,612.9	825,412.2	1,156.30				Average	
		39+50.000	2421	688,564.7	825,398.8	1,156.60				Average	
		39+00.000	2420	688,516.8	825,384.4	1,157.10				Average	
		38+50.000	2419	688,468.9	825,370.1	1,157.70				Average	
		38+00.000	2418	688,421.0	825,355.7	1,158.40				Average	
		37+50.000	2417	688,373.1	825,341.3	1,159.30				Average	
		37+00.000	2416	688,325.2	825,327.0	1,160.30				Average	
		36+50.000	2415	688,277.3	825,312.6	1,161.50					
Koli Rd EB to WB onramp	24.0	24+00.000	2575	687,760.6	824,947.1	1,178.40				Average	
		23+50.000	2574	687,808.5	825,002.8	1,176.00				Average	
		23+00.000	2573	687,828.7	825,048.2	1,175.00				Average	
		22+50.000	2572	687,829.0	825,097.9	1,174.00				Average	
		22+00.000	2571	687,809.6	825,143.5	1,173.00				Average	
		21+50.000	2570	687,777.3	825,181.7	1,171.90				Average	
		21+00.000	2569	687,744.5	825,219.5	1,170.70				Average	
		20+50.000	2568	687,711.7	825,257.2	1,169.20					
Koli WB offramp to Koli WB	12.0	12+00.000	2674	688,020.6	824,843.4	1,174.20				Average	

		11+50.000	2673	687,983.8	824,876.8	1,174.60				Average	
		11+00.000	2672	687,938.2	824,887.8	1,175.00				Average	
		10+50.000	2671	687,890.1	824,881.5	1,176.50				Average	
		10+00.000	2670	687,851.6	824,851.3	1,177.20					
Koli Rd WB to EB onramp	12.0	10+50.000	2675	687,682.3	824,741.2	1,182.20				Average	
		point2700	2700	687,643.8	824,698.7	1,182.50				Average	
		11+00.000	2676	687,617.7	824,650.4	1,181.00				Average	
		11+50.000	2677	687,612.9	824,601.0	1,179.00				Average	
		12+00.000	2678	687,628.3	824,553.7	1,177.00				Average	
		12+50.000	2679	687,659.9	824,515.1	1,175.90					
Koli EB offramp to Koli EB	12.0	0+00.000	2680	687,377.5	824,973.0	1,175.80				Average	
		10+50.000	2681	687,415.2	824,908.2	1,178.30				Average	
		11+00.000	2682	687,441.7	824,866.6	1,179.70				Average	
		11+50.000	2683	687,471.5	824,826.8	1,181.20				Average	
		12+00.000	2684	687,516.1	824,809.5	1,182.30				Average	
		12+50.000	2685	687,552.9	824,807.8	1,182.50				Average	
		13+00.000	2686	687,597.5	824,822.5	1,182.70					
Koli Rd WB to WB onramp	12.0	16+00.000	2699	688,278.2	825,321.1	1,161.50				Average	
		15+50.000	2698	688,225.9	825,314.4	1,162.80				Average	
		15+00.000	2697	688,176.4	825,305.0	1,164.00				Average	
		14+50.000	2696	688,127.1	825,293.6	1,165.30				Average	
		14+00.000	2695	688,077.2	825,277.8	1,166.50				Average	
		13+50.000	2694	688,023.2	825,264.9	1,167.80				Average	
		13+00.000	2693	687,973.8	825,251.1	1,169.00				Average	
		12+50.000	2692	687,935.5	825,239.2	1,170.30				Average	
		12+00.000	2691	687,885.6	825,223.8	1,171.60				Average	
		11+50.000	2690	687,838.6	825,216.4	1,173.00				Average	
		11+00.000	2689	687,792.9	825,217.9	1,171.90				Average	
		10+50.000	2688	687,755.9	825,228.6	1,170.70				Average	
		10+00.000	2687	687,714.6	825,260.3	1,169.20					
Koli WB offramp	12.0	point2723	2723	688,576.8	823,689.8	1,154.40				Average	
		25+50.000	2638	688,555.9	823,738.2	1,154.40				Average	
		25+00.000	2637	688,539.2	823,783.6	1,154.30				Average	
		24+50.000	2636	688,520.1	823,829.0	1,154.20				Average	
		24+00.000	2635	688,499.8	823,874.7	1,154.00				Average	
		23+50.000	2634	688,478.6	823,922.3	1,153.90				Average	
		23+00.000	2633	688,459.3	823,967.1	1,153.80				Average	
		22+50.000	2632	688,437.0	824,011.8	1,153.80				Average	
		22+00.000	2631	688,414.7	824,056.6	1,154.10				Average	

		21+50.000	2630	688,392.4	824,101.3	1,154.50				Average	
		21+00.000	2629	688,370.1	824,146.1	1,155.10				Average	
		20+50.000	2628	688,347.8	824,190.8	1,156.00				Average	
		20+00.000	2627	688,325.5	824,235.6	1,156.90				Average	
		19+50.000	2626	688,303.2	824,280.3	1,158.10				Average	
		19+00.000	2625	688,280.9	824,325.1	1,159.50				Average	
		18+50.000	2624	688,258.6	824,369.8	1,161.00				Average	
		18+00.000	2623	688,236.3	824,414.6	1,162.50				Average	
		17+50.000	2622	688,213.9	824,459.3	1,164.00				Average	
		17+00.000	2621	688,191.6	824,504.1	1,165.50				Average	
		16+50.000	2620	688,169.3	824,548.8	1,167.00				Average	
		16+00.000	2619	688,147.0	824,593.6	1,168.50				Average	
		15+50.000	2618	688,124.7	824,638.3	1,170.00				Average	
		15+00.000	2617	688,102.4	824,683.1	1,171.50				Average	
		14+50.000	2616	688,080.1	824,727.8	1,172.90				Average	
		14+00.000	2615	688,057.8	824,772.6	1,173.90				Average	
		13+50.000	2614	688,035.5	824,817.3	1,174.00				Average	
		13+00.000	2613	688,014.6	824,862.7	1,173.50					
Koli EB offramp	12.0	point2724	2724	686,923.7	825,938.6	1,152.30				Average	
		12+00.000	2580	686,947.9	825,875.0	1,152.50				Average	
		12+50.000	2581	686,967.7	825,825.8	1,152.60				Average	
		13+00.000	2582	686,985.4	825,779.3	1,152.80				Average	
		13+50.000	2583	687,003.4	825,731.2	1,152.90				Average	
		14+00.000	2584	687,021.9	825,686.6	1,153.10				Average	
		14+50.000	2585	687,041.3	825,643.0	1,153.30				Average	
		15+00.000	2586	687,063.6	825,598.3	1,153.70				Average	
		15+50.000	2587	687,085.9	825,553.5	1,154.30				Average	
		16+00.000	2588	687,108.2	825,508.8	1,155.10				Average	
		16+50.000	2589	687,130.5	825,464.1	1,156.10				Average	
		17+00.000	2590	687,152.8	825,419.3	1,157.30				Average	
		17+50.000	2591	687,175.1	825,374.6	1,158.60				Average	
		18+00.000	2592	687,197.4	825,329.8	1,160.20				Average	
		18+50.000	2593	687,219.7	825,285.1	1,161.90				Average	
		19+00.000	2594	687,242.0	825,240.3	1,163.80				Average	
		19+50.000	2595	687,264.3	825,195.6	1,165.80				Average	
		20+00.000	2596	687,286.6	825,150.8	1,167.80				Average	
		20+50.000	2597	687,308.9	825,106.1	1,169.80				Average	
		21+00.000	2598	687,331.2	825,061.3	1,171.80				Average	
		21+50.000	2599	687,353.5	825,016.6	1,173.80				Average	

		22+00.000	2600	687,375.8	824,971.8	1,175.80					
Koli Rd EB to EB onramp	12.0	point2722	2722	686,992.3	824,301.4	1,164.90				Average	
		point2713	2713	687,036.6	824,327.8	1,166.60				Average	
		point2714	2714	687,075.5	824,352.9	1,168.30				Average	
		point2715	2715	687,118.2	824,383.0	1,170.00				Average	
		point2716	2716	687,158.9	824,410.1	1,171.70				Average	
		point2717	2717	687,200.4	824,439.3	1,173.40				Average	
		point2718	2718	687,239.2	824,466.5	1,175.10				Average	
		point2719	2719	687,279.5	824,493.6	1,176.80				Average	
		point2720	2720	687,322.4	824,522.7	1,178.50				Average	
		10+00.000	2641	687,363.1	824,551.8	1,179.80				Average	
		10+50.000	2642	687,403.8	824,580.9	1,181.00				Average	
		11+00.000	2643	687,444.8	824,609.5	1,181.80				Average	
		11+50.000	2644	687,492.0	824,624.9	1,181.80				Average	
		12+00.000	2645	687,541.3	824,619.8	1,181.00				Average	
		12+50.000	2646	687,584.5	824,595.3	1,179.40				Average	
		13+00.000	2647	687,618.9	824,559.1	1,177.40				Average	
		13+50.000	2648	687,653.0	824,522.5	1,175.40					
Koli EB offramp to Koli WB	24.0	point2726	2726	687,375.8	824,971.8	1,175.80				Average	
		22+50.000	2601	687,398.1	824,927.1	1,177.80				Average	
		23+00.000	2602	687,410.0	824,878.9	1,179.60				Average	
		23+50.000	2603	687,401.4	824,830.0	1,180.70				Average	
		24+00.000	2604	687,373.7	824,788.8	1,181.00				Average	
		24+50.000	2605	687,336.0	824,755.9	1,180.50				Average	
		point2708	2708	687,298.2	824,723.3	1,179.60				Average	
		point2707	2707	687,270.7	824,697.1	1,179.90				Average	
		point2706	2706	687,235.8	824,664.3	1,178.60				Average	
		point2705	2705	687,199.7	824,628.7	1,176.90				Average	
		point2704	2704	687,167.4	824,598.1	1,175.20				Average	
		point2703	2703	687,128.8	824,560.3	1,173.50				Average	
		point2702	2702	687,089.6	824,523.1	1,171.80				Average	
		point2701	2701	687,057.8	824,486.9	1,170.10					
Koli Rd WB_7	24.0	point2727	2727	687,058.7	824,480.9	1,170.10				Average	
		20+50.000	2383	687,020.9	824,448.2	1,168.40				Average	
		20+00.000	2382	686,983.0	824,415.5	1,166.70				Average	
		19+50.000	2381	686,945.2	824,382.9	1,165.00				Average	
		19+00.000	2380	686,907.3	824,350.2	1,163.30				Average	
		18+50.000	2379	686,869.5	824,317.5	1,161.60				Average	
		18+00.000	2378	686,831.6	824,284.8	1,159.90				Average	

		17+50.000	2377	686,793.8	824,252.2	1,158.20				Average	
		17+00.000	2376	686,755.9	824,219.5	1,156.60				Average	
		16+50.000	2375	686,718.1	824,186.8	1,155.20				Average	
		16+00.000	2374	686,680.4	824,153.9	1,154.00				Average	
		15+50.000	2373	686,643.9	824,119.8	1,153.00				Average	
		15+00.000	2372	686,608.5	824,084.5	1,152.20				Average	
		14+50.000	2371	686,574.4	824,047.9	1,151.60				Average	
		14+00.000	2370	686,541.5	824,010.2	1,151.10				Average	
		13+50.000	2369	686,510.0	823,971.5	1,150.90				Average	
		13+00.000	2368	686,479.8	823,931.6	1,150.80				Average	
		12+50.000	2367	686,451.0	823,890.7	1,150.60				Average	
		12+00.000	2366	686,423.6	823,848.9	1,150.50				Average	
		11+50.000	2365	686,397.7	823,806.2	1,150.30				Average	
		11+00.000	2364	686,373.2	823,762.5	1,150.20				Average	
		10+50.000	2363	686,350.3	823,718.1	1,150.00				Average	
		10+00.000	2362	686,328.9	823,672.9	1,149.90				Average	
		9+50.000	2361	686,309.1	823,627.0	1,149.70				Average	
		9+00.000	2360	686,290.9	823,580.5	1,149.60				Average	
		8+50.000	2359	686,274.2	823,533.3	1,149.40				Average	
		8+00.000	2358	686,259.3	823,485.6	1,149.30				Average	
		7+50.000	2357	686,245.9	823,437.4	1,149.10				Average	
		7+00.000	2356	686,234.2	823,388.8	1,149.00				Average	
		6+50.000	2355	686,224.2	823,339.8	1,148.80				Average	
		6+00.000	2354	686,215.9	823,290.5	1,148.70				Average	
		5+50.000	2353	686,209.3	823,241.0	1,148.50				Average	
		5+00.000	2352	686,204.4	823,191.2	1,148.40				Average	
		4+50.000	2351	686,201.2	823,141.3	1,148.20				Average	
		4+00.000	2350	686,199.8	823,091.3	1,148.10				Average	
		point2546	2546	686,199.7	823,041.3	1,148.00					
Koli Rd WB_6	24.0	point2729	2729	687,470.3	824,696.9	1,182.80				Average	
		25+50.000	2393	687,441.0	824,695.5	1,182.60				Average	
		25+00.000	2392	687,391.2	824,691.1	1,182.00				Average	
		24+50.000	2391	687,342.4	824,680.3	1,181.10				Average	
		24+00.000	2390	687,295.4	824,663.2	1,179.90				Average	
		23+50.000	2389	687,251.1	824,640.1	1,178.60				Average	
		23+00.000	2388	687,210.2	824,611.4	1,176.90				Average	
		22+50.000	2387	687,172.3	824,578.9	1,175.20				Average	
		22+00.000	2386	687,134.4	824,546.2	1,173.50				Average	
		21+50.000	2385	687,096.6	824,513.6	1,171.80				Average	

		21+00.000	2384	687,058.7	824,480.9	1,170.10					
Koli EB onramp	24.0	point2730	2730	687,653.0	824,522.5	1,175.40				Average	
		14+00.000	2649	687,687.1	824,485.9	1,173.40				Average	
		14+50.000	2650	687,721.2	824,449.3	1,171.40				Average	
		15+00.000	2651	687,755.3	824,412.8	1,169.40				Average	
		15+50.000	2652	687,789.4	824,376.2	1,167.40				Average	
		16+00.000	2653	687,823.5	824,339.6	1,165.40				Average	
		16+50.000	2654	687,857.6	824,303.0	1,163.50				Average	
		17+00.000	2655	687,891.7	824,266.5	1,161.70				Average	
		17+50.000	2656	687,925.8	824,229.9	1,160.10				Average	
		18+00.000	2657	687,959.9	824,193.3	1,158.70				Average	
		18+50.000	2658	687,994.0	824,156.8	1,157.50				Average	
		19+00.000	2659	688,028.1	824,120.2	1,156.40				Average	
		19+50.000	2660	688,061.8	824,083.3	1,155.60				Average	
		20+00.000	2661	688,094.9	824,045.8	1,154.90				Average	
		20+50.000	2662	688,127.3	824,007.7	1,154.40				Average	
		21+00.000	2663	688,159.0	823,969.1	1,154.00				Average	
		21+50.000	2664	688,190.1	823,929.9	1,153.90				Average	
		22+00.000	2665	688,220.4	823,890.1	1,153.90				Average	
		22+50.000	2666	688,253.5	823,851.6	1,154.00				Average	
		23+00.000	2667	688,285.8	823,812.5	1,154.10				Average	
		23+50.000	2668	688,329.7	823,760.9	1,154.20				Average	
		24+00.000	2669	688,436.1	823,632.5	1,154.70					
Koli Rd EB_2	36.0	point2731	2731	686,990.8	824,310.1	1,164.90				Average	
		19+50.000	2483	687,031.5	824,339.2	1,166.60				Average	
		20+00.000	2484	687,072.1	824,368.3	1,168.30				Average	
		20+50.000	2485	687,112.8	824,397.4	1,170.00				Average	
		21+00.000	2486	687,153.5	824,426.5	1,171.70				Average	
		21+50.000	2487	687,194.1	824,455.6	1,173.40				Average	
		22+00.000	2488	687,234.8	824,484.6	1,175.10				Average	
		22+50.000	2489	687,275.5	824,513.7	1,176.80				Average	
		23+00.000	2490	687,316.2	824,542.8	1,178.50				Average	
		23+50.000	2491	687,356.8	824,571.9	1,180.00				Average	
		24+00.000	2492	687,394.9	824,604.3	1,181.10				Average	
		24+50.000	2493	687,428.4	824,641.3	1,182.10				Average	
		25+00.000	2494	687,458.6	824,681.2	1,182.70				Average	
		25+50.000	2495	687,488.7	824,721.1	1,183.10				Average	
		26+00.000	2496	687,521.1	824,759.1	1,183.20				Average	
		26+50.000	2497	687,558.2	824,792.6	1,183.10				Average	

		27+00.000	2498	687,599.2	824,821.1	1,182.70					
Koli Rd WB_5	24.0	point2732	2732	687,684.0	824,742.4	1,182.20				Average	
		27+50.000	2397	687,638.2	824,722.3	1,182.70				Average	
		27+00.000	2396	687,590.2	824,708.4	1,183.10				Average	
		26+50.000	2395	687,540.8	824,701.0	1,183.20				Average	
		26+00.000	2394	687,490.9	824,698.2	1,183.00				Average	
		point2728	2728	687,470.6	824,696.9	1,182.80					
Koli Rd WB_4	36.0	point2733	2733	687,851.2	824,851.8	1,177.20				Average	Y
		29+50.000	2401	687,810.7	824,822.5	1,179.00				Average	Y
		29+00.000	2400	687,768.8	824,795.3	1,180.20				Average	Y
		28+50.000	2399	687,726.8	824,768.1	1,181.30				Average	Y
		28+00.000	2398	687,684.0	824,742.4	1,182.20					
Koli Rd WB_3	24.0	point2735	2735	687,973.5	825,023.4	1,172.15				Average	
		32+00.000	2406	687,967.8	825,012.1	1,172.80				Average	
		31+50.000	2405	687,945.1	824,967.5	1,174.00				Average	
		31+00.000	2404	687,919.0	824,924.9	1,175.30				Average	
		30+50.000	2403	687,887.5	824,886.2	1,176.50				Average	
		30+00.000	2402	687,851.2	824,851.8	1,177.20					
Koli Rd WB_2	24.0	point2736	2736	688,277.3	825,312.6	1,161.50				Average	
		36+00.000	2414	688,229.6	825,297.8	1,162.80				Average	
		35+50.000	2413	688,183.8	825,277.9	1,164.00				Average	
		35+00.000	2412	688,140.9	825,252.1	1,165.30				Average	
		34+50.000	2411	688,101.9	825,221.0	1,166.50				Average	
		34+00.000	2410	688,067.2	825,185.0	1,167.80				Average	
		33+50.000	2409	688,037.5	825,144.8	1,169.00				Average	
		33+00.000	2408	688,013.2	825,101.2	1,170.30				Average	
		32+50.000	2407	687,990.5	825,056.6	1,171.50				Average	
		point2734	2734	687,973.7	825,024.1	1,172.15					
Koli WB onramp	24.0	point2737	2737	687,711.7	825,257.2	1,169.20				Average	
		20+00.000	2567	687,678.9	825,295.0	1,167.50				Average	
		19+50.000	2566	687,646.1	825,332.7	1,165.80				Average	
		19+00.000	2565	687,613.3	825,370.4	1,164.00				Average	
		18+50.000	2564	687,580.5	825,408.2	1,162.30				Average	
		18+00.000	2563	687,547.7	825,445.9	1,160.50				Average	
		17+50.000	2562	687,514.9	825,483.6	1,158.80				Average	
		17+00.000	2561	687,482.1	825,521.4	1,157.30				Average	
		16+50.000	2560	687,449.3	825,559.1	1,155.90				Average	
		16+00.000	2559	687,416.5	825,596.9	1,154.80				Average	
		15+50.000	2558	687,383.7	825,634.6	1,153.80				Average	

		15+00.000	2557	687,350.9	825,672.4	1,153.10				Average	
		14+50.000	2556	687,318.6	825,710.5	1,152.50				Average	
		14+00.000	2555	687,286.9	825,749.1	1,152.20				Average	
		13+50.000	2554	687,255.9	825,788.4	1,152.00				Average	
		13+00.000	2553	687,225.6	825,828.2	1,151.80				Average	
		12+50.000	2552	687,192.0	825,867.1	1,151.70				Average	
		12+00.000	2551	687,165.2	825,901.6	1,151.80				Average	
		11+50.000	2550	687,133.9	825,941.2	1,151.90				Average	
		11+00.000	2549	687,100.1	825,981.1	1,152.10				Average	
		10+50.000	2548	687,065.4	826,021.8	1,152.30					
Koli Rd EB_5	24.0	point2738	2738	688,181.5	825,094.6	1,164.90				Average	
		34+00.000	2512	688,224.0	825,121.0	1,163.40				Average	
		34+50.000	2513	688,266.5	825,147.3	1,161.90				Average	
		35+00.000	2514	688,308.9	825,173.7	1,160.60				Average	
		35+50.000	2515	688,351.4	825,200.0	1,159.50				Average	
		36+00.000	2516	688,394.1	825,226.0	1,158.50				Average	
		36+50.000	2517	688,437.7	825,250.5	1,157.70				Average	
		37+00.000	2518	688,482.2	825,273.4	1,157.10				Average	
		37+50.000	2519	688,527.5	825,294.6	1,156.70				Average	
		38+00.000	2520	688,573.5	825,314.1	1,156.40				Average	
		38+50.000	2521	688,620.2	825,331.9	1,156.20				Average	
		39+00.000	2522	688,667.6	825,347.9	1,156.10				Average	
		39+50.000	2523	688,715.5	825,362.2	1,155.90				Average	
		40+00.000	2524	688,763.9	825,374.7	1,155.80				Average	
		40+50.000	2525	688,812.8	825,385.4	1,155.70				Average	
		41+00.000	2526	688,862.0	825,394.2	1,155.50				Average	
		41+50.000	2527	688,911.5	825,401.3	1,155.40				Average	
		42+00.000	2528	688,961.2	825,406.5	1,155.20				Average	
		42+50.000	2529	689,011.1	825,409.9	1,155.10				Average	
		43+00.000	2530	689,061.0	825,411.4	1,154.90				Average	
		43+50.000	2531	689,111.0	825,411.5	1,154.80					
Koli Rd EB_4	24.0	point2739	2739	687,767.0	824,930.0	1,178.40				Average	
		29+50.000	2503	687,808.9	824,957.3	1,176.90				Average	
		30+00.000	2504	687,851.7	824,983.1	1,175.40				Average	
		30+50.000	2505	687,897.4	825,003.2	1,173.90				Average	
		31+00.000	2506	687,945.4	825,017.3	1,172.40				Average	
		31+50.000	2507	687,994.1	825,028.5	1,170.90				Average	
		32+00.000	2508	688,042.8	825,039.7	1,169.40				Average	
		32+50.000	2509	688,091.2	825,052.2	1,167.90				Average	

		33+00.000	2510	688,137.7	825,070.5	1,166.40				Average	
		33+50.000	2511	688,181.5	825,094.6	1,164.90					
Koli Rd EB_3	36.0	point2740	2740	687,599.2	824,821.1	1,182.70				Average	Y
		27+50.000	2499	687,641.2	824,848.4	1,182.00				Average	Y
		28+00.000	2500	687,683.1	824,875.6	1,181.00				Average	Y
		28+50.000	2501	687,725.0	824,902.8	1,179.80				Average	Y
		29+00.000	2502	687,767.0	824,930.0	1,178.40					
Koli WB offramp to Koli EB	12.0	point2741	2741	688,014.6	824,862.7	1,173.50				Average	
		12+50.000	2612	688,009.9	824,912.1	1,172.20				Average	
		12+00.000	2611	688,025.5	824,959.2	1,170.70				Average	
		11+50.000	2610	688,058.9	824,995.9	1,169.20				Average	
		11+00.000	2609	688,101.3	825,022.5	1,167.70				Average	
		10+50.000	2608	688,143.0	825,055.9	1,166.20				Average	
		10+00.000	2607	688,183.1	825,090.2	1,164.90					
I-10 ML EB_Out_4-2	36.0	point2742	2742	686,949.7	825,954.8	1,152.70				Average	
		point329	329	687,167.6	825,619.1	1,153.10				Average	
		point328	328	687,385.6	825,282.8	1,153.50				Average	
		point327	327	687,602.0	824,946.4	1,153.90				Average	
		point326	326	687,820.4	824,610.1	1,154.30				Average	
		point325	325	688,024.5	824,295.6	1,154.60				Average	
		point324	324	688,239.4	823,964.6	1,154.90					
I-10 ML EB_In_4-2	24.0	point2743	2743	686,968.9	825,965.6	1,150.10				Average	
		point1221	1221	687,187.2	825,629.5	1,150.90				Average	
		point1220	1220	687,405.1	825,293.7	1,151.90				Average	
		point1219	1219	687,623.1	824,958.0	1,151.60				Average	
		point1218	1218	687,840.9	824,622.6	1,152.90				Average	
		point1217	1217	688,043.7	824,310.2	1,153.00				Average	
		point1216	1216	688,261.1	823,975.3	1,154.00					
I-10 ML EB_Out_5-2	36.0	point2746	2746	688,457.2	823,629.2	1,154.90				Average	
		point322	322	688,675.1	823,293.7	1,154.90				Average	
		point321	321	688,893.2	822,957.7	1,155.60				Average	
		point320	320	689,111.2	822,621.9	1,156.20					
I-10 ML EB_In_5-2	24.0	point2747	2747	688,479.2	823,639.4	1,154.30				Average	
		point1214	1214	688,697.2	823,303.7	1,154.20				Average	
		point1213	1213	688,915.2	822,967.8	1,154.60				Average	
		point1212	1212	689,133.2	822,632.1	1,154.10					
I-10 ML_WB_In_5-2	24.0	point2748	2748	688,531.4	823,665.5	1,154.70				Average	
		point1134	1134	688,313.8	824,000.7	1,153.60					
I-10 ML_WB_Out_5-2	36.0	point2749	2749	688,554.3	823,678.0	1,155.00				Average	

		point680	680	688,336.6	824,013.3	1,154.90					

AZTEC Engineering 24 March 2025
AZTEC Engineering TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: ADOT Project No F0701
RUN: ADOT I-10 Koli Rd TI, Build DDI

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Queen Creek Rd EB On-Ramp	point861	861	249	50	7	50	12	50	0	0	0	0
	point862	862	249	50	7	50	12	50	0	0	0	0
	point863	863	249	50	7	50	12	50	0	0	0	0
	point864	864	249	50	7	50	12	50	0	0	0	0
	point865	865	249	50	7	50	12	50	0	0	0	0
	point866	866	249	50	7	50	12	50	0	0	0	0
	point867	867	249	50	7	50	12	50	0	0	0	0
	point868	868	249	50	7	50	12	50	0	0	0	0
	point869	869	249	50	7	50	12	50	0	0	0	0
	point870	870										
Queen Creek Rd WB Off-Ramp	point871	871	226	50	7	50	12	50	0	0	0	0
	point872	872	226	50	7	50	12	50	0	0	0	0
	point873	873	226	50	7	50	12	50	0	0	0	0
	point874	874	226	50	7	50	12	50	0	0	0	0
	point875	875	226	50	7	50	12	50	0	0	0	0
	point876	876	226	50	7	50	12	50	0	0	0	0
	point877	877	226	50	7	50	12	50	0	0	0	0
	point878	878	226	50	7	50	12	50	0	0	0	0
	point879	879	226	50	7	50	12	50	0	0	0	0
	point880	880	226	50	7	50	12	50	0	0	0	0
	point881	881										
Queen Creek Rd WB On-Ramp	point882	882	938	50	48	50	17	50	0	0	0	0
	point883	883	938	50	48	50	17	50	0	0	0	0

	point884	884	938	50	48	50	17	50	0	0	0	0
	point885	885	938	50	48	50	17	50	0	0	0	0
	point886	886	938	50	48	50	17	50	0	0	0	0
	point887	887	938	50	48	50	17	50	0	0	0	0
	point888	888	938	50	48	50	17	50	0	0	0	0
	point889	889	938	50	48	50	17	50	0	0	0	0
	point890	890	938	50	48	50	17	50	0	0	0	0
	point891	891	938	50	48	50	17	50	0	0	0	0
	point892	892	938	50	48	50	17	50	0	0	0	0
	point893	893	938	50	48	50	17	50	0	0	0	0
	point894	894	938	50	48	50	17	50	0	0	0	0
	point895	895	938	50	48	50	17	50	0	0	0	0
	point896	896										
Queen Creek Rd EB Off-Ramp	point897	897	1054	50	35	50	11	50	0	0	0	0
	point898	898	1054	50	35	50	11	50	0	0	0	0
	point899	899	1054	50	35	50	11	50	0	0	0	0
	point900	900	1054	50	35	50	11	50	0	0	0	0
	point901	901	1054	50	35	50	11	50	0	0	0	0
	point902	902	1054	50	35	50	11	50	0	0	0	0
	point903	903	1054	50	35	50	11	50	0	0	0	0
	point904	904	1054	50	35	50	11	50	0	0	0	0
	point905	905	1054	50	35	50	11	50	0	0	0	0
	point906	906	1054	50	35	50	11	50	0	0	0	0
	point907	907	1054	50	35	50	11	50	0	0	0	0
	point908	908	1054	50	35	50	11	50	0	0	0	0
	point909	909										
I-10 ML_WB_Out_7	point2015	2015	3158	70	570	70	591	70	0	0	0	0
	point661	661	3158	70	570	70	591	70	0	0	0	0
	point662	662	3158	70	570	70	591	70	0	0	0	0
	point663	663	3158	70	570	70	591	70	0	0	0	0
	point664	664	3158	70	570	70	591	70	0	0	0	0
	point665	665										
I-10 ML_WB_In_7	point2016	2016	3158	70	570	70	591	70	0	0	0	0
	point1115	1115	3158	70	570	70	591	70	0	0	0	0
	point1116	1116	3158	70	570	70	591	70	0	0	0	0
	point1117	1117	3158	70	570	70	591	70	0	0	0	0

	point1118	1118	3158	70	570	70	591	70	0	0	0	0
	point1119	1119										
Queen Creek Rd EB	point2019	2019	1381	50	74	50	22	50	0	0	0	0
	point2020	2020	1381	50	74	50	22	50	0	0	0	0
	point2021	2021										
Queen Creek Rd WB	point2044	2044	1086	50	53	50	27	50	0	0	0	0
	point2025	2025										
I-10 ML_WB_Out_4	point2068	2068	3414	70	585	70	593	70	0	0	0	0
	point681	681	3414	70	585	70	593	70	0	0	0	0
	point682	682	3414	70	585	70	593	70	0	0	0	0
	point683	683	3414	70	585	70	593	70	0	0	0	0
	point684	684	3414	70	585	70	593	70	0	0	0	0
	point685	685	3414	70	585	70	593	70	0	0	0	0
	point686	686										
I-10 ML_WB_In_4	point2069	2069	3414	70	585	70	593	70	0	0	0	0
	point1135	1135	3414	70	585	70	593	70	0	0	0	0
	point1136	1136	3414	70	585	70	593	70	0	0	0	0
	point1137	1137	3414	70	585	70	593	70	0	0	0	0
	point1138	1138	3414	70	585	70	593	70	0	0	0	0
	point1139	1139	3414	70	585	70	593	70	0	0	0	0
	point1140	1140										
I-10 ML EB_In_5	point2070	2070	3398	70	557	70	741	70	0	0	0	0
	point1215	1215										
I-10 ML EB_Out_5	point2071	2071	3398	70	557	70	741	70	0	0	0	0
	point323	323										
I-10 ML_WB_Out_5	point2072	2072	3515	70	590	70	593	70	0	0	0	0
	point677	677	3515	70	590	70	593	70	0	0	0	0
	point678	678	3515	70	590	70	593	70	0	0	0	0
	point679	679										
I-10 ML_WB_In_5	point2073	2073	3515	70	590	70	593	70	0	0	0	0
	point1131	1131	3515	70	590	70	593	70	0	0	0	0
	point1132	1132	3515	70	590	70	593	70	0	0	0	0
	point1133	1133										
I-10 ML EB_In_7	point2078	2078	3091	70	548	70	741	70	0	0	0	0
	point1200	1200	3091	70	548	70	741	70	0	0	0	0
	point1199	1199	3091	70	548	70	741	70	0	0	0	0

	point1198	1198	3091	70	548	70	741	70	0	0	0	0
	point1197	1197	3091	70	548	70	741	70	0	0	0	0
	point1196	1196										
I-10 ML EB_Out_7	point2079	2079	3091	70	548	70	741	70	0	0	0	0
	point308	308	3091	70	548	70	741	70	0	0	0	0
	point307	307	3091	70	548	70	741	70	0	0	0	0
	point306	306	3091	70	548	70	741	70	0	0	0	0
	point305	305	3091	70	548	70	741	70	0	0	0	0
	point304	304										
I-10 ML EB_Out_6	point2075	2075	2967	70	544	70	735	70	0	0	0	0
	point319	319	2967	70	544	70	735	70	0	0	0	0
	point318	318	2967	70	544	70	735	70	0	0	0	0
	point317	317	2967	70	544	70	735	70	0	0	0	0
	point316	316	2967	70	544	70	735	70	0	0	0	0
	point315	315	2967	70	544	70	735	70	0	0	0	0
	point1617	1617	2967	70	544	70	735	70	0	0	0	0
	point313	313	2967	70	544	70	735	70	0	0	0	0
	point312	312	2967	70	544	70	735	70	0	0	0	0
	point311	311	2967	70	544	70	735	70	0	0	0	0
	point310	310	2967	70	544	70	735	70	0	0	0	0
	point309	309										
I-10 ML EB_In_6	point2074	2074	2967	70	544	70	735	70	0	0	0	0
	point1211	1211	2967	70	544	70	735	70	0	0	0	0
	point1210	1210	2967	70	544	70	735	70	0	0	0	0
	point1209	1209	2967	70	544	70	735	70	0	0	0	0
	point1208	1208	2967	70	544	70	735	70	0	0	0	0
	point1207	1207	2967	70	544	70	735	70	0	0	0	0
	point1616	1616	2967	70	544	70	735	70	0	0	0	0
	point1205	1205	2967	70	544	70	735	70	0	0	0	0
	point1204	1204	2967	70	544	70	735	70	0	0	0	0
	point1203	1203	2967	70	544	70	735	70	0	0	0	0
	point1202	1202	2967	70	544	70	735	70	0	0	0	0
	point1201	1201										
I-10 ML_WB_In_6	point2077	2077	3045	70	566	70	585	70	0	0	0	0
	point1120	1120	3045	70	566	70	585	70	0	0	0	0
	point1121	1121	3045	70	566	70	585	70	0	0	0	0

	point1122	1122	3045	70	566	70	585	70	0	0	0	0
	point1123	1123	3045	70	566	70	585	70	0	0	0	0
	point1615	1615	3045	70	566	70	585	70	0	0	0	0
	point1125	1125	3045	70	566	70	585	70	0	0	0	0
	point1126	1126	3045	70	566	70	585	70	0	0	0	0
	point1127	1127	3045	70	566	70	585	70	0	0	0	0
	point1128	1128	3045	70	566	70	585	70	0	0	0	0
	point1129	1129	3045	70	566	70	585	70	0	0	0	0
	point1130	1130										
I-10 ML_WB_Out_6	point2076	2076	3045	70	566	70	585	70	0	0	0	0
	point666	666	3045	70	566	70	585	70	0	0	0	0
	point667	667	3045	70	566	70	585	70	0	0	0	0
	point668	668	3045	70	566	70	585	70	0	0	0	0
	point669	669	3045	70	566	70	585	70	0	0	0	0
	point1614	1614	3045	70	566	70	585	70	0	0	0	0
	point671	671	3045	70	566	70	585	70	0	0	0	0
	point672	672	3045	70	566	70	585	70	0	0	0	0
	point673	673	3045	70	566	70	585	70	0	0	0	0
	point674	674	3045	70	566	70	585	70	0	0	0	0
	point675	675	3045	70	566	70	585	70	0	0	0	0
	point676	676										
Queen Creek Rd WB-2	point2088	2088	1542	50	85	50	25	50	0	0	0	0
	point2026	2026										
Queen Creek Rd WB-2-2	point2089	2089	1534	50	57	50	17	50	0	0	0	0
	point2027	2027	1534	50	57	50	17	50	0	0	0	0
	point2028	2028										
Queen Creek Rd EB-2	point2090	2090	890	50	39	50	21	50	0	0	0	0
	point2022	2022										
Queen Creek Rd EB-2-2	point2091	2091	1027	50	57	50	27	50	0	0	0	0
	point2023	2023										
Koli Rd EB_1	point2545	2545	873	50	64	50	10	50	0	0	0	0
	4+00.000	2452	873	50	64	50	10	50	0	0	0	0
	4+50.000	2453	873	50	64	50	10	50	0	0	0	0
	5+00.000	2454	873	50	64	50	10	50	0	0	0	0
	5+50.000	2455	873	50	64	50	10	50	0	0	0	0
	6+00.000	2456	873	50	64	50	10	50	0	0	0	0

	6+50.000	2457	873	50	64	50	10	50	0	0	0	0
	7+00.000	2458	873	50	64	50	10	50	0	0	0	0
	7+50.000	2459	873	50	64	50	10	50	0	0	0	0
	8+00.000	2460	873	50	64	50	10	50	0	0	0	0
	8+50.000	2461	873	50	64	50	10	50	0	0	0	0
	9+00.000	2462	873	50	64	50	10	50	0	0	0	0
	9+50.000	2463	873	50	64	50	10	50	0	0	0	0
	10+00.000	2464	873	50	64	50	10	50	0	0	0	0
	10+50.000	2465	873	50	64	50	10	50	0	0	0	0
	11+00.000	2466	873	50	64	50	10	50	0	0	0	0
	11+50.000	2467	873	50	64	50	10	50	0	0	0	0
	12+00.000	2468	873	50	64	50	10	50	0	0	0	0
	12+50.000	2469	873	50	64	50	10	50	0	0	0	0
	13+00.000	2470	873	50	64	50	10	50	0	0	0	0
	13+50.000	2471	873	50	64	50	10	50	0	0	0	0
	14+00.000	2472	873	50	64	50	10	50	0	0	0	0
	14+50.000	2473	873	50	64	50	10	50	0	0	0	0
	15+00.000	2474	873	50	64	50	10	50	0	0	0	0
	15+50.000	2475	873	50	64	50	10	50	0	0	0	0
	16+00.000	2476	873	50	64	50	10	50	0	0	0	0
	16+50.000	2477	873	50	64	50	10	50	0	0	0	0
	17+00.000	2478	873	50	64	50	10	50	0	0	0	0
	17+50.000	2479	873	50	64	50	10	50	0	0	0	0
	18+00.000	2480	873	50	64	50	10	50	0	0	0	0
	18+50.000	2481	873	50	64	50	10	50	0	0	0	0
	19+00.000	2482										
Koli Rd WB_1	45+00.000	2432	218	50	16	50	3	50	0	0	0	0
	44+50.000	2431	218	50	16	50	3	50	0	0	0	0
	44+00.000	2430	218	50	16	50	3	50	0	0	0	0
	43+50.000	2429	218	50	16	50	3	50	0	0	0	0
	43+00.000	2428	218	50	16	50	3	50	0	0	0	0
	42+50.000	2427	218	50	16	50	3	50	0	0	0	0
	42+00.000	2426	218	50	16	50	3	50	0	0	0	0
	41+50.000	2425	218	50	16	50	3	50	0	0	0	0
	41+00.000	2424	218	50	16	50	3	50	0	0	0	0
	40+50.000	2423	218	50	16	50	3	50	0	0	0	0

	40+00.000	2422	218	50	16	50	3	50	0	0	0	0
	39+50.000	2421	218	50	16	50	3	50	0	0	0	0
	39+00.000	2420	218	50	16	50	3	50	0	0	0	0
	38+50.000	2419	218	50	16	50	3	50	0	0	0	0
	38+00.000	2418	218	50	16	50	3	50	0	0	0	0
	37+50.000	2417	218	50	16	50	3	50	0	0	0	0
	37+00.000	2416	218	50	16	50	3	50	0	0	0	0
	36+50.000	2415										
Koli Rd EB to WB onramp	24+00.000	2575	134	50	10	50	2	50	0	0	0	0
	23+50.000	2574	134	50	10	50	2	50	0	0	0	0
	23+00.000	2573	134	50	10	50	2	50	0	0	0	0
	22+50.000	2572	134	50	10	50	2	50	0	0	0	0
	22+00.000	2571	134	50	10	50	2	50	0	0	0	0
	21+50.000	2570	134	50	10	50	2	50	0	0	0	0
	21+00.000	2569	134	50	10	50	2	50	0	0	0	0
	20+50.000	2568										
Koli WB offramp to Koli WB	12+00.000	2674	212	50	16	50	3	50	0	0	0	0
	11+50.000	2673	212	50	16	50	3	50	0	0	0	0
	11+00.000	2672	212	50	16	50	3	50	0	0	0	0
	10+50.000	2671	212	50	16	50	3	50	0	0	0	0
	10+00.000	2670										
Koli Rd WB to EB onramp	10+50.000	2675	53	50	4	50	1	50	0	0	0	0
	point2700	2700	53	50	4	50	1	50	0	0	0	0
	11+00.000	2676	53	50	4	50	1	50	0	0	0	0
	11+50.000	2677	53	50	4	50	1	50	0	0	0	0
	12+00.000	2678	53	50	4	50	1	50	0	0	0	0
	12+50.000	2679										
Koli EB offramp to Koli EB	0+00.000	2680	75	50	5	50	1	50	0	0	0	0
	10+50.000	2681	75	50	5	50	1	50	0	0	0	0
	11+00.000	2682	75	50	5	50	1	50	0	0	0	0
	11+50.000	2683	75	50	5	50	1	50	0	0	0	0
	12+00.000	2684	75	50	5	50	1	50	0	0	0	0
	12+50.000	2685	75	50	5	50	1	50	0	0	0	0
	13+00.000	2686										
Koli Rd WB to WB onramp	16+00.000	2699	0	0	0	0	0	0	0	0	0	0
	15+50.000	2698	0	0	0	0	0	0	0	0	0	0

	15+00.000	2697	0	0	0	0	0	0	0	0	0	0
	14+50.000	2696	0	0	0	0	0	0	0	0	0	0
	14+00.000	2695	0	0	0	0	0	0	0	0	0	0
	13+50.000	2694	0	0	0	0	0	0	0	0	0	0
	13+00.000	2693	0	0	0	0	0	0	0	0	0	0
	12+50.000	2692	0	0	0	0	0	0	0	0	0	0
	12+00.000	2691	0	0	0	0	0	0	0	0	0	0
	11+50.000	2690	0	0	0	0	0	0	0	0	0	0
	11+00.000	2689	0	0	0	0	0	0	0	0	0	0
	10+50.000	2688	0	0	0	0	0	0	0	0	0	0
	10+00.000	2687										
Koli WB offramp	point2723	2723	539	50	39	50	6	50	0	0	0	0
	25+50.000	2638	539	50	39	50	6	50	0	0	0	0
	25+00.000	2637	539	50	39	50	6	50	0	0	0	0
	24+50.000	2636	539	50	39	50	6	50	0	0	0	0
	24+00.000	2635	539	50	39	50	6	50	0	0	0	0
	23+50.000	2634	539	50	39	50	6	50	0	0	0	0
	23+00.000	2633	539	50	39	50	6	50	0	0	0	0
	22+50.000	2632	539	50	39	50	6	50	0	0	0	0
	22+00.000	2631	539	50	39	50	6	50	0	0	0	0
	21+50.000	2630	539	50	39	50	6	50	0	0	0	0
	21+00.000	2629	539	50	39	50	6	50	0	0	0	0
	20+50.000	2628	539	50	39	50	6	50	0	0	0	0
	20+00.000	2627	539	50	39	50	6	50	0	0	0	0
	19+50.000	2626	539	50	39	50	6	50	0	0	0	0
	19+00.000	2625	539	50	39	50	6	50	0	0	0	0
	18+50.000	2624	539	50	39	50	6	50	0	0	0	0
	18+00.000	2623	539	50	39	50	6	50	0	0	0	0
	17+50.000	2622	539	50	39	50	6	50	0	0	0	0
	17+00.000	2621	539	50	39	50	6	50	0	0	0	0
	16+50.000	2620	539	50	39	50	6	50	0	0	0	0
	16+00.000	2619	539	50	39	50	6	50	0	0	0	0
	15+50.000	2618	539	50	39	50	6	50	0	0	0	0
	15+00.000	2617	539	50	39	50	6	50	0	0	0	0
	14+50.000	2616	539	50	39	50	6	50	0	0	0	0
	14+00.000	2615	539	50	39	50	6	50	0	0	0	0

	13+50.000	2614	539	50	39	50	6	50	0	0	0	0
	13+00.000	2613										
Koli EB offramp	point2724	2724	253	50	19	50	3	50	0	0	0	0
	12+00.000	2580	253	50	19	50	3	50	0	0	0	0
	12+50.000	2581	253	50	19	50	3	50	0	0	0	0
	13+00.000	2582	253	50	19	50	3	50	0	0	0	0
	13+50.000	2583	253	50	19	50	3	50	0	0	0	0
	14+00.000	2584	253	50	19	50	3	50	0	0	0	0
	14+50.000	2585	253	50	19	50	3	50	0	0	0	0
	15+00.000	2586	253	50	19	50	3	50	0	0	0	0
	15+50.000	2587	253	50	19	50	3	50	0	0	0	0
	16+00.000	2588	253	50	19	50	3	50	0	0	0	0
	16+50.000	2589	253	50	19	50	3	50	0	0	0	0
	17+00.000	2590	253	50	19	50	3	50	0	0	0	0
	17+50.000	2591	253	50	19	50	3	50	0	0	0	0
	18+00.000	2592	253	50	19	50	3	50	0	0	0	0
	18+50.000	2593	253	50	19	50	3	50	0	0	0	0
	19+00.000	2594	253	50	19	50	3	50	0	0	0	0
	19+50.000	2595	253	50	19	50	3	50	0	0	0	0
	20+00.000	2596	253	50	19	50	3	50	0	0	0	0
	20+50.000	2597	253	50	19	50	3	50	0	0	0	0
	21+00.000	2598	253	50	19	50	3	50	0	0	0	0
	21+50.000	2599	253	50	19	50	3	50	0	0	0	0
	22+00.000	2600										
Koli Rd EB to EB onramp	point2722	2722	44	50	3	50	1	50	0	0	0	0
	point2713	2713	44	50	3	50	1	50	0	0	0	0
	point2714	2714	44	50	3	50	1	50	0	0	0	0
	point2715	2715	44	50	3	50	1	50	0	0	0	0
	point2716	2716	44	50	3	50	1	50	0	0	0	0
	point2717	2717	44	50	3	50	1	50	0	0	0	0
	point2718	2718	44	50	3	50	1	50	0	0	0	0
	point2719	2719	44	50	3	50	1	50	0	0	0	0
	point2720	2720	44	50	3	50	1	50	0	0	0	0
	10+00.000	2641	44	50	3	50	1	50	0	0	0	0
	10+50.000	2642	44	50	3	50	1	50	0	0	0	0
	11+00.000	2643	44	50	3	50	1	50	0	0	0	0

	11+50.000	2644	44	50	3	50	1	50	0	0	0	0
	12+00.000	2645	44	50	3	50	1	50	0	0	0	0
	12+50.000	2646	44	50	3	50	1	50	0	0	0	0
	13+00.000	2647	44	50	3	50	1	50	0	0	0	0
	13+50.000	2648										
Koli EB offramp to Koli WB	point2726	2726	179	50	13	50	2	50	0	0	0	0
	22+50.000	2601	179	50	13	50	2	50	0	0	0	0
	23+00.000	2602	179	50	13	50	2	50	0	0	0	0
	23+50.000	2603	179	50	13	50	2	50	0	0	0	0
	24+00.000	2604	179	50	13	50	2	50	0	0	0	0
	24+50.000	2605	179	50	13	50	2	50	0	0	0	0
	point2708	2708	179	50	13	50	2	50	0	0	0	0
	point2707	2707	179	50	13	50	2	50	0	0	0	0
	point2706	2706	179	50	13	50	2	50	0	0	0	0
	point2705	2705	179	50	13	50	2	50	0	0	0	0
	point2704	2704	179	50	13	50	2	50	0	0	0	0
	point2703	2703	179	50	13	50	2	50	0	0	0	0
	point2702	2702	179	50	13	50	2	50	0	0	0	0
	point2701	2701										
Koli Rd WB_7	point2727	2727	556	50	41	50	7	50	0	0	0	0
	20+50.000	2383	556	50	41	50	7	50	0	0	0	0
	20+00.000	2382	556	50	41	50	7	50	0	0	0	0
	19+50.000	2381	556	50	41	50	7	50	0	0	0	0
	19+00.000	2380	556	50	41	50	7	50	0	0	0	0
	18+50.000	2379	556	50	41	50	7	50	0	0	0	0
	18+00.000	2378	556	50	41	50	7	50	0	0	0	0
	17+50.000	2377	556	50	41	50	7	50	0	0	0	0
	17+00.000	2376	556	50	41	50	7	50	0	0	0	0
	16+50.000	2375	556	50	41	50	7	50	0	0	0	0
	16+00.000	2374	556	50	41	50	7	50	0	0	0	0
	15+50.000	2373	556	50	41	50	7	50	0	0	0	0
	15+00.000	2372	556	50	41	50	7	50	0	0	0	0
	14+50.000	2371	556	50	41	50	7	50	0	0	0	0
	14+00.000	2370	556	50	41	50	7	50	0	0	0	0
	13+50.000	2369	556	50	41	50	7	50	0	0	0	0
	13+00.000	2368	556	50	41	50	7	50	0	0	0	0

	12+50.000	2367	556	50	41	50	7	50	0	0	0	0
	12+00.000	2366	556	50	41	50	7	50	0	0	0	0
	11+50.000	2365	556	50	41	50	7	50	0	0	0	0
	11+00.000	2364	556	50	41	50	7	50	0	0	0	0
	10+50.000	2363	556	50	41	50	7	50	0	0	0	0
	10+00.000	2362	556	50	41	50	7	50	0	0	0	0
	9+50.000	2361	556	50	41	50	7	50	0	0	0	0
	9+00.000	2360	556	50	41	50	7	50	0	0	0	0
	8+50.000	2359	556	50	41	50	7	50	0	0	0	0
	8+00.000	2358	556	50	41	50	7	50	0	0	0	0
	7+50.000	2357	556	50	41	50	7	50	0	0	0	0
	7+00.000	2356	556	50	41	50	7	50	0	0	0	0
	6+50.000	2355	556	50	41	50	7	50	0	0	0	0
	6+00.000	2354	556	50	41	50	7	50	0	0	0	0
	5+50.000	2353	556	50	41	50	7	50	0	0	0	0
	5+00.000	2352	556	50	41	50	7	50	0	0	0	0
	4+50.000	2351	556	50	41	50	7	50	0	0	0	0
	4+00.000	2350	556	50	41	50	7	50	0	0	0	0
	point2546	2546										
Koli Rd WB_6	point2729	2729	377	50	28	50	4	50	0	0	0	0
	25+50.000	2393	377	50	28	50	4	50	0	0	0	0
	25+00.000	2392	377	50	28	50	4	50	0	0	0	0
	24+50.000	2391	377	50	28	50	4	50	0	0	0	0
	24+00.000	2390	377	50	28	50	4	50	0	0	0	0
	23+50.000	2389	377	50	28	50	4	50	0	0	0	0
	23+00.000	2388	377	50	28	50	4	50	0	0	0	0
	22+50.000	2387	377	50	28	50	4	50	0	0	0	0
	22+00.000	2386	377	50	28	50	4	50	0	0	0	0
	21+50.000	2385	377	50	28	50	4	50	0	0	0	0
	21+00.000	2384										
Koli EB onramp	point2730	2730	97	50	7	50	1	50	0	0	0	0
	14+00.000	2649	97	50	7	50	1	50	0	0	0	0
	14+50.000	2650	97	50	7	50	1	50	0	0	0	0
	15+00.000	2651	97	50	7	50	1	50	0	0	0	0
	15+50.000	2652	97	50	7	50	1	50	0	0	0	0
	16+00.000	2653	97	50	7	50	1	50	0	0	0	0

	16+50.000	2654	97	50	7	50	1	50	0	0	0	0
	17+00.000	2655	97	50	7	50	1	50	0	0	0	0
	17+50.000	2656	97	50	7	50	1	50	0	0	0	0
	18+00.000	2657	97	50	7	50	1	50	0	0	0	0
	18+50.000	2658	97	50	7	50	1	50	0	0	0	0
	19+00.000	2659	97	50	7	50	1	50	0	0	0	0
	19+50.000	2660	97	50	7	50	1	50	0	0	0	0
	20+00.000	2661	97	50	7	50	1	50	0	0	0	0
	20+50.000	2662	97	50	7	50	1	50	0	0	0	0
	21+00.000	2663	97	50	7	50	1	50	0	0	0	0
	21+50.000	2664	97	50	7	50	1	50	0	0	0	0
	22+00.000	2665	97	50	7	50	1	50	0	0	0	0
	22+50.000	2666	97	50	7	50	1	50	0	0	0	0
	23+00.000	2667	97	50	7	50	1	50	0	0	0	0
	23+50.000	2668	97	50	7	50	1	50	0	0	0	0
	24+00.000	2669										
Koli Rd EB_2	point2731	2731	829	50	61	50	10	50	0	0	0	0
	19+50.000	2483	829	50	61	50	10	50	0	0	0	0
	20+00.000	2484	829	50	61	50	10	50	0	0	0	0
	20+50.000	2485	829	50	61	50	10	50	0	0	0	0
	21+00.000	2486	829	50	61	50	10	50	0	0	0	0
	21+50.000	2487	829	50	61	50	10	50	0	0	0	0
	22+00.000	2488	829	50	61	50	10	50	0	0	0	0
	22+50.000	2489	829	50	61	50	10	50	0	0	0	0
	23+00.000	2490	829	50	61	50	10	50	0	0	0	0
	23+50.000	2491	829	50	61	50	10	50	0	0	0	0
	24+00.000	2492	829	50	61	50	10	50	0	0	0	0
	24+50.000	2493	829	50	61	50	10	50	0	0	0	0
	25+00.000	2494	829	50	61	50	10	50	0	0	0	0
	25+50.000	2495	829	50	61	50	10	50	0	0	0	0
	26+00.000	2496	829	50	61	50	10	50	0	0	0	0
	26+50.000	2497	829	50	61	50	10	50	0	0	0	0
	27+00.000	2498										
Koli Rd WB_5	point2732	2732	377	50	28	50	4	50	0	0	0	0
	27+50.000	2397	377	50	28	50	4	50	0	0	0	0
	27+00.000	2396	377	50	28	50	4	50	0	0	0	0

	26+50.000	2395	377	50	28	50	4	50	0	0	0	0
	26+00.000	2394	377	50	28	50	4	50	0	0	0	0
	point2728	2728										
Koli Rd WB_4	point2733	2733	429	50	31	50	5	50	0	0	0	0
	29+50.000	2401	429	50	31	50	5	50	0	0	0	0
	29+00.000	2400	429	50	31	50	5	50	0	0	0	0
	28+50.000	2399	429	50	31	50	5	50	0	0	0	0
	28+00.000	2398										
Koli Rd WB_3	point2735	2735	218	50	16	50	3	50	0	0	0	0
	32+00.000	2406	218	50	16	50	3	50	0	0	0	0
	31+50.000	2405	218	50	16	50	3	50	0	0	0	0
	31+00.000	2404	218	50	16	50	3	50	0	0	0	0
	30+50.000	2403	218	50	16	50	3	50	0	0	0	0
	30+00.000	2402										
Koli Rd WB_2	point2736	2736	218	50	16	50	3	50	0	0	0	0
	36+00.000	2414	218	50	16	50	3	50	0	0	0	0
	35+50.000	2413	218	50	16	50	3	50	0	0	0	0
	35+00.000	2412	218	50	16	50	3	50	0	0	0	0
	34+50.000	2411	218	50	16	50	3	50	0	0	0	0
	34+00.000	2410	218	50	16	50	3	50	0	0	0	0
	33+50.000	2409	218	50	16	50	3	50	0	0	0	0
	33+00.000	2408	218	50	16	50	3	50	0	0	0	0
	32+50.000	2407	218	50	16	50	3	50	0	0	0	0
	point2734	2734										
Koli WB onramp	point2737	2737	134	50	10	50	2	50	0	0	0	0
	20+00.000	2567	134	50	10	50	2	50	0	0	0	0
	19+50.000	2566	134	50	10	50	2	50	0	0	0	0
	19+00.000	2565	134	50	10	50	2	50	0	0	0	0
	18+50.000	2564	134	50	10	50	2	50	0	0	0	0
	18+00.000	2563	134	50	10	50	2	50	0	0	0	0
	17+50.000	2562	134	50	10	50	2	50	0	0	0	0
	17+00.000	2561	134	50	10	50	2	50	0	0	0	0
	16+50.000	2560	134	50	10	50	2	50	0	0	0	0
	16+00.000	2559	134	50	10	50	2	50	0	0	0	0
	15+50.000	2558	134	50	10	50	2	50	0	0	0	0
	15+00.000	2557	134	50	10	50	2	50	0	0	0	0

	14+50.000	2556	134	50	10	50	2	50	0	0	0	0
	14+00.000	2555	134	50	10	50	2	50	0	0	0	0
	13+50.000	2554	134	50	10	50	2	50	0	0	0	0
	13+00.000	2553	134	50	10	50	2	50	0	0	0	0
	12+50.000	2552	134	50	10	50	2	50	0	0	0	0
	12+00.000	2551	134	50	10	50	2	50	0	0	0	0
	11+50.000	2550	134	50	10	50	2	50	0	0	0	0
	11+00.000	2549	134	50	10	50	2	50	0	0	0	0
	10+50.000	2548										
Koli Rd EB_5	point2738	2738	1097	50	80	50	13	50	0	0	0	0
	34+00.000	2512	1097	50	80	50	13	50	0	0	0	0
	34+50.000	2513	1097	50	80	50	13	50	0	0	0	0
	35+00.000	2514	1097	50	80	50	13	50	0	0	0	0
	35+50.000	2515	1097	50	80	50	13	50	0	0	0	0
	36+00.000	2516	1097	50	80	50	13	50	0	0	0	0
	36+50.000	2517	1097	50	80	50	13	50	0	0	0	0
	37+00.000	2518	1097	50	80	50	13	50	0	0	0	0
	37+50.000	2519	1097	50	80	50	13	50	0	0	0	0
	38+00.000	2520	1097	50	80	50	13	50	0	0	0	0
	38+50.000	2521	1097	50	80	50	13	50	0	0	0	0
	39+00.000	2522	1097	50	80	50	13	50	0	0	0	0
	39+50.000	2523	1097	50	80	50	13	50	0	0	0	0
	40+00.000	2524	1097	50	80	50	13	50	0	0	0	0
	40+50.000	2525	1097	50	80	50	13	50	0	0	0	0
	41+00.000	2526	1097	50	80	50	13	50	0	0	0	0
	41+50.000	2527	1097	50	80	50	13	50	0	0	0	0
	42+00.000	2528	1097	50	80	50	13	50	0	0	0	0
	42+50.000	2529	1097	50	80	50	13	50	0	0	0	0
	43+00.000	2530	1097	50	80	50	13	50	0	0	0	0
	43+50.000	2531										
Koli Rd EB_4	point2739	2739	770	50	56	50	9	50	0	0	0	0
	29+50.000	2503	770	50	56	50	9	50	0	0	0	0
	30+00.000	2504	770	50	56	50	9	50	0	0	0	0
	30+50.000	2505	770	50	56	50	9	50	0	0	0	0
	31+00.000	2506	770	50	56	50	9	50	0	0	0	0
	31+50.000	2507	770	50	56	50	9	50	0	0	0	0

	32+00.000	2508	770	50	56	50	9	50	0	0	0	0
	32+50.000	2509	770	50	56	50	9	50	0	0	0	0
	33+00.000	2510	770	50	56	50	9	50	0	0	0	0
	33+50.000	2511										
Koli Rd EB_3	point2740	2740	903	50	66	50	11	50	0	0	0	0
	27+50.000	2499	903	50	66	50	11	50	0	0	0	0
	28+00.000	2500	903	50	66	50	11	50	0	0	0	0
	28+50.000	2501	903	50	66	50	11	50	0	0	0	0
	29+00.000	2502										
Koli WB offramp to Koli EB	point2741	2741	327	50	24	50	4	50	0	0	0	0
	12+50.000	2612	327	50	24	50	4	50	0	0	0	0
	12+00.000	2611	327	50	24	50	4	50	0	0	0	0
	11+50.000	2610	327	50	24	50	4	50	0	0	0	0
	11+00.000	2609	327	50	24	50	4	50	0	0	0	0
	10+50.000	2608	327	50	24	50	4	50	0	0	0	0
	10+00.000	2607										
I-10 ML EB_Out_4-2	point2742	2742	3398	70	557	70	741	70	0	0	0	0
	point329	329	3398	70	557	70	741	70	0	0	0	0
	point328	328	3398	70	557	70	741	70	0	0	0	0
	point327	327	3398	70	557	70	741	70	0	0	0	0
	point326	326	3398	70	557	70	741	70	0	0	0	0
	point325	325	3398	70	557	70	741	70	0	0	0	0
	point324	324										
I-10 ML EB_In_4-2	point2743	2743	3398	70	557	70	741	70	0	0	0	0
	point1221	1221	3398	70	557	70	741	70	0	0	0	0
	point1220	1220	3398	70	557	70	741	70	0	0	0	0
	point1219	1219	3398	70	557	70	741	70	0	0	0	0
	point1218	1218	3398	70	557	70	741	70	0	0	0	0
	point1217	1217	3398	70	557	70	741	70	0	0	0	0
	point1216	1216										
I-10 ML EB_Out_5-2	point2746	2746	3494	70	562	70	741	70	0	0	0	0
	point322	322	3494	70	562	70	741	70	0	0	0	0
	point321	321	3494	70	562	70	741	70	0	0	0	0
	point320	320										
I-10 ML EB_In_5-2	point2747	2747	3494	70	562	70	741	70	0	0	0	0
	point1214	1214	3494	70	562	70	741	70	0	0	0	0

	point1213	1213	3494	70	562	70	741	70	0	0	0	0
	point1212	1212										
I-10 ML_WB_In_5-2	point2748	2748	3414	70	585	70	593	70	0	0	0	0
	point1134	1134										
I-10 ML_WB_Out_5-2	point2749	2749	3414	70	585	70	593	70	0	0	0	0
	point680	680										

AZTEC Engineering 24 March 2025
AZTEC Engineering TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: ADOT Project No F0701
RUN: ADOT I-10 Koli Rd TI, Build DDI

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
E11	274	1	686,979.5	823,967.6	1,151.96	5.00	0.00	66	15.0	7.0	
E11A	275	1	686,576.6	823,460.8	1,148.78	5.00	0.00	66	15.0	7.0	
E12	276	1	687,480.0	824,191.8	1,151.26	5.00	0.00	66	15.0	7.0	
E13	277	1	687,675.6	824,018.4	1,150.59	5.00	0.00	66	15.0	7.0	
E13A	278	1	687,764.4	823,915.6	1,151.21	5.00	0.00	66	15.0	7.0	
E13B	300	1	687,599.5	823,802.5	1,153.68	5.00	0.00	66	15.0	7.0	
E14/Mon3	301	1	687,895.2	823,764.3	1,146.95	5.00	0.00	66	15.0	7.0	
E14A	302	1	687,730.2	823,651.2	1,158.28	5.00	0.00	66	15.0	7.0	
E15	358	1	688,002.5	823,640.1	1,146.88	5.00	0.00	66	15.0	7.0	Y
E15A	359	1	687,837.6	823,526.9	1,151.86	5.00	0.00	66	15.0	7.0	Y
E16	360	1	688,378.1	823,013.8	1,150.54	5.00	0.00	66	15.0	7.0	Y
E17	361	1	688,918.7	822,172.4	1,151.42	5.00	0.00	66	15.0	7.0	Y
E18	362	1	689,428.4	821,312.9	1,152.14	5.00	0.00	66	15.0	7.0	Y
E19	364	1	689,412.4	820,481.4	1,152.40	5.00	0.00	66	15.0	7.0	Y
E20	365	1	690,219.0	819,758.4	1,154.64	5.00	0.00	66	15.0	7.0	Y
E21	366	1	690,930.8	819,078.7	1,155.18	5.00	0.00	66	15.0	7.0	Y
W15	368	1	688,826.3	825,178.2	1,152.83	5.00	0.00	66	15.0	7.0	Y
W16	370	1	688,418.6	824,850.9	1,152.39	5.00	0.00	66	15.0	7.0	Y
W17	371	1	688,528.2	824,568.4	1,152.52	5.00	0.00	66	15.0	7.0	Y
W18	372	1	688,746.3	824,118.4	1,152.59	5.00	0.00	66	15.0	7.0	Y
W19	373	1	689,299.7	823,236.5	1,152.95	5.00	0.00	66	15.0	7.0	Y
W20	375	1	689,838.2	822,393.8	1,152.26	5.00	0.00	66	15.0	7.0	Y

W21	376	1	690,511.1	821,674.3	1,153.58	5.00	0.00	66	15.0	7.0	Y
W22	377	1	691,151.1	820,933.4	1,155.52	5.00	0.00	66	15.0	7.0	Y
W23	379	1	691,472.9	819,987.2	1,155.04	5.00	0.00	66	15.0	7.0	Y
W24	380	1	691,973.0	819,122.1	1,157.60	5.00	0.00	66	15.0	7.0	Y

AZTEC Engineering 24 March 2025
AZTEC Engineering TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: ADOT Project No F0701
RUN: ADOT I-10 Koli Rd TI, No Build

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Wild Horse Pass WB On-Ramp	12.0	point722	722	684,951.1	829,518.3	1,174.60	Onramp	15.00	100	Average	
		point723	723	684,903.3	829,594.2	1,172.80				Average	
		point724	724	684,791.7	829,758.9	1,168.10				Average	
		point725	725	684,679.9	829,924.0	1,163.30				Average	
		point726	726	684,566.8	830,090.9	1,158.10				Average	
		point727	727	684,458.3	830,258.7	1,153.70				Average	
		point728	728	684,357.8	830,426.5	1,151.60				Average	
		point729	729	684,244.2	830,624.1	1,151.90				Average	
		point730	730	684,164.9	830,779.1	1,152.20				Average	
		point731	731	684,077.8	830,962.6	1,152.70				Average	
		point732	732	683,983.4	831,153.6	1,153.50					
Queen Creek Rd EB On-Ramp	12.0	point861	861	690,136.8	820,394.0	1,178.20	Onramp	15.00	100	Average	
		point862	862	690,248.5	820,274.5	1,175.60				Average	
		point863	863	690,389.9	820,130.9	1,169.60				Average	
		point864	864	690,541.0	820,001.7	1,165.80				Average	
		point865	865	690,699.0	819,879.9	1,162.50				Average	
		point866	866	690,852.1	819,753.0	1,159.40				Average	
		point867	867	690,992.9	819,609.6	1,157.40				Average	
		point868	868	691,118.4	819,451.4	1,157.70				Average	
		point869	869	691,290.0	819,207.7	1,158.60				Average	
		point870	870	691,493.1	818,919.2	1,159.60					
Queen Creek Rd WB Off-Ramp	12.0	point871	871	691,608.3	818,987.2	1,159.60				Average	
		point872	872	691,486.6	819,207.5	1,159.20				Average	
		point873	873	691,389.0	819,382.8	1,158.40				Average	
		point874	874	691,293.6	819,557.8	1,157.80				Average	

		point875	875	691,200.4	819,734.5	1,157.90				Average	
		point876	876	691,115.2	819,916.3	1,158.60				Average	
		point877	877	691,040.1	820,101.4	1,161.30				Average	
		point878	878	690,974.6	820,291.6	1,165.40				Average	
		point879	879	690,916.7	820,482.2	1,170.20				Average	
		point880	880	690,855.0	820,672.3	1,176.70				Average	
		point881	881	690,803.1	820,832.2	1,180.40					
Queen Creek Rd WB On-Ramp	12.0	point882	882	690,775.3	820,899.9	1,180.30	Onramp	15.00	100	Average	
		point883	883	690,668.0	821,014.1	1,177.30				Average	
		point884	884	690,528.0	821,158.9	1,173.10				Average	
		point885	885	690,377.3	821,289.0	1,168.80				Average	
		point886	886	690,219.3	821,412.0	1,163.90				Average	
		point887	887	690,065.8	821,539.4	1,159.30				Average	
		point888	888	689,990.5	821,607.8	1,158.10				Average	
		point889	889	689,921.7	821,680.1	1,156.70				Average	
		point890	890	689,857.6	821,756.9	1,156.50				Average	
		point891	891	689,740.0	821,919.1	1,156.10				Average	
		point892	892	689,627.1	822,084.7	1,156.20				Average	
		point893	893	689,514.2	822,250.4	1,156.10				Average	
		point894	894	689,404.4	822,416.5	1,155.40				Average	
		point895	895	689,287.7	822,578.2	1,155.90				Average	
		point896	896	689,210.7	822,674.7	1,156.10					
Queen Creek Rd EB Off-Ramp	24.0	point897	897	689,105.6	822,620.7	1,156.20				Average	
		point898	898	689,209.4	822,447.8	1,156.10				Average	
		point899	899	689,317.2	822,271.3	1,156.20				Average	
		point900	900	689,419.4	822,099.5	1,156.10				Average	
		point901	901	689,517.3	821,922.9	1,155.80				Average	
		point902	902	689,614.0	821,748.3	1,156.30				Average	
		point903	903	689,707.5	821,571.5	1,156.90				Average	
		point904	904	689,790.9	821,391.5	1,157.20				Average	
		point905	905	689,865.7	821,205.5	1,160.70				Average	
		point906	906	689,930.2	821,017.8	1,166.10				Average	
		point907	907	689,992.9	820,824.5	1,170.20				Average	
		point908	908	690,055.4	820,632.1	1,174.10				Average	
		point909	909	690,110.0	820,465.7	1,178.20					
Wild Horse Pass EB On-Ramp	12.0	point918	918	684,633.1	829,242.1	1,174.40	Onramp	15.00	100	Average	
		point919	919	684,733.7	829,123.4	1,171.10				Average	
		point920	920	684,859.1	828,967.6	1,165.60				Average	
		point921	921	684,985.4	828,810.8	1,158.90				Average	

		point922	922	685,109.8	828,655.3	1,153.10				Average	
		point923	923	685,235.1	828,500.0	1,150.00				Average	
		point924	924	685,357.6	828,341.7	1,149.80				Average	
		point925	925	685,476.9	828,180.7	1,150.20				Average	
		point926	926	685,639.2	827,961.2	1,151.00					
Wild Horse Pass WB Off-Ramp	12.0	point927	927	685,958.4	827,687.4	1,151.20				Average	
		point928	928	685,839.0	827,889.7	1,150.90				Average	
		point929	929	685,735.5	828,060.2	1,150.50				Average	
		point930	930	685,632.9	828,232.3	1,150.10				Average	
		point931	931	685,532.8	828,405.6	1,150.10				Average	
		point932	932	685,437.0	828,580.7	1,150.90				Average	
		point933	933	685,343.5	828,757.8	1,154.40				Average	
		point934	934	685,250.0	828,935.0	1,160.10				Average	
		point935	935	685,115.6	829,199.8	1,168.50				Average	
		point936	936	685,022.2	829,377.2	1,173.40				Average	
		point937	937	684,996.4	829,432.9	1,174.70					
Wild Horse Pass EB Off-Ramp	24.0	point789	789	683,740.3	831,480.2	1,155.80				Average	
		point1605	1605	683,859.9	831,095.3	1,154.10				Average	
		point791	791	683,895.4	831,002.3	1,153.90				Average	
		point792	792	683,960.8	830,831.1	1,153.60				Average	
		point793	793	684,033.4	830,628.1	1,153.40				Average	
		point794	794	684,099.2	830,438.2	1,153.90				Average	
		point795	795	684,164.6	830,249.6	1,153.80				Average	
		point796	796	684,236.1	830,065.8	1,154.20				Average	
		point797	797	684,317.8	829,880.2	1,157.80				Average	
		point798	798	684,405.7	829,701.9	1,163.60				Average	
		point799	799	684,496.7	829,523.7	1,169.00				Average	
		point800	800	684,587.8	829,345.5	1,174.30					
I-10 ML EB_In_1	24.0	point2013	2013	683,428.0	832,645.1	1,160.40				Average	
		point1240	1240	683,527.5	832,256.6	1,158.00				Average	
		point1239	1239	683,641.4	831,869.0	1,155.60				Average	
		point1238	1238	683,767.8	831,488.6	1,153.30					
I-10 ML EB_Out_1	36.0	point2014	2014	683,405.8	832,639.3	1,161.70				Average	
		point348	348	683,505.2	832,249.9	1,159.30				Average	
		point347	347	683,618.0	831,866.3	1,156.90				Average	
		point346	346	683,745.8	831,482.0	1,154.50					
I-10 ML_WB_Out_7	36.0	point2015	2015	692,691.8	817,305.1	1,161.10				Average	
		point661	661	692,474.3	817,640.1	1,160.80				Average	
		point662	662	692,256.5	817,975.6	1,160.50				Average	

		point663	663	692,038.6	818,311.2	1,160.20				Average	
		point664	664	691,821.1	818,646.2	1,159.90				Average	
		point665	665	691,603.0	818,982.1	1,159.60					
I-10 ML_WB_In_7	24.0	point2016	2016	692,668.6	817,293.1	1,160.90				Average	
		point1115	1115	692,450.9	817,628.4	1,160.50				Average	
		point1116	1116	692,233.3	817,963.5	1,158.80				Average	
		point1117	1117	692,015.8	818,298.7	1,159.60				Average	
		point1118	1118	691,797.6	818,634.6	1,158.90				Average	
		point1119	1119	691,580.0	818,969.8	1,159.30					
Queen Creek Rd EB	36.0	point2019	2019	689,674.1	820,116.0	1,168.70				Average	
		point2020	2020	689,891.1	820,245.2	1,174.60				Average	
		point2021	2021	690,111.3	820,384.6	1,178.00					
Wild Horse Pass Blvd EB	36.0	point2029	2029	684,072.5	828,979.0	1,158.40				Average	
		point2030	2030	684,339.6	829,113.4	1,168.60				Average	
		point2031	2031	684,623.2	829,252.9	1,174.40					
Wild Horse Pass Blvd WB	36.0	point2042	2042	685,538.0	829,772.8	1,159.50				Average	
		point2036	2036	685,343.5	829,682.2	1,166.30				Average	
		point2037	2037	685,004.0	829,518.7	1,175.00					
Queen Creek Rd WB	36.0	point2044	2044	691,333.6	821,237.9	1,168.90				Average	
		point2025	2025	690,815.0	820,914.7	1,179.70					
I-10 ML EB_In_3	24.0	point2062	2062	685,662.2	827,978.4	1,149.10				Average	
		point1227	1227	685,880.0	827,642.8	1,150.40				Average	
		point1226	1226	686,097.9	827,307.3	1,150.30				Average	
		point1225	1225	686,315.6	826,971.9	1,150.90				Average	
		point1224	1224	686,533.5	826,636.3	1,151.20				Average	
		point1223	1223	686,751.0	826,301.3	1,151.00					
I-10 ML EB_Out_3	36.0	point2063	2063	685,644.0	827,966.0	1,151.00				Average	
		point335	335	685,861.1	827,631.6	1,151.40				Average	
		point334	334	686,078.9	827,296.5	1,151.50				Average	
		point333	333	686,296.4	826,961.1	1,151.80				Average	
		point332	332	686,514.3	826,625.1	1,151.90				Average	
		point331	331	686,732.4	826,289.4	1,152.30					
I-10 ML_WB_Out_3	36.0	point2064	2064	686,824.0	826,343.1	1,152.20				Average	
		point688	688	686,605.9	826,679.0	1,151.80				Average	
		point689	689	686,388.3	827,014.3	1,151.70				Average	
		point690	690	686,170.1	827,350.1	1,150.90				Average	
		point691	691	685,953.3	827,685.1	1,151.20					
I-10 ML_WB_In_3	24.0	point2065	2065	686,801.2	826,330.5	1,150.80				Average	
		point1142	1142	686,583.3	826,666.1	1,150.80				Average	

		point1143	1143	686,365.6	827,001.4	1,151.00				Average	
		point1144	1144	686,147.6	827,337.2	1,149.90				Average	
		point1145	1145	685,930.1	827,672.1	1,150.30					
I-10 ML EB_In_4	24.0	point2066	2066	686,751.0	826,301.3	1,151.00				Average	
		point1222	1222	686,968.9	825,965.6	1,150.10				Average	
		point1221	1221	687,187.2	825,629.5	1,150.90				Average	
		point1220	1220	687,405.1	825,293.7	1,151.90				Average	
		point1219	1219	687,623.1	824,958.0	1,151.60				Average	
		point1218	1218	687,840.9	824,622.6	1,152.90				Average	
		point1217	1217	688,043.7	824,310.2	1,153.00				Average	
		point1216	1216	688,261.1	823,975.3	1,154.00					
I-10 ML EB_Out_4	36.0	point2067	2067	686,732.4	826,289.4	1,152.30				Average	
		point330	330	686,949.7	825,954.8	1,152.70				Average	
		point329	329	687,167.6	825,619.1	1,153.10				Average	
		point328	328	687,385.6	825,282.8	1,153.50				Average	
		point327	327	687,602.0	824,946.4	1,153.90				Average	
		point326	326	687,820.4	824,610.1	1,154.30				Average	
		point325	325	688,024.5	824,295.6	1,154.60				Average	
		point324	324	688,239.4	823,964.6	1,154.90					
I-10 ML_WB_Out_4	36.0	point2068	2068	688,336.6	824,013.3	1,154.90				Average	
		point681	681	688,119.0	824,348.5	1,154.60				Average	
		point682	682	687,912.9	824,665.9	1,154.20				Average	
		point683	683	687,695.6	825,000.7	1,152.60				Average	
		point684	684	687,477.6	825,336.4	1,153.40				Average	
		point685	685	687,259.6	825,672.2	1,152.90				Average	
		point686	686	687,041.8	826,007.6	1,152.60				Average	
		point687	687	686,824.0	826,343.1	1,152.20					
I-10 ML_WB_In_4	24.0	point2069	2069	688,313.8	824,000.7	1,153.60				Average	
		point1135	1135	688,096.0	824,336.2	1,153.30				Average	
		point1136	1136	687,890.1	824,653.3	1,152.80				Average	
		point1137	1137	687,672.3	824,988.8	1,151.90				Average	
		point1138	1138	687,454.5	825,324.2	1,151.40				Average	
		point1139	1139	687,236.7	825,659.6	1,150.40				Average	
		point1140	1140	687,019.0	825,995.0	1,150.40				Average	
		point1141	1141	686,801.2	826,330.5	1,150.80					
I-10 ML EB_In_5	24.0	point2070	2070	688,261.1	823,975.3	1,154.00				Average	
		point1215	1215	688,479.2	823,639.4	1,154.30				Average	
		point1214	1214	688,697.2	823,303.7	1,154.20				Average	
		point1213	1213	688,915.2	822,967.8	1,154.60				Average	

		point1212	1212	689,133.2	822,632.1	1,154.10					
I-10 ML EB_Out_5	36.0	point2071	2071	688,239.4	823,964.6	1,154.90				Average	
		point323	323	688,457.2	823,629.2	1,154.90				Average	
		point322	322	688,675.1	823,293.7	1,154.90				Average	
		point321	321	688,893.2	822,957.7	1,155.60				Average	
		point320	320	689,111.2	822,621.9	1,156.20					
I-10 ML_WB_Out_5	36.0	point2072	2072	689,207.9	822,671.3	1,156.10				Average	
		point677	677	688,990.0	823,006.9	1,155.70				Average	
		point678	678	688,772.1	823,342.6	1,155.00				Average	
		point679	679	688,554.3	823,678.0	1,155.00				Average	
		point680	680	688,336.6	824,013.3	1,154.90					
I-10 ML_WB_In_5	24.0	point2073	2073	689,185.0	822,658.8	1,153.50				Average	
		point1131	1131	688,967.2	822,994.3	1,154.80				Average	
		point1132	1132	688,748.8	823,330.6	1,154.60				Average	
		point1133	1133	688,531.4	823,665.5	1,154.70				Average	
		point1134	1134	688,313.8	824,000.7	1,153.60					
I-10 ML EB_In_7	24.0	point2078	2078	691,530.3	818,939.9	1,159.20				Average	
		point1200	1200	691,748.1	818,604.4	1,159.10				Average	
		point1199	1199	691,966.1	818,268.6	1,159.80				Average	
		point1198	1198	692,183.9	817,933.1	1,160.60				Average	
		point1197	1197	692,401.7	817,597.7	1,160.70				Average	
		point1196	1196	692,619.2	817,262.7	1,161.50					
I-10 ML EB_Out_7	36.0	point2079	2079	691,508.2	818,929.8	1,159.60				Average	
		point308	308	691,726.3	818,593.9	1,159.90				Average	
		point307	307	691,943.9	818,258.7	1,160.20				Average	
		point306	306	692,162.1	817,922.7	1,160.50				Average	
		point305	305	692,380.0	817,587.0	1,160.80				Average	
		point304	304	692,598.3	817,250.8	1,161.10					
I-10 ML_WB_Out_1	36.0	point2080	2080	683,979.2	831,152.5	1,152.80				Average	
		point702	702	683,844.1	831,516.9	1,155.00				Average	
		point703	703	683,717.5	831,897.5	1,156.30				Average	
		point704	704	683,605.2	832,280.8	1,157.60				Average	
		point705	705	683,506.3	832,667.0	1,158.90					
I-10 ML_WB_In_1	24.0	point2081	2081	683,957.0	831,143.2	1,151.30				Average	
		point1156	1156	683,821.3	831,508.9	1,153.50				Average	
		point1157	1157	683,694.8	831,889.6	1,156.30				Average	
		point1158	1158	683,582.0	832,273.6	1,157.60				Average	
		point1159	1159	683,483.0	832,660.7	1,158.90					
I-10 ML EB_Out_2	36.0	point2083	2083	683,745.8	831,482.0	1,154.50				Average	

		point345	345	683,886.0	831,105.4	1,154.10				Average	
		point344	344	684,038.6	830,734.6	1,153.10				Average	
		point343	343	684,203.9	830,370.1	1,152.30				Average	
		point342	342	684,381.9	830,010.5	1,151.90				Average	
		point341	341	684,572.6	829,658.0	1,152.10				Average	
		point1613	1613	684,776.2	829,311.0	1,151.30				Average	
		point339	339	684,990.9	828,971.9	1,150.80				Average	
		point338	338	685,207.7	828,637.9	1,150.90				Average	
		point337	337	685,425.1	828,303.0	1,150.20				Average	
		point336	336	685,644.0	827,966.0	1,151.00					
I-10 ML EB_In_2	24.0	point2082	2082	683,767.8	831,488.6	1,153.30				Average	
		point1237	1237	683,907.3	831,113.2	1,152.20				Average	
		point1236	1236	684,059.8	830,742.9	1,152.20				Average	
		point1235	1235	684,225.1	830,378.1	1,151.50				Average	
		point1234	1234	684,402.7	830,019.8	1,151.80				Average	
		point1233	1233	684,592.9	829,667.7	1,151.10				Average	
		point1612	1612	684,795.5	829,321.8	1,150.80				Average	
		point1231	1231	685,009.1	828,984.2	1,150.50				Average	
		point1230	1230	685,226.6	828,649.3	1,150.30				Average	
		point1229	1229	685,444.2	828,314.0	1,149.20				Average	
		point1228	1228	685,662.2	827,978.4	1,149.10					
I-10 ML_WB_In_2	24.0	point2061	2061	685,930.1	827,672.1	1,150.30				Average	
		point1146	1146	685,712.0	828,008.1	1,149.30				Average	
		point1147	1147	685,494.6	828,343.0	1,149.00				Average	
		point1148	1148	685,276.5	828,678.9	1,150.30				Average	
		point1149	1149	685,058.5	829,014.8	1,150.80				Average	
		point1611	1611	684,843.8	829,353.1	1,151.20				Average	
		point1151	1151	684,641.6	829,698.2	1,151.50				Average	
		point1152	1152	684,451.6	830,050.2	1,152.10				Average	
		point1153	1153	684,274.1	830,408.5	1,152.10				Average	
		point1154	1154	684,109.1	830,773.0	1,152.20				Average	
		point1155	1155	683,957.0	831,143.2	1,151.30					
I-10 ML_WB_Out_2	36.0	point2060	2060	685,953.3	827,685.1	1,151.20				Average	
		point692	692	685,734.7	828,021.5	1,150.90				Average	
		point693	693	685,516.6	828,357.3	1,150.00				Average	
		point694	694	685,299.3	828,692.0	1,150.60				Average	
		point695	695	685,081.5	829,027.6	1,151.30				Average	
		point1610	1610	684,864.5	829,364.5	1,151.70				Average	
		point697	697	684,663.0	829,709.4	1,152.00				Average	

		point698	698	684,473.0	830,061.4	1,152.30				Average	
		point699	699	684,296.0	830,418.4	1,152.60				Average	
		point700	700	684,131.2	830,782.7	1,153.40				Average	
		point701	701	683,979.2	831,152.5	1,152.80					
I-10 ML EB_Out_6	36.0	point2075	2075	689,111.2	822,621.9	1,156.20				Average	
		point319	319	689,329.4	822,285.7	1,156.50				Average	
		point318	318	689,546.9	821,950.8	1,156.80				Average	
		point317	317	689,765.0	821,614.9	1,157.10				Average	
		point316	316	689,982.9	821,279.1	1,157.40				Average	
		point315	315	690,201.2	820,943.0	1,157.50				Average	
		point1617	1617	690,418.9	820,607.6	1,157.90				Average	
		point313	313	690,636.5	820,272.6	1,158.30				Average	
		point312	312	690,854.5	819,936.7	1,158.60				Average	
		point311	311	691,072.5	819,600.9	1,158.90				Average	
		point310	310	691,290.6	819,265.0	1,159.20				Average	
		point309	309	691,508.2	818,929.8	1,159.60					
I-10 ML EB_In_6	24.0	point2074	2074	689,133.2	822,632.1	1,154.10				Average	
		point1211	1211	689,351.1	822,296.4	1,155.00				Average	
		point1210	1210	689,568.9	821,960.9	1,156.30				Average	
		point1209	1209	689,786.8	821,625.4	1,156.00				Average	
		point1208	1208	690,004.8	821,289.6	1,156.60				Average	
		point1207	1207	690,223.5	820,952.7	1,156.50				Average	
		point1616	1616	690,441.6	820,616.8	1,156.00				Average	
		point1205	1205	690,659.3	820,281.5	1,156.60				Average	
		point1204	1204	690,877.0	819,946.1	1,158.20				Average	
		point1203	1203	691,094.6	819,611.0	1,158.00				Average	
		point1202	1202	691,312.6	819,275.3	1,157.00				Average	
		point1201	1201	691,530.3	818,939.9	1,159.20					
I-10 ML_WB_In_6	24.0	point2077	2077	691,580.0	818,969.8	1,159.30				Average	
		point1120	1120	691,362.5	819,304.8	1,157.50				Average	
		point1121	1121	691,145.1	819,639.7	1,157.80				Average	
		point1122	1122	690,926.8	819,975.9	1,157.60				Average	
		point1123	1123	690,708.6	820,312.0	1,156.10				Average	
		point1615	1615	690,491.1	820,647.0	1,156.30				Average	
		point1125	1125	690,273.3	820,982.5	1,155.50				Average	
		point1126	1126	690,055.9	821,317.4	1,156.00				Average	
		point1127	1127	689,838.4	821,652.4	1,155.50				Average	
		point1128	1128	689,620.4	821,988.2	1,154.50				Average	
		point1129	1129	689,402.4	822,324.0	1,154.70				Average	

		point1130	1130	689,185.0	822,658.8	1,153.50					
I-10 ML_WB_Out_6	36.0	point2076	2076	691,603.0	818,982.1	1,159.60				Average	
		point666	666	691,385.5	819,317.2	1,158.20				Average	
		point667	667	691,167.9	819,652.3	1,158.70				Average	
		point668	668	690,950.4	819,987.4	1,158.60				Average	
		point669	669	690,732.4	820,323.1	1,158.30				Average	
		point1614	1614	690,514.4	820,658.9	1,157.90				Average	
		point671	671	690,296.8	820,994.1	1,157.60				Average	
		point672	672	690,079.2	821,329.2	1,157.40				Average	
		point673	673	689,861.4	821,664.6	1,156.90				Average	
		point674	674	689,643.6	822,000.2	1,157.10				Average	
		point675	675	689,425.7	822,335.8	1,156.40				Average	
		point676	676	689,207.9	822,671.3	1,156.10					
Wild Horse Pass Blvd WB-2	36.0	point2084	2084	684,583.1	829,302.4	1,175.00				Average	Y
		point2039	2039	684,232.8	829,126.6	1,165.70				Average	
		point2040	2040	684,055.5	829,035.5	1,158.60					
Wild Horse Pass Blvd WB-2	36.0	point2085	2085	685,004.0	829,518.7	1,175.00				Average	Y
		point2038	2038	684,583.1	829,302.4	1,175.00					
Wild Horse Pass Blvd EB-2	36.0	point2086	2086	685,058.2	829,477.0	1,175.00				Average	Y
		point2033	2033	685,367.2	829,645.8	1,165.40				Average	
		point2034	2034	685,548.0	829,740.8	1,158.50					
Wild Horse Pass Blvd EB-2	36.0	point2087	2087	684,623.2	829,252.9	1,174.40				Average	Y
		point2032	2032	685,058.2	829,477.0	1,175.00					
Queen Creek Rd WB-2	36.0	point2088	2088	690,815.0	820,914.7	1,179.70				Average	Y
		point2026	2026	690,153.6	820,486.6	1,179.40					
Queen Creek Rd WB-2-2	36.0	point2089	2089	690,153.6	820,486.6	1,179.40				Average	Y
		point2027	2027	689,910.7	820,325.2	1,174.70				Average	
		point2028	2028	689,658.1	820,167.3	1,167.80					
Queen Creek Rd EB-2	36.0	point2090	2090	690,111.3	820,384.6	1,178.00				Average	Y
		point2022	2022	690,760.8	820,808.9	1,180.50					
Queen Creek Rd EB-2-2	36.0	point2091	2091	690,760.8	820,808.9	1,180.50				Average	Y
		point2023	2023	691,355.2	821,203.3	1,168.50					

AZTEC Engineering **24 March 2025**
AZTEC Engineering **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **ADOT Project No F0701**
RUN: **ADOT I-10 Koli Rd TI, No Build**

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Wild Horse Pass WB On-Ramp	point722	722	1450	50	105	50	24	50	0	0	0	0
	point723	723	1450	50	105	50	24	50	0	0	0	0
	point724	724	1450	50	105	50	24	50	0	0	0	0
	point725	725	1450	50	105	50	24	50	0	0	0	0
	point726	726	1450	50	105	50	24	50	0	0	0	0
	point727	727	1450	50	105	50	24	50	0	0	0	0
	point728	728	1450	50	105	50	24	50	0	0	0	0
	point729	729	1450	50	105	50	24	50	0	0	0	0
	point730	730	1450	50	105	50	24	50	0	0	0	0
	point731	731	1450	50	105	50	24	50	0	0	0	0
	point732	732										
Queen Creek Rd EB On-Ramp	point861	861	333	50	12	50	12	50	0	0	0	0
	point862	862	333	50	12	50	12	50	0	0	0	0
	point863	863	333	50	12	50	12	50	0	0	0	0
	point864	864	333	50	12	50	12	50	0	0	0	0
	point865	865	333	50	12	50	12	50	0	0	0	0
	point866	866	333	50	12	50	12	50	0	0	0	0
	point867	867	333	50	12	50	12	50	0	0	0	0
	point868	868	333	50	12	50	12	50	0	0	0	0
	point869	869	333	50	12	50	12	50	0	0	0	0
	point870	870										
Queen Creek Rd WB Off-Ramp	point871	871	306	50	12	50	12	50	0	0	0	0
	point872	872	306	50	12	50	12	50	0	0	0	0

	point873	873	306	50	12	50	12	50	0	0	0	0
	point874	874	306	50	12	50	12	50	0	0	0	0
	point875	875	306	50	12	50	12	50	0	0	0	0
	point876	876	306	50	12	50	12	50	0	0	0	0
	point877	877	306	50	12	50	12	50	0	0	0	0
	point878	878	306	50	12	50	12	50	0	0	0	0
	point879	879	306	50	12	50	12	50	0	0	0	0
	point880	880	306	50	12	50	12	50	0	0	0	0
	point881	881										
Queen Creek Rd WB On-Ramp	point882	882	1262	50	76	50	25	50	0	0	0	0
	point883	883	1262	50	76	50	25	50	0	0	0	0
	point884	884	1262	50	76	50	25	50	0	0	0	0
	point885	885	1262	50	76	50	25	50	0	0	0	0
	point886	886	1262	50	76	50	25	50	0	0	0	0
	point887	887	1262	50	76	50	25	50	0	0	0	0
	point888	888	1262	50	76	50	25	50	0	0	0	0
	point889	889	1262	50	76	50	25	50	0	0	0	0
	point890	890	1262	50	76	50	25	50	0	0	0	0
	point891	891	1262	50	76	50	25	50	0	0	0	0
	point892	892	1262	50	76	50	25	50	0	0	0	0
	point893	893	1262	50	76	50	25	50	0	0	0	0
	point894	894	1262	50	76	50	25	50	0	0	0	0
	point895	895	1262	50	76	50	25	50	0	0	0	0
	point896	896										
Queen Creek Rd EB Off-Ramp	point897	897	1423	50	57	50	19	50	0	0	0	0
	point898	898	1423	50	57	50	19	50	0	0	0	0
	point899	899	1423	50	57	50	19	50	0	0	0	0
	point900	900	1423	50	57	50	19	50	0	0	0	0
	point901	901	1423	50	57	50	19	50	0	0	0	0
	point902	902	1423	50	57	50	19	50	0	0	0	0
	point903	903	1423	50	57	50	19	50	0	0	0	0
	point904	904	1423	50	57	50	19	50	0	0	0	0
	point905	905	1423	50	57	50	19	50	0	0	0	0
	point906	906	1423	50	57	50	19	50	0	0	0	0
	point907	907	1423	50	57	50	19	50	0	0	0	0
	point908	908	1423	50	57	50	19	50	0	0	0	0

	point909	909										
Wild Horse Pass EB On-Ramp	point918	918	449	50	31	50	23	50	0	0	0	0
	point919	919	449	50	31	50	23	50	0	0	0	0
	point920	920	449	50	31	50	23	50	0	0	0	0
	point921	921	449	50	31	50	23	50	0	0	0	0
	point922	922	449	50	31	50	23	50	0	0	0	0
	point923	923	449	50	31	50	23	50	0	0	0	0
	point924	924	449	50	31	50	23	50	0	0	0	0
	point925	925	449	50	31	50	23	50	0	0	0	0
	point926	926										
Wild Horse Pass WB Off-Ramp	point927	927	448	50	37	50	19	50	0	0	0	0
	point928	928	448	50	37	50	19	50	0	0	0	0
	point929	929	448	50	37	50	19	50	0	0	0	0
	point930	930	448	50	37	50	19	50	0	0	0	0
	point931	931	448	50	37	50	19	50	0	0	0	0
	point932	932	448	50	37	50	19	50	0	0	0	0
	point933	933	448	50	37	50	19	50	0	0	0	0
	point934	934	448	50	37	50	19	50	0	0	0	0
	point935	935	448	50	37	50	19	50	0	0	0	0
	point936	936	448	50	37	50	19	50	0	0	0	0
	point937	937										
Wild Horse Pass EB Off-Ramp	point789	789	1873	50	144	50	33	50	0	0	0	0
	point1605	1605	1873	50	144	50	33	50	0	0	0	0
	point791	791	1873	50	144	50	33	50	0	0	0	0
	point792	792	1873	50	144	50	33	50	0	0	0	0
	point793	793	1873	50	144	50	33	50	0	0	0	0
	point794	794	1873	50	144	50	33	50	0	0	0	0
	point795	795	1873	50	144	50	33	50	0	0	0	0
	point796	796	1873	50	144	50	33	50	0	0	0	0
	point797	797	1873	50	144	50	33	50	0	0	0	0
	point798	798	1873	50	144	50	33	50	0	0	0	0
	point799	799	1873	50	144	50	33	50	0	0	0	0
	point800	800										
I-10 ML EB_In_1	point2013	2013	4350	70	627	70	751	70	0	0	0	0
	point1240	1240	4350	70	627	70	751	70	0	0	0	0
	point1239	1239	4350	70	627	70	751	70	0	0	0	0

	point1238	1238										
I-10 ML EB_Out_1	point2014	2014	4350	70	627	70	751	70	0	0	0	0
	point348	348	4350	70	627	70	751	70	0	0	0	0
	point347	347	4350	70	627	70	751	70	0	0	0	0
	point346	346										
I-10 ML_WB_Out_7	point2015	2015	3165	70	570	70	591	70	0	0	0	0
	point661	661	3165	70	570	70	591	70	0	0	0	0
	point662	662	3165	70	570	70	591	70	0	0	0	0
	point663	663	3165	70	570	70	591	70	0	0	0	0
	point664	664	3165	70	570	70	591	70	0	0	0	0
	point665	665										
I-10 ML_WB_In_7	point2016	2016	3165	70	570	70	591	70	0	0	0	0
	point1115	1115	3165	70	570	70	591	70	0	0	0	0
	point1116	1116	3165	70	570	70	591	70	0	0	0	0
	point1117	1117	3165	70	570	70	591	70	0	0	0	0
	point1118	1118	3165	70	570	70	591	70	0	0	0	0
	point1119	1119										
Queen Creek Rd EB	point2019	2019	1945	50	118	50	34	50	0	0	0	0
	point2020	2020	1945	50	118	50	34	50	0	0	0	0
	point2021	2021										
Wild Horse Pass Blvd EB	point2029	2029	2523	50	143	50	29	50	0	0	0	0
	point2030	2030	2523	50	143	50	29	50	0	0	0	0
	point2031	2031										
Wild Horse Pass Blvd WB	point2042	2042	1014	50	84	50	35	50	0	0	0	0
	point2036	2036	1014	50	84	50	35	50	0	0	0	0
	point2037	2037										
Queen Creek Rd WB	point2044	2044	1066	50	51	50	25	50	0	0	0	0
	point2025	2025										
I-10 ML EB_In_3	point2062	2062	3637	70	571	70	746	70	0	0	0	0
	point1227	1227	3637	70	571	70	746	70	0	0	0	0
	point1226	1226	3637	70	571	70	746	70	0	0	0	0
	point1225	1225	3637	70	571	70	746	70	0	0	0	0
	point1224	1224	3637	70	571	70	746	70	0	0	0	0
	point1223	1223										
I-10 ML EB_Out_3	point2063	2063	3637	70	571	70	746	70	0	0	0	0
	point335	335	3637	70	571	70	746	70	0	0	0	0

	point334	334	3637	70	571	70	746	70	0	0	0	0
	point333	333	3637	70	571	70	746	70	0	0	0	0
	point332	332	3637	70	571	70	746	70	0	0	0	0
	point331	331										
I-10 ML_WB_Out_3	point2064	2064	3643	70	602	70	597	70	0	0	0	0
	point688	688	3643	70	602	70	597	70	0	0	0	0
	point689	689	3643	70	602	70	597	70	0	0	0	0
	point690	690	3643	70	602	70	597	70	0	0	0	0
	point691	691										
I-10 ML_WB_In_3	point2065	2065	3643	70	602	70	597	70	0	0	0	0
	point1142	1142	3643	70	602	70	597	70	0	0	0	0
	point1143	1143	3643	70	602	70	597	70	0	0	0	0
	point1144	1144	3643	70	602	70	597	70	0	0	0	0
	point1145	1145										
I-10 ML EB_In_4	point2066	2066	3637	70	571	70	746	70	0	0	0	0
	point1222	1222	3637	70	571	70	746	70	0	0	0	0
	point1221	1221	3637	70	571	70	746	70	0	0	0	0
	point1220	1220	3637	70	571	70	746	70	0	0	0	0
	point1219	1219	3637	70	571	70	746	70	0	0	0	0
	point1218	1218	3637	70	571	70	746	70	0	0	0	0
	point1217	1217	3637	70	571	70	746	70	0	0	0	0
	point1216	1216										
I-10 ML EB_Out_4	point2067	2067	3637	70	571	70	746	70	0	0	0	0
	point330	330	3637	70	571	70	746	70	0	0	0	0
	point329	329	3637	70	571	70	746	70	0	0	0	0
	point328	328	3637	70	571	70	746	70	0	0	0	0
	point327	327	3637	70	571	70	746	70	0	0	0	0
	point326	326	3637	70	571	70	746	70	0	0	0	0
	point325	325	3637	70	571	70	746	70	0	0	0	0
	point324	324										
I-10 ML_WB_Out_4	point2068	2068	3643	70	602	70	597	70	0	0	0	0
	point681	681	3643	70	602	70	597	70	0	0	0	0
	point682	682	3643	70	602	70	597	70	0	0	0	0
	point683	683	3643	70	602	70	597	70	0	0	0	0
	point684	684	3643	70	602	70	597	70	0	0	0	0
	point685	685	3643	70	602	70	597	70	0	0	0	0

	point686	686	3643	70	602	70	597	70	0	0	0	0
	point687	687										
I-10 ML_WB_In_4	point2069	2069	3643	70	602	70	597	70	0	0	0	0
	point1135	1135	3643	70	602	70	597	70	0	0	0	0
	point1136	1136	3643	70	602	70	597	70	0	0	0	0
	point1137	1137	3643	70	602	70	597	70	0	0	0	0
	point1138	1138	3643	70	602	70	597	70	0	0	0	0
	point1139	1139	3643	70	602	70	597	70	0	0	0	0
	point1140	1140	3643	70	602	70	597	70	0	0	0	0
	point1141	1141										
I-10 ML EB_In_5	point2070	2070	3637	70	571	70	746	70	0	0	0	0
	point1215	1215	3637	70	571	70	746	70	0	0	0	0
	point1214	1214	3637	70	571	70	746	70	0	0	0	0
	point1213	1213	3637	70	571	70	746	70	0	0	0	0
	point1212	1212										
I-10 ML EB_Out_5	point2071	2071	3637	70	571	70	746	70	0	0	0	0
	point323	323	3637	70	571	70	746	70	0	0	0	0
	point322	322	3637	70	571	70	746	70	0	0	0	0
	point321	321	3637	70	571	70	746	70	0	0	0	0
	point320	320										
I-10 ML_WB_Out_5	point2072	2072	3643	70	602	70	597	70	0	0	0	0
	point677	677	3643	70	602	70	597	70	0	0	0	0
	point678	678	3643	70	602	70	597	70	0	0	0	0
	point679	679	3643	70	602	70	597	70	0	0	0	0
	point680	680										
I-10 ML_WB_In_5	point2073	2073	3643	70	602	70	597	70	0	0	0	0
	point1131	1131	3643	70	602	70	597	70	0	0	0	0
	point1132	1132	3643	70	602	70	597	70	0	0	0	0
	point1133	1133	3643	70	602	70	597	70	0	0	0	0
	point1134	1134										
I-10 ML EB_In_7	point2078	2078	3092	70	548	70	742	70	0	0	0	0
	point1200	1200	3092	70	548	70	742	70	0	0	0	0
	point1199	1199	3092	70	548	70	742	70	0	0	0	0
	point1198	1198	3092	70	548	70	742	70	0	0	0	0
	point1197	1197	3092	70	548	70	742	70	0	0	0	0
	point1196	1196										

I-10 ML EB_Out_7	point2079	2079	3092	70	548	70	742	70	0	0	0	0
	point308	308	3092	70	548	70	742	70	0	0	0	0
	point307	307	3092	70	548	70	742	70	0	0	0	0
	point306	306	3092	70	548	70	742	70	0	0	0	0
	point305	305	3092	70	548	70	742	70	0	0	0	0
	point304	304										
I-10 ML_WB_Out_1	point2080	2080	4143	70	636	70	599	70	0	0	0	0
	point702	702	4143	70	636	70	599	70	0	0	0	0
	point703	703	4143	70	636	70	599	70	0	0	0	0
	point704	704	4143	70	636	70	599	70	0	0	0	0
	point705	705										
I-10 ML_WB_In_1	point2081	2081	4143	70	636	70	599	70	0	0	0	0
	point1156	1156	4143	70	636	70	599	70	0	0	0	0
	point1157	1157	4143	70	636	70	599	70	0	0	0	0
	point1158	1158	4143	70	636	70	599	70	0	0	0	0
	point1159	1159										
I-10 ML EB_Out_2	point2083	2083	3413	70	555	70	734	70	0	0	0	0
	point345	345	3413	70	555	70	734	70	0	0	0	0
	point344	344	3413	70	555	70	734	70	0	0	0	0
	point343	343	3413	70	555	70	734	70	0	0	0	0
	point342	342	3413	70	555	70	734	70	0	0	0	0
	point341	341	3413	70	555	70	734	70	0	0	0	0
	point1613	1613	3413	70	555	70	734	70	0	0	0	0
	point339	339	3413	70	555	70	734	70	0	0	0	0
	point338	338	3413	70	555	70	734	70	0	0	0	0
	point337	337	3413	70	555	70	734	70	0	0	0	0
	point336	336										
I-10 ML EB_In_2	point2082	2082	3413	70	555	70	734	70	0	0	0	0
	point1237	1237	3413	70	555	70	734	70	0	0	0	0
	point1236	1236	3413	70	555	70	734	70	0	0	0	0
	point1235	1235	3413	70	555	70	734	70	0	0	0	0
	point1234	1234	3413	70	555	70	734	70	0	0	0	0
	point1233	1233	3413	70	555	70	734	70	0	0	0	0
	point1612	1612	3413	70	555	70	734	70	0	0	0	0
	point1231	1231	3413	70	555	70	734	70	0	0	0	0
	point1230	1230	3413	70	555	70	734	70	0	0	0	0

	point1229	1229	3413	70	555	70	734	70	0	0	0	0
	point1228	1228										
I-10 ML_WB_In_2	point2061	2061	3419	70	583	70	587	70	0	0	0	0
	point1146	1146	3419	70	583	70	587	70	0	0	0	0
	point1147	1147	3419	70	583	70	587	70	0	0	0	0
	point1148	1148	3419	70	583	70	587	70	0	0	0	0
	point1149	1149	3419	70	583	70	587	70	0	0	0	0
	point1611	1611	3419	70	583	70	587	70	0	0	0	0
	point1151	1151	3419	70	583	70	587	70	0	0	0	0
	point1152	1152	3419	70	583	70	587	70	0	0	0	0
	point1153	1153	3419	70	583	70	587	70	0	0	0	0
	point1154	1154	3419	70	583	70	587	70	0	0	0	0
	point1155	1155										
I-10 ML_WB_Out_2	point2060	2060	3419	70	583	70	587	70	0	0	0	0
	point692	692	3419	70	583	70	587	70	0	0	0	0
	point693	693	3419	70	583	70	587	70	0	0	0	0
	point694	694	3419	70	583	70	587	70	0	0	0	0
	point695	695	3419	70	583	70	587	70	0	0	0	0
	point1610	1610	3419	70	583	70	587	70	0	0	0	0
	point697	697	3419	70	583	70	587	70	0	0	0	0
	point698	698	3419	70	583	70	587	70	0	0	0	0
	point699	699	3419	70	583	70	587	70	0	0	0	0
	point700	700	3419	70	583	70	587	70	0	0	0	0
	point701	701										
I-10 ML EB_Out_6	point2075	2075	2926	70	542	70	736	70	0	0	0	0
	point319	319	2926	70	542	70	736	70	0	0	0	0
	point318	318	2926	70	542	70	736	70	0	0	0	0
	point317	317	2926	70	542	70	736	70	0	0	0	0
	point316	316	2926	70	542	70	736	70	0	0	0	0
	point315	315	2926	70	542	70	736	70	0	0	0	0
	point1617	1617	2926	70	542	70	736	70	0	0	0	0
	point313	313	2926	70	542	70	736	70	0	0	0	0
	point312	312	2926	70	542	70	736	70	0	0	0	0
	point311	311	2926	70	542	70	736	70	0	0	0	0
	point310	310	2926	70	542	70	736	70	0	0	0	0
	point309	309										

I-10 ML EB_In_6	point2074	2074	2926	70	542	70	736	70	0	0	0	0
	point1211	1211	2926	70	542	70	736	70	0	0	0	0
	point1210	1210	2926	70	542	70	736	70	0	0	0	0
	point1209	1209	2926	70	542	70	736	70	0	0	0	0
	point1208	1208	2926	70	542	70	736	70	0	0	0	0
	point1207	1207	2926	70	542	70	736	70	0	0	0	0
	point1616	1616	2926	70	542	70	736	70	0	0	0	0
	point1205	1205	2926	70	542	70	736	70	0	0	0	0
	point1204	1204	2926	70	542	70	736	70	0	0	0	0
	point1203	1203	2926	70	542	70	736	70	0	0	0	0
	point1202	1202	2926	70	542	70	736	70	0	0	0	0
	point1201	1201										
I-10 ML_WB_In_6	point2077	2077	3012	70	564	70	585	70	0	0	0	0
	point1120	1120	3012	70	564	70	585	70	0	0	0	0
	point1121	1121	3012	70	564	70	585	70	0	0	0	0
	point1122	1122	3012	70	564	70	585	70	0	0	0	0
	point1123	1123	3012	70	564	70	585	70	0	0	0	0
	point1615	1615	3012	70	564	70	585	70	0	0	0	0
	point1125	1125	3012	70	564	70	585	70	0	0	0	0
	point1126	1126	3012	70	564	70	585	70	0	0	0	0
	point1127	1127	3012	70	564	70	585	70	0	0	0	0
	point1128	1128	3012	70	564	70	585	70	0	0	0	0
	point1129	1129	3012	70	564	70	585	70	0	0	0	0
	point1130	1130										
I-10 ML_WB_Out_6	point2076	2076	3012	70	564	70	585	70	0	0	0	0
	point666	666	3012	70	564	70	585	70	0	0	0	0
	point667	667	3012	70	564	70	585	70	0	0	0	0
	point668	668	3012	70	564	70	585	70	0	0	0	0
	point669	669	3012	70	564	70	585	70	0	0	0	0
	point1614	1614	3012	70	564	70	585	70	0	0	0	0
	point671	671	3012	70	564	70	585	70	0	0	0	0
	point672	672	3012	70	564	70	585	70	0	0	0	0
	point673	673	3012	70	564	70	585	70	0	0	0	0
	point674	674	3012	70	564	70	585	70	0	0	0	0
	point675	675	3012	70	564	70	585	70	0	0	0	0
	point676	676										

Wild Horse Pass Blvd WB-2	point2084	2084	2639	50	159	50	30	50	0	0	0	0
	point2039	2039	2639	50	159	50	30	50	0	0	0	0
	point2040	2040										
Wild Horse Pass Blvd WB-2	point2085	2085	1136	50	69	50	29	50	0	0	0	0
	point2038	2038										
Wild Horse Pass Blvd EB-2	point2086	2086	1322	50	112	50	40	50	0	0	0	0
	point2033	2033	1322	50	112	50	40	50	0	0	0	0
	point2034	2034										
Wild Horse Pass Blvd EB-2	point2087	2087	2445	50	167	50	39	50	0	0	0	0
	point2032	2032										
Queen Creek Rd WB-2	point2088	2088	1032	50	49	50	21	50	0	0	0	0
	point2026	2026										
Queen Creek Rd WB-2-2	point2089	2089	2113	50	95	50	27	50	0	0	0	0
	point2027	2027	2113	50	95	50	27	50	0	0	0	0
	point2028	2028										
Queen Creek Rd EB-2	point2090	2090	1953	50	118	50	36	50	0	0	0	0
	point2022	2022										
Queen Creek Rd EB-2-2	point2091	2091	1031	50	56	50	27	50	0	0	0	0
	point2023	2023										

AZTEC Engineering 24 March 2025
AZTEC Engineering TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: ADOT Project No F0701
RUN: ADOT I-10 Koli Rd TI, No Build

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria: Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
E1	375	1	683,345.2	830,068.0	1,144.24	5.00	0.00	66	15.0	7.0	Y
E2	376	1	683,816.9	829,498.2	1,139.32	5.00	0.00	66	15.0	7.0	Y
E3	377	1	684,443.1	828,787.0	1,147.90	5.00	0.00	66	15.0	7.0	Y
E4	378	1	685,107.9	828,045.1	1,144.43	5.00	0.00	66	15.0	7.0	Y
E5	379	1	685,651.9	827,206.1	1,144.67	5.00	0.00	66	15.0	7.0	Y
E6	380	1	686,196.1	826,366.9	1,146.19	5.00	0.00	66	15.0	7.0	Y
E7	381	1	686,382.9	826,132.8	1,143.11	5.00	0.00	66	15.0	7.0	Y
E8	382	1	686,576.1	825,671.7	1,143.34	5.00	0.00	66	15.0	7.0	Y
E9	383	1	686,876.6	825,021.0	1,148.28	5.00	0.00	66	15.0	7.0	Y
E10	384	1	686,541.7	824,642.2	1,148.71	5.00	0.00	66	15.0	7.0	Y
E10A	385	1	686,062.5	824,000.0	1,148.98	5.00	0.00	66	15.0	7.0	Y
W1	386	1	684,253.2	831,170.7	1,154.34	5.00	0.00	66	15.0	7.0	Y
W2	387	1	684,607.1	830,740.9	1,156.04	5.00	0.00	66	15.0	7.0	Y
W3	388	1	685,118.9	830,036.0	1,148.62	5.00	0.00	66	15.0	7.0	Y
W4	389	1	685,635.2	829,455.9	1,153.13	5.00	0.00	66	15.0	7.0	Y
W5	390	1	685,620.4	829,031.7	1,151.83	5.00	0.00	66	15.0	7.0	Y
W6	391	1	686,126.0	828,400.4	1,148.37	5.00	0.00	66	15.0	7.0	Y
W7	392	1	686,110.8	827,901.9	1,146.66	5.00	0.00	66	15.0	7.0	Y
W8	393	1	686,581.6	827,433.6	1,147.84	5.00	0.00	66	15.0	7.0	Y
W9/Mon1	394	1	687,130.6	826,597.9	1,148.78	5.00	0.00	66	15.0	7.0	Y
W10	395	1	687,454.3	826,100.5	1,147.29	5.00	0.00	66	15.0	7.0	Y
W11	396	1	687,908.5	826,296.6	1,148.87	5.00	0.00	66	15.0	7.0	Y

W12	397	1	687,802.6	825,697.9	1,147.47	5.00	0.00	66	15.0	7.0	Y
W13/Mon2	398	1	687,991.9	825,954.8	1,148.09	5.00	0.00	66	15.0	7.0	Y
W14	399	1	688,413.6	825,816.9	1,150.02	5.00	0.00	66	15.0	7.0	Y
E11	400	1	686,979.5	823,967.6	1,151.96	5.00	0.00	66	15.0	7.0	
E11A	401	1	686,576.6	823,460.8	1,148.78	5.00	0.00	66	15.0	7.0	
E12	402	1	687,480.0	824,191.8	1,151.26	5.00	0.00	66	15.0	7.0	
E13	403	1	687,675.6	824,018.4	1,150.59	5.00	0.00	66	15.0	7.0	
E13A	404	1	687,764.4	823,915.6	1,151.21	5.00	0.00	66	15.0	7.0	
E13B	405	1	687,599.5	823,802.5	1,153.68	5.00	0.00	66	15.0	7.0	
E14/Mon3	406	1	687,895.2	823,764.3	1,146.95	5.00	0.00	66	15.0	7.0	
E14A	407	1	687,730.2	823,651.2	1,158.28	5.00	0.00	66	15.0	7.0	
E15	408	1	688,002.5	823,640.1	1,146.88	5.00	0.00	66	15.0	7.0	Y
E15A	409	1	687,837.6	823,526.9	1,151.86	5.00	0.00	66	15.0	7.0	Y
E16	410	1	688,378.1	823,013.8	1,150.54	5.00	0.00	66	15.0	7.0	Y
E17	411	1	688,918.7	822,172.4	1,151.42	5.00	0.00	66	15.0	7.0	Y
E18	412	1	689,428.4	821,312.9	1,152.14	5.00	0.00	66	15.0	7.0	Y
E19	413	1	689,412.4	820,481.4	1,152.40	5.00	0.00	66	15.0	7.0	Y
E20	414	1	690,219.0	819,758.4	1,154.64	5.00	0.00	66	15.0	7.0	Y
E21	415	1	690,930.8	819,078.7	1,155.18	5.00	0.00	66	15.0	7.0	Y
W15	416	1	688,826.3	825,178.2	1,152.83	5.00	0.00	66	15.0	7.0	Y
W16	417	1	688,418.6	824,850.9	1,152.39	5.00	0.00	66	15.0	7.0	Y
W17	418	1	688,528.2	824,568.4	1,152.52	5.00	0.00	66	15.0	7.0	Y
W18	419	1	688,746.3	824,118.4	1,152.59	5.00	0.00	66	15.0	7.0	Y
W19	420	1	689,299.7	823,236.5	1,152.95	5.00	0.00	66	15.0	7.0	Y
W20	421	1	689,838.2	822,393.8	1,152.26	5.00	0.00	66	15.0	7.0	Y
W21	422	1	690,511.1	821,674.3	1,153.58	5.00	0.00	66	15.0	7.0	Y
W22	423	1	691,151.1	820,933.4	1,155.52	5.00	0.00	66	15.0	7.0	Y
W23	424	1	691,472.9	819,987.2	1,155.04	5.00	0.00	66	15.0	7.0	Y
W24	425	1	691,973.0	819,122.1	1,157.60	5.00	0.00	66	15.0	7.0	Y

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Appendix I. Biological Resources Information

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Arizona Department of Transportation
Environmental Planning

BIOLOGICAL EVALUATION

Interstate 10 and Koli Road Traffic Interchange
888-A(219)S
010 MA 166 F0701 01L

Prepared for:	***ADOT Approval Signature***
Arizona Department of Transportation Environmental Planning 205 South 17th Avenue, MD EM02 Phoenix, Arizona 85007	Coby Teal Digitally signed by Coby Teal Date: 2025.04.25 10:50:40 -07'00'

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

April 21, 2025
Submittal Number: 2

This report is the property of ADOT and may contain sensitive biological information. ADOT approval is required prior to reproduction or distribution.

EXECUTIVE SUMMARY – BIOLOGICAL EVALUATION

Project Type: New traffic interchange construction

Project Duration and Anticipated Construction Schedule: Construction would start in late 2026 or early 2027 with a duration of 18 months

Project Location: The project is located on Interstate 10 (I-10) at milepost (MP) 163.5 between the existing Wild Horse Pass Boulevard TI and State Route (SR) 347/Queen Creek Road TI in Maricopa County.

ESA Species and Critical Habitat Analyzed in Detail and Determinations Made

Common Name	Scientific Name	Status/Critical Habitat	Determination
Monarch butterfly	*Danaus plexippus*	ESA PT	The project is not likely to jeopardize the continued existence of the proposed species.

Tribal Special Status Species Analyzed and Determinations Made

No Tribal special status species were analyzed in detail. Individual Gila River Indian Community Focal Species may be impacted, but the proposed project is not likely to result in a trend toward federal listing or a loss of viability. The proposed project would impact plants protected by the Community Native Plant Ordinance.

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DEFINITIONS

Action area – all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR §402.02)
ADOT – Arizona Department of Transportation
AGFD – Arizona Game and Fish Department
AWLW - Arizona Wildlife Linkage Workgroup
BE – Biological Evaluation
BIA – Bureau of Indian Affairs
BMP – best management practice
CCAA – Candidate Conservation Agreement with Assurances
CFR – Code of Federal Regulations
Community – Gila River Indian Community
Construction footprint – the area where construction-related equipment will operate
CWA – Clean Water Act
dBA – A-weighted decibel
ESA – Endangered Species Act
FHWA – Federal Highway Administration
FWCA – Fish and Wildlife Coordination Act
I-10 – Interstate 10
IPaC – Information for Planning and Consultation
LE – Listed Endangered
LT – Listed Threatened
MP – milepost
NPDES – National Pollutant Discharge Elimination System
OAW – Outstanding Arizona Water
PT – Proposed Threatened
SR – State Route
SWPPP – Storm Water Pollution Prevention Plan
TI – traffic interchange
USFWS – US Fish and Wildlife Service
XN – Experimental Non-essential Population

1. Project Overview

1.1 Federal Nexus

The project evaluated in this Biological Evaluation (BE) is funded in part by the Federal Highway Administration (FHWA) and will be constructed by the Arizona Department of Transportation (ADOT).

This BE addresses the proposed action in compliance with Section 7(c) of the Endangered Species Act (ESA) of 1973, as amended. Section 7 of the ESA requires that, through consultation (or conferencing for proposed species) with the U.S. Fish and Wildlife Service (USFWS), federal actions do not jeopardize the continued existence of any threatened, endangered, or proposed species or result in the destruction or adverse modification of critical habitat. This document evaluates the potential effects of the proposed transportation project on species that are federally listed under the ESA. Specific project design elements are identified that avoid or minimize adverse impacts of the proposed project on listed species and/or critical habitats.

1.2 Project Description

This project will construct a new traffic interchange (TI) between Wild Horse Pass Boulevard TI and the State Route (SR) 387/Queen Creek Road TI. The project would provide better public access to the Gila River Indian Community (Community) land, improve emergency vehicle response time, and improve traffic management for future anticipated population and employment growth. Work will require a new easement.

1.3 Project Location

The project is located on Interstate 10 (I-10) at milepost (MP) 163.5 between the existing Wild Horse Pass Boulevard TI and SR 347/Queen Creek Road TI in Maricopa County (Figures 1 and 2). The cadastral location of the project is Township 2 South, Range 4 East, in portions of Sections 8, 9, 16, and 17. The project would occur within the Community on existing ADOT easement and would require additional easements from the Community or the Bureau of Indian Affairs (BIA).

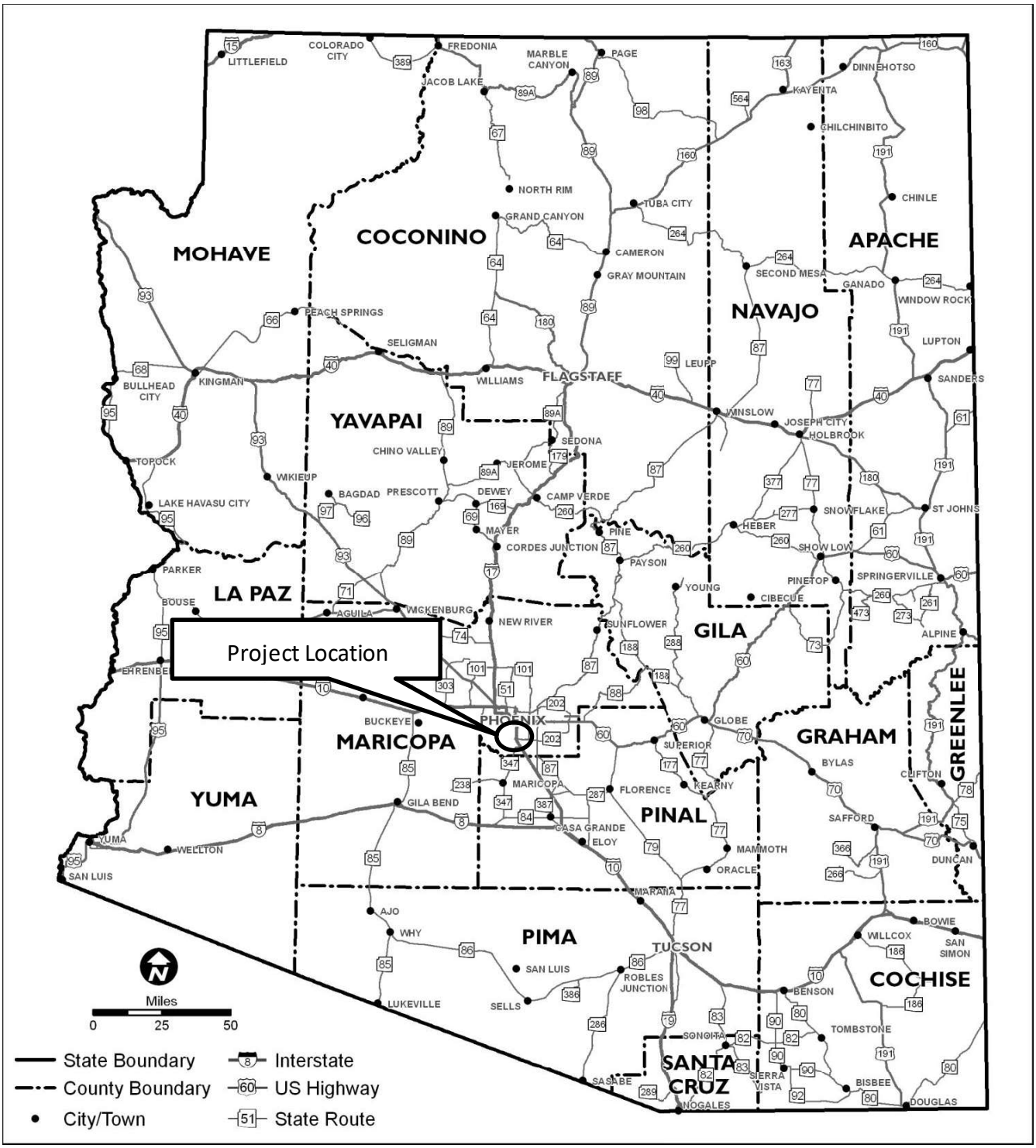


Figure 1. State Location Map

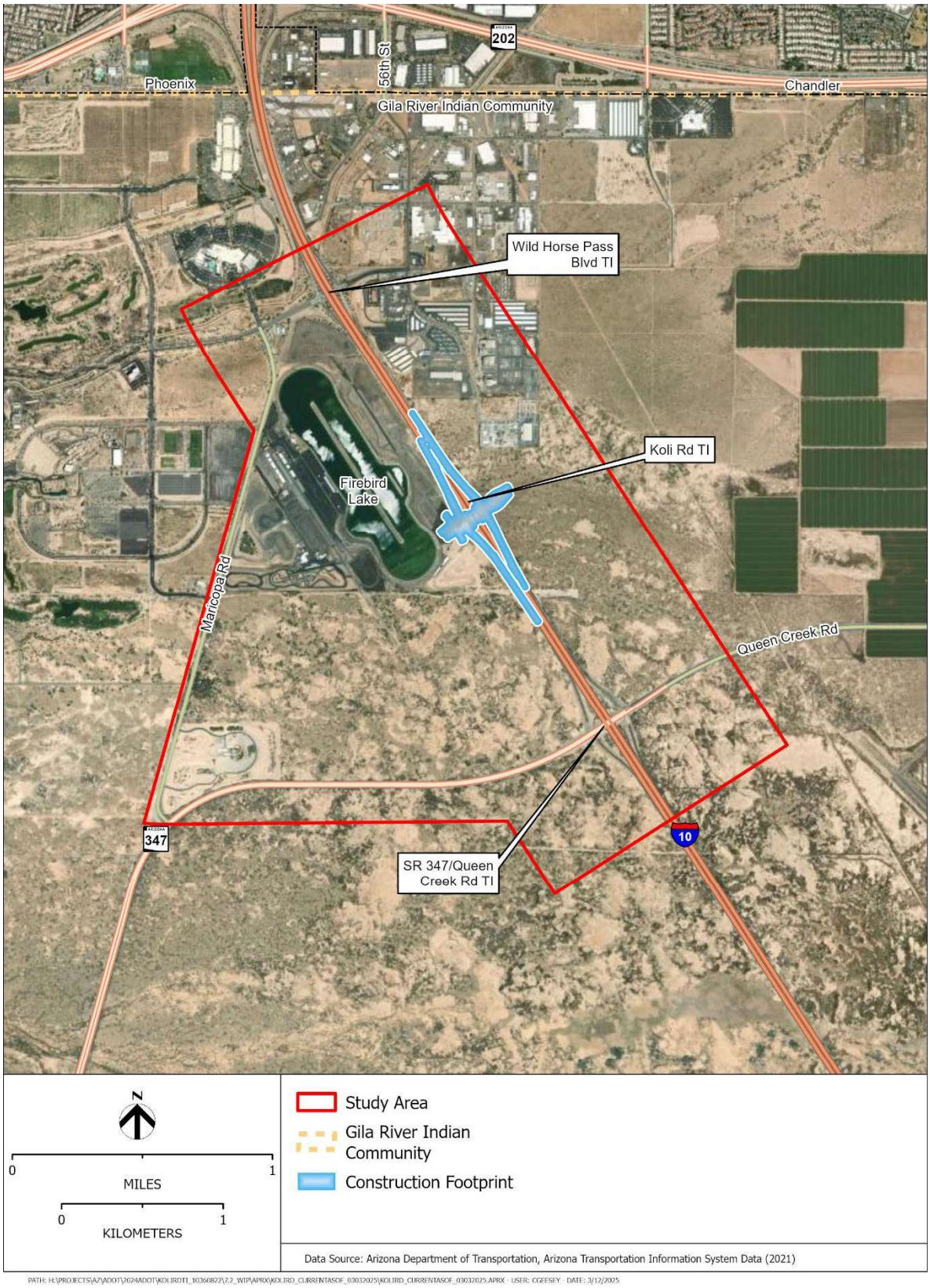


Figure 2. Project Location Map with Construction Footprint

2. Federally Proposed and Listed Species and Designated Critical Habitat

The USFWS Information for Planning and Consultation (IPaC) system was accessed on February 10, 2025 (2025-0016515), but the Arizona Game and Fish Department (AGFD) Online Review Tool was not because the project occurs entirely on tribal land; the IPaC is included in Appendix C. The ESA species list from the IPaC receipt was reviewed by a qualified biologist (Maria Altemus, HDR Engineering, Inc.), and the species with the potential to occur within the action area are listed in Table 1 below. The IPaC search did not identify critical habitat within the project search area.

One species is analyzed in detail in Section 6, highlighted below. Justifications for excluding the remaining species from further evaluation are included in Table 1. The project and related erosion and sediment control measures will not affect species excluded from further evaluation.

Table 1 – Project Species List

Species	Status	Habitat Requirements	Exclusion Justification
Mammals			
Sonoran Pronghorn *(Antilocapra americana sonoriensis)*	ESA XN	Broad inter-mountain alluvial valleys in low elevation Sonoran desertscrub with creosote-bursage and palo verde-mixed cacti associations at elevation between 400 and 1,600 feet.	Open valleys do not contain intact native vegetation and this species only occurs at the Barry M. Goldwater Air Force Range and two wildlife refuges approximately 100 miles to the southwest.
Birds			
Cactus ferruginous pygmy-owl *(Glaucidium brasilianum cactorum)*	ESA LT	Found in mesquite thickets, desert riverine woods, and saguaros in desertscrub and semi-desert grasslands in southern Arizona, the historic range continued into central Arizona. Found below 4,000 feet in elevation.	No suitable habitat; there is no vegetation suitable for cavity nesting, including no mesquite thickets, desert riverine woods, and few saguaros in the action area.
California Least Tern *(Sterna antillarum browni)*	ESA LE	Open, bare, or sparsely vegetated sand, sandbars, gravel pits, or exposed flats along shorelines of inland rivers, lakes, reservoirs, or drainage systems below 2,000 feet.	No suitable habitat; there is no perennial water or bare, open areas along water in the construction footprint.
Yellow-Billed Cuckoo (*Coccyzus americanus*)	ESA LT	Uses large contiguous patches of multi-layered riparian habitat, such as cottonwood-willow gallery forests along rivers and streams below 6,600 feet in elevation.	No suitable habitat; there is no riparian vegetation in the construction footprint.
Fishes			

Species	Status	Habitat Requirements	Exclusion Justification
Gila topminnow (*Poeciliopsis occidentalis*)	ESA LE	Small, perennial streams, springs, and cienegas in upland desertscrub, semidesert grasslands, and interior chaparral communities below 5,000 feet.	No suitable habitat; there are no perennial streams, springs, or cienegas in the construction footprint.
Insects			
Monarch butterfly *(Danaus plexippus)*	ESA PT	Throughout Arizona where, blooming nectar plants are available during the monarch migration timeframe. May overwinter in low desert washes.	Analyzed in detail in Section 6.
Status Definitions: ESA = Endangered Species Act; LE = Listed Endangered; LT = Listed Threatened; PT = Proposed Threatened; XN = Experimental Population, Non-essential.			

3. Environmental Baseline

The environmental baseline represents the current biological and physical conditions of the action area (defined in Section 5). This baseline describes the current conditions and reflects the following:

- Past and present impacts of all federal, state, or private activities,
- Anticipated impacts of all proposed federal projects that have already undergone Section 7 consultation and
- Impacts of state or private actions that are contemporaneous with the consultation in process.

3.1 Vegetation and Wildlife

The project is located within a primarily undeveloped area in the Lower Colorado River subdivision of the Sonoran Desertscrub biotic community (Brown 1994). The proposed TI would be located along I-10, an already-developed transportation corridor. The new TI would encroach into adjacent undeveloped desertscrub. Still, due to the proximity of the construction footprint to a large highway corridor, it is a marginal habitat for most wildlife species. The project occurs at an approximate elevation of 1,154 feet, and the surrounding landscape is primarily flat. Land use in the area consists of transportation and a private motorsports park. Wildlife species may move through the undeveloped desertscrub on either side of I-10. However, the roadway is likely a significant existing barrier to wildlife movement.

The vegetative Community throughout the area is dominated by creosote bush (*Larrea tridentata*), brittlebush (*Encelia farinosa*), desertbroom (*Baccharis sarathroides*), triangle leaf bursage (*Ambrosia deltoidea*), scattered velvet mesquite trees (*Prosopis velutina*). Stinknet (*Oncosiphon pilulifer*) and buffelgrass (*Pennisetum ciliare*), noxious and invasive plant species, have been documented within or near the construction footprint. There is no riparian or xeroriparian habitat in the construction footprint, nor any drainages or significant drainage structures within the construction footprint. See Appendix A for representative photographs of the construction footprint and surrounding area.

3.2 Water Resources and Waters of the U.S.

The project is not within a Federal Emergency Management Agency flood zone; it is within an area with possible but undetermined flood hazards. Based on current and historic aerial imagery and a review of the USFWS National Wetlands Inventory (NWI) Mapper, there are no natural drainages or washes present in the construction footprint or the action area. The Gila Drain Irrigation Canal or Gila Ditch, is located north of Wild Horse Pass Boulevard and

outside of the construction footprint and action area. The NWI Mapper identifies it as a riverine feature, however, it is a manmade, concrete-lined irrigation canal and which would not be impacted by the project. The Firebird Lake, located west of I-10 and immediately adjacent to the construction footprint, is identified as a lake on the NWI Mapper, however, it is also manmade and will be eliminated and filled in prior to construction. Based on this information, there are no potential Water of the U.S. found in the study area.

4. Scope of Work

4.1 Construction

The proposed project would generally include the following construction-related activities:

- construct a new diverging diamond TI between the existing Wild Horse Pass Boulevard TI and SR 347 TI
- acquire a new easement on Gila River Indian Community lands to accommodate the TI
- modify roadside drainage features, where necessary
- relocate utilities, where necessary
- evaluate traffic weaves between Germann Road and adjacent TIs
- install or modify signing, pavement striping, and lighting
- remove vegetation, including trees, and revegetate areas disturbed by construction

Approximately 43.9 acres of new long-term easement would be required for the new TI. Staging and stockpiling would occur within the new or existing easement. The construction footprint would include I-10 approximately 1/2 miles north and south of the proposed TI, new easement, and any temporary construction easements.

Constructing a new TI and associated features would require clearing and grubbing, including vegetation removal. Fill dirt may need to be added, or ground may need to be cut to accommodate the new roadway features. The bare ground would be paved, and the TI structure would be installed on both sides of I-10. Project activities would occur during the day, and work may occur at night. Project design is still in progress; therefore, ground disturbance calculations have been estimated.

Permanent impacts are defined as ground disturbance that converts a permeable surface to an impermeable surface or ground disturbance that does not return the ground to preexisting conditions. Permanent impacts would occur where the new Koli Road TI would be installed across I-10. Additionally, new on- and off-ramps would be installed, and the future Koli Road alignment roads would be extended west of I-10 approximately 670 feet. They would be extended east of I-10, approximately 830 feet. Ground disturbance would likely occur where 43.9 acres of new long-term easement would be acquired.

Temporary impacts are defined as any activity that disturbs the ground surface without converting it to a non-permeable surface or ground disturbance that returns the ground to preexisting conditions. There would be areas of temporary disturbance, including cut and fill areas along the edges of the proposed TI improvements, on- and off-ramps, and TI extensions. These areas would not be paved and would be reseeded after construction. In addition, access routes and staging and stockpiling areas would not be paved, reseeded, or revegetated. The location and extent of temporary impacts are not known at this stage in the design but will be determined during the final design.

Vegetation removal would occur where ground-disturbing activities occur in unpaved and undisturbed areas. Vegetation removal would primarily happen on the east side of I-10, where there is no development; there would be up to 43.9 acres of ground disturbance in areas of new long-term permanent easements. On the west side of I-10, the majority of the proposed TI would be built on already disturbed and impermeable surfaces.

Plant species most likely to be removed include creosote bush, brittlebush, desertbroom, triangle leaf bursage, and velvet mesquite trees.

4.2 Potential Impacts on Water Quality and Clean Water Act Compliance

The project will incorporate stormwater pollution prevention practices per Section 104.09 (Prevention of Stormwater Pollution) in ADOT's Standard Specifications for Road and Bridge Construction. Since the project would result in the disturbance of 1 or more acres of land, Stormwater Pollution Prevention Plan (SWPPP) and a National Pollutant Discharge Elimination System (NPDES) permit will be included in the contract.

The project would not involve disturbance to jurisdictional waters of the United States as regulated by the US Army Corps of Engineers; therefore, a Clean Water Act (CWA) Section 404 Permit is not required. The project construction footprint is not within 1 mile upstream or ½-mile downstream of an impaired, not-attaining, or Outstanding Arizona Water (OAW) or on a tributary to an impaired water or OAW and within 1 mile of the impaired water or OAW.

5. Project Action Area

The action area includes all areas to be affected directly or indirectly by the action and not merely the construction footprint (50 Code of Federal Regulations [CFR] § 402.02). In delineating the action area, we evaluated the farthest reaching physical, chemical, and biotic effects of the action on the environment.

Direct impacts would include construction activities to modify I-10 to accommodate the new TI and to construct the new TI. Construction activities would include clearing and grubbing of native vegetation, construction equipment moving through the area, and construction of the project. Construction activities would be confined to the construction footprint.

Additionally, noise impacts would result from construction activities. Noise from construction equipment would produce noise louder than normal traffic. Equipment that would likely be used would include backhoes, compactors, dozers, drill rigs, dump trucks, graders, jackhammers, pavers, and pickup trucks. The loudest piece of machinery that would likely be used would be the dozer, grader, or paver (85 dBA at 50 feet;, FHWA 2006). Because noise is reduced by 6 dBA for every doubling of distance (FHWA 2017; Occupational Safety and Health Administration 2021), the noise level would drop to 79 dBA at 100 feet, 73 dBA at 200 feet, and 67 dBA at 400 feet, which is within or below the noise range of an existing roadway. Therefore, construction-related noise impacts would occur only during construction and construction noise would attenuate to existing ambient levels at a distance of 400 feet.

The action area is defined as the construction footprint where direct impacts from construction would occur, as well as 400 feet from the construction footprint to account for noise impacts (Figure 3).

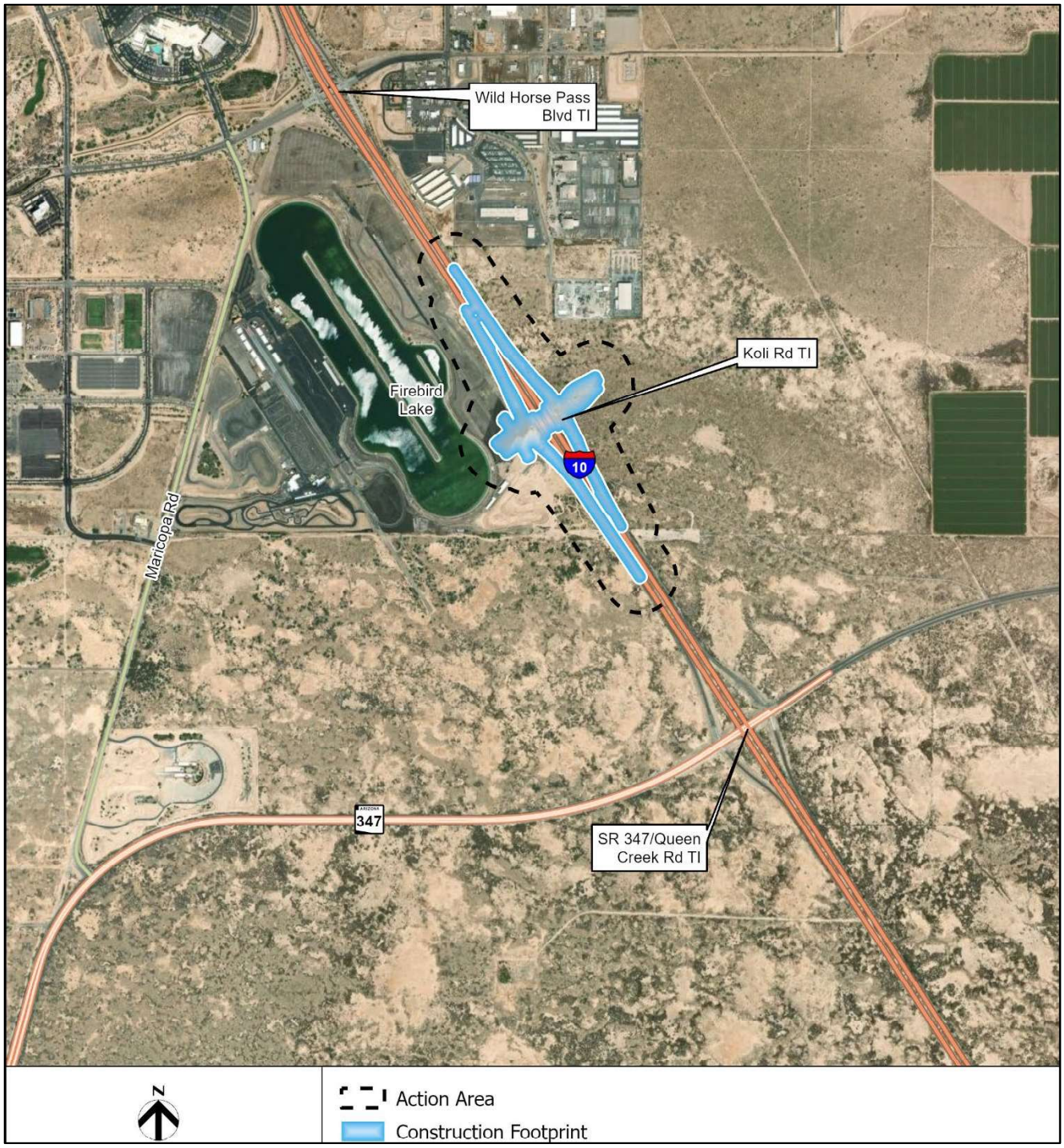


Figure 3. Project Action Area

6. Species Evaluation

6.1 Monarch Butterfly

Status

Proposed to be listed as a threatened species (December 12, 2024) (USFWS 2024).

	Feeding		Breeding	Overwintering
	Egg, larva, pupa	Adult	Adult	Adult
Habitat	Milkweed	Blooming nectar plants	Blooming nectar plants along the migration route to higher elevations and cooler temperatures	Roosting trees in groves along the coast of California and Baja California or low-elevation riparian areas in central and southern Arizona
Food Source	Milkweed	Blooming nectar plants	Blooming nectar plants require milkweed for oviposition	Blooming nectar plants
Cover	N/A	N/A	N/A	Roosting trees protect from excessive sunlight and extreme weather
Temperature	Requires temperatures 53° to 91° Fahrenheit to develop	Requires temperatures 53° to 91° Fahrenheit to develop	Moderate temperatures	Moderate temperatures
Water	N/A	Sources must be present	More commonly found near water sources	Sources must be present
Dispersal	N/A	N/A	Throughout Arizona	Central and southern Arizona and coastline in California and Mexico
Seasonal Activity	Daily and year-round	Daily and year-round	Early Spring to Fall	Winter

Life History

Species Description and Ecology

The adult monarch butterfly is characterized by bright orange wings surrounded by a black border with white spots and covered with black veins (USFWS 2024). There are two migratory populations in North America, separated by the Rocky Mountains: the Eastern migratory population and the Western migratory population.

Monarch butterflies are thought to have four life stages: egg, larva, pupa, and adult. Larva emerge from eggs after two to five days. Larva pupates into a pupa, which appears 6 to 14 days later as an adult butterfly. Multiple generations of adult butterflies are produced during the breeding season, typically living two to five weeks, while overwintering migratory adults live six to nine months (USFWS 2024).

Monarch butterflies migrate to Arizona in the spring from overwintering sites in California and Mexico. They follow the blooming of nectar plants to the north and from low to higher elevations and back between spring and fall. While the majority of monarch butterflies return to overwintering sites in the fall, some monarch butterflies remain in sheltered low-elevation riparian areas in central and southern Arizona during the winter months (USFWS 2024).

Adult monarch butterflies eat nectar from blooming nectar plants. Common desert blooming nectar plants with high numbers of monarch butterflies observed across their range in Arizona include rubber rabbitbrush (*Ericameria nauseosa*), lateflowering thoroughwort (*Eupatorium serotinum*), common sunflower (*Helianthus annuus*), and golden crownbeard (*Verbesina encelioides*) (The Xeres Society for Invertebrate Conservation 2018). Eggs and larval monarch butterflies are milkweed obligates; larvae feed on milkweed to sequester toxic cardenolides as a defense against predators (USFWS 2024).

Reproduction

Monarch butterfly breeding season in Arizona typically occurs from early spring to early fall. Monarch butterflies migrating to overwintering sites in the fall enter reproductive diapause {suspended reproduction) and break reproductive diapause before migrating away from their overwintering sites in February and March. As they migrate to cooler climates, monarch butterflies breed, and their offspring continue to disperse further north until they reenter reproductive diapause in the fall and begin the cycle of generational migration over again (USFWS 2024).

Suitable Habitat

Monarch butterflies can be found throughout Arizona, where blooming nectar plants are available. They also require milkweed to lay eggs and develop as larvae. Nectar and milkweed resources are often associated with riparian corridors but are found throughout Arizona (Western Monarch Milkweed Mapper 2025). Suitable overwintering sites protect monarch butterflies from the elements and maintain moderate temperatures thatare warm enough to prevent freezing yet cool enough to avoid lipid depletion. In Arizona, monarch butterflies may overwinter in low desert washes (USFWS 2024).

Threats

Primary threats to monarch butterflies include habitat loss, continued exposure to insecticides, and the effects of climate change. Urban, agricultural, and industrial development have resulted in significant loss and degradation of the species habitat. Other factors causing the loss or alteration of monarch butterfly habitat include intensive herbicide usage for weed control, which has resulted in widespread milkweed eradication. Additional threats to the species include disease and parasitism, specifically, a protozoan parasite, *Ophryocystis elektroscirrha*, which decreases survival and fitness in the monarch (USFWS 2024).

Range and Survey History

Monarch butterfly populations have been declining at overwintering sites in both the Eastern and Western migratory populations. Non-migratory populations inside and outside of North America are considered extant. Milkweed and monarchs have been documented throughout Arizona (Western Monarch Milkweed Mapper 2025). Based on available data, the current range and distribution for the species are largely the same as historically documented. No population extirpations or range reductions have been documented in Arizona (USFWS 2024).

Habitat Suitability Evaluation

The construction footprint and action area contain vegetation suitable as food or stopover habitat (flowering plants). The nearest documented monarch butterfly observation is less than one mile north of the construction footprint (Western Monarch Milkweed Mapper 2025).

Analysis and Determination of Effects

Project impacts would include temporary and permanent effects on monarch butterfly food or stopover habitat as a result of vegetation removal and the use of herbicides during construction.

There would be up to 43.9 acres of ground disturbance, including vegetation removal. Vegetation removal would include the removal of trees, shrubs, and ground cover. Nectar plants observed during field reconnaissance

include velvet mesquite, desertbroom, creosote bush, triangle leaf bursage, and brittlebush; no milkweed was observed within the construction footprint. The use of herbicides during construction would temporarily deter the regrowth of vegetation that could be used for food and stopover.

To summarize, the construction footprint and action area both contain suitable food and stopover habitat. The monarch butterfly food and stopover habitat within the construction footprint is negligible compared to the vegetation in the surrounding area.

ADOT is enrolled in the Nationwide Candidate Conservation Agreement with Assurances (CCAA) for Monarch Butterfly on Energy and Transportation Lands and has been issued a Certificate of Inclusion in the CCAA, which confers exemption from prohibitions for this activity. ADOT has committed to the adoption of conservation areas ('adopted acres') and conservation measures under the CCAA, which are anticipated to result in net conservation benefits for the species.

Determination

The project is not likely to jeopardize the continued existence of the proposed species.

6.2 Community Focal Species and Native Plant Ordinance

The Community's Native Plant Ordinance (GR-03-90) should be followed prior to construction (refer to Section VII in Appendix B). Section 7 includes an environmental commitment to protect native plants.

A scoping letter was sent to the Community asking for concerns, suggestions, or recommendations on the project. A response was not received. A BE was prepared for the I-10 Corridor Study: SR 202L (Santan) – SR 387 (F0252 01L and F0252 02L), approved September 15, 2021. The construction footprint in I-10 Corridor Study BE included I-10, where the proposed project would be constructed and also included the list of Community Focal Species. This list of Community Focal Species has been included in Appendix B. Many of the Community Focal Species have the potential to occur within the construction footprint and may be impacted by the construction of a new TI, on- and off-ramps, and associated roadways. However, because of the size of the construction footprint in relation to the surrounding undeveloped habitat, the proposed project would not cause a disproportionate loss of Focal Species, and the abundance and diversity of Focal Species would remain prevalent within the Community after construction is complete. Therefore, the proposed project is not likely to result in a trend toward federal listing or a loss of viability. A table with 1) Community Focal Species, 2) whether suitable habitat is occupied and present, and 3) the potential for the project to impact the species is included in Appendix B.

7. Environmental Commitments

Arizona Department of Transportation Roadside Development Section Responsibilities

- The Arizona Department of Transportation Roadside Development Section will provide special provisions for the control of noxious and invasive plant species during construction that may require treatment and control within the project limits.
- Plants protected by the Gila River Indian Community's Native Plant Ordinance will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will coordinate with the Gila River Indian Community to ensure compliance with the Community Native Plant Ordinance.

Arizona Department of Transportation Central District Responsibilities

- During final design, a qualified biologist would complete surveys for nesting birds protected under the Migratory Bird Treaty Act, as necessary, and develop mitigation measures to avoid impacts on nesting birds during construction.

Contractor Responsibilities

- During final design, a qualified biologist would complete surveys for nesting birds protected under the Migratory Bird Treaty Act, as necessary, and develop mitigation measures to avoid impacts on nesting birds during construction.
- Prior to construction, all personnel who will be on-site, including, but not limited to, contractors, Contractors' employees, supervisors, inspectors, and subcontractors, shall review the attached Arizona Department of Transportation Environmental Planning "Western Burrowing Owl Awareness" flyer.
- If any burrowing owls or active burrows are identified, the contractor shall notify the Engineer immediately. No construction activities shall take place within 100 feet of any active burrow.
- If the Engineer in cooperation with the Environmental Planning Biologist determines that burrowing owls cannot be avoided, the contractor shall employ a qualified biologist holding a permit from the US Fish & Wildlife Service to relocate burrowing owls from the project area, as appropriate.
- The contractor shall develop a Noxious and Invasive Plant Species Treatment and Control Plan in accordance with the requirements in the contract documents. Plants to be controlled shall include those listed in the state and federal noxious weed and the state invasive species lists in accordance with state and federal laws and executive orders. The plan and associated treatments shall include all areas within the project right-of-way and easements as shown on the project plans. The treatment and control plan shall be submitted to the Engineer for the Arizona Department of Transportation Construction Professional Landscape Architect for review and approval prior to implementation by the contractor.
- Prior to the start of ground-disturbing activities and throughout the duration of construction and any landscape establishment period, the contractor shall arrange for and perform the control of noxious and invasive species in the project area.

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9. Signatures

Prepared by: Maria Altemus Date: 04/21/2025

Name: Maria Altemus
Title: Senior Biologist
Firm Name: HDR Engineering, Inc.

Reviewed by: Kurt Watzek Date: 04/21/2025

Name: Kurt Watzek
Title: Senior Biologist
Firm Name: HDR Engineering, Inc.

APPENDIX A
PHOTOS



Figure 1. View of the location of proposed Koli Road TI, looking west.

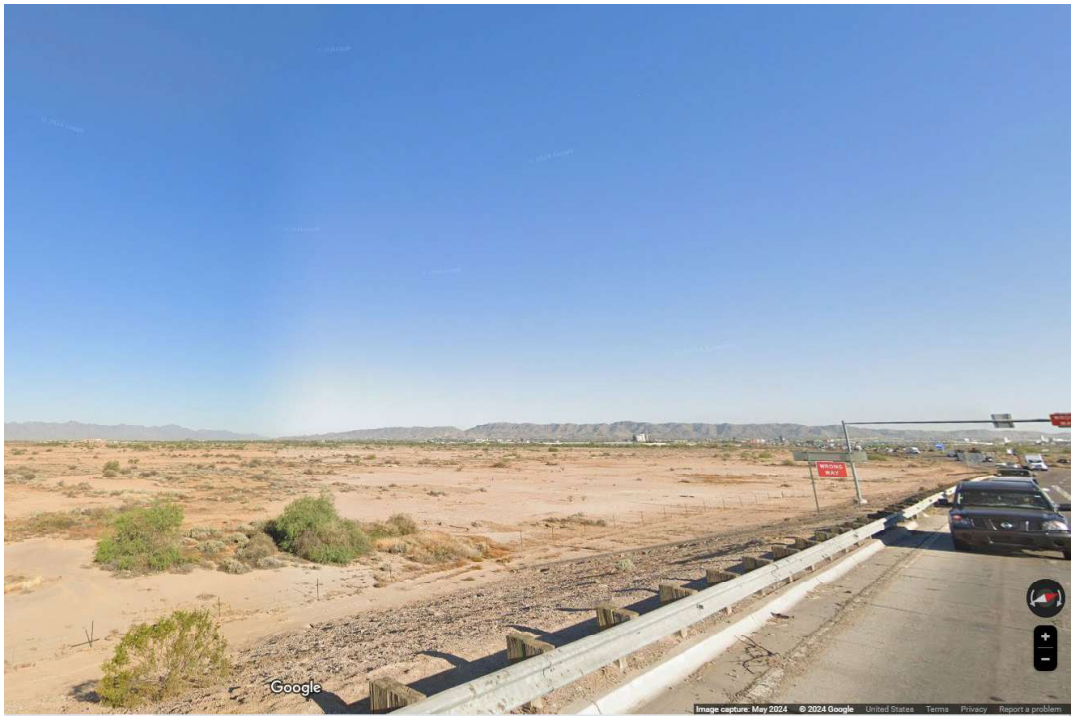


Figure 2. View of the action area from the SR 347/Queen Creek TI, looking northwest.



Figure 3. View of the proposed Koli Road TI location from Wild Horse Pass Boulevard, looking south.



Figure 4. View of the action area from Maricopa Boulevard, looking east.

APPENDIX B

OTHER SPECIAL STATUS SPECIES

I. MIGRATORY BIRD TREATY ACT

The construction footprint and surrounding area were evaluated by Maria Altemus (biologist, HDR). Within the construction footprint, there are mature mesquite trees and other vegetation that birds may nest in. As part of the proposed project, vegetation clearing and tree removal would be necessary.

While the construction footprint does not contain agricultural fields or open areas that are typically considered suitable habitats for burrowing owls (*Athene cunicularia hypugaea*), the undisturbed desert habitat may provide suitable habitat for burrowing occurs within the action area.

Because vegetation removal, including tree removal, would be required for this project, environmental commitments have been included below to protect migratory and nesting birds and burrowing owls.

Contractor Responsibilities

- During final design, a qualified biologist would complete surveys for nesting birds protected under the Migratory Bird Treaty Act, as necessary, and develop mitigation measures to avoid impacts on nesting birds during construction.
- Prior to construction, all personnel who will be on-site, including, but not limited to, contractors, Contractors' employees, supervisors, inspectors, and subcontractors, shall review the attached Arizona Department of Transportation Environmental Planning "Western Burrowing Owl Awareness" flyer.
- If any burrowing owls or active burrows are identified, the contractor shall notify the Engineer immediately. No construction activities shall take place within 100 feet of any active burrow.
- If the Engineer in cooperation with the Environmental Planning Biologist determines that burrowing owls cannot be avoided, the contractor shall employ a qualified biologist holding a permit from the US Fish & Wildlife Service to relocate burrowing owls from the project area, as appropriate.

Arizona Department of Transportation Central District Responsibility

- During final design, a qualified biologist would complete surveys for nesting birds protected under the Migratory Bird Treaty Act, as necessary, and develop mitigation measures to avoid impacts on nesting birds during construction.

II. BALD AND GOLDEN EAGLE PROTECTION ACT

The construction footprint and surrounding ROW was evaluated by Maria Altemus, HDR Engineering, Inc. It is not located in the range or suitable habitat for bald and/or golden eagles. The project will not disturb or result in take of bald or golden eagles.

III. FISH AND WILDLIFE COORDINATION ACT (FWCA)

This project is a federal action, but it will not impound, divert, deepen the channel, or otherwise control or modify any stream or other body of water; the FWCA does not apply.

IV. NOXIOUS AND INVASIVE PLANT SPECIES

The ADOT District responded to a request for information on the presence of noxious and invasive plants in the construction footprint and surrounding easement on December 2, 2024. The following noxious and/or invasive plants were reported within the construction footprint and surrounding ROW: stinknet (*Oncosiphon pilulifer*) and buffelgrass (*Pennisetum ciliare*). A Noxious Species Control Plan will be required for the project.

Roadside Development Section Responsibility

- The Arizona Department of Transportation Roadside Development Section will provide special provisions for the control of noxious and invasive plant species during construction that may require treatment and control within the project limits.

Contractor Responsibilities

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

V. OTHER FEDERAL SENSITIVE SPECIES

This section is not applicable.

VI. STATE SENSITIVE SPECIES

This section is not applicable.

VII. PROTECTED NATIVE PLANTS

The Gila River Indian Community's Native Plant Ordinance (GR-03-90) includes guidelines for removing or collecting native plants within the Community. Prior to removal or collection, coordination would occur with the Community's Department of Land Use Planning and Zoning. At this time in design, the number and species of plants to be removed are unknown. However, an environmental commitment is included to ensure coordination with the Community prior to construction.

Arizona Department of Transportation Roadside Development Section Responsibility

- Plants protected by the Gila River Indian Community's Native Plant Ordinance will be impacted by this project; therefore, the Arizona Department of Transportation Roadside Development Section will coordinate with the Gila River Indian Community to ensure compliance with the Community Native Plant Ordinance.

VIII. WILDLIFE CONNECTIVITY

ADOT, the AGFD, the Federal Highway Administration, and representatives from other agencies have completed a Wildlife Linkages Assessment to address important wildlife movement corridors in Arizona. The AGFD online environmental review tool included a standard response regarding local or regional needs of wildlife movement, connectivity, access to habitat needs, and the design of various roadway features such as culverts and bridges.

The project is not located within the Potential Linkage Zones identified in the *Arizona Wildlife Linkages Assessment* (Arizona Wildlife Linkage Workgroup [AWLW] 2006).

A *Wildlife Connectivity Assessment Memorandum* was prepared in May 2022, which addressed wildlife connectivity and wildlife drainage structure use on I-10 from SR 202L to SR 387. The recommendations in that memorandum can be considered during the design of the new Koli Road TI, however, because there are no large culverts present within the construction footprint and there are no large culverts proposed as part of the project, connectivity structures are not warranted for the proposed project.

IX. COMMUNITY FOCAL SPECIES

The list of Community Focal Species is listed in Table B-2. The table indicates if suitable habitat is present if it is occupied and if suitable habitat or the species has the potential to be affected.

Table B-2. Community Focal Species

Common Name	Scientific Name	No Suitable Habitat	Occupied Habitat Present?	Suitable Habitat Present?	Suitable Habitat Affected?	Species Potentially Affected?
Focal Shrubs						
White Brittlebush	*Encelia farinosa*		X	X	X	X
Ephedra	*Ephedra trifurca*	X				
Creosote	*Larrea tridentata*		X	X	X	X
Anderson Wolfberry	*Lycium andersonii*			X	X	X
Coulter's Globemallow	*Sphaeralcea coulteri*			X	X	X
Graythorn	*Ziziphus obtusifolia*			X	X	X
Desert Broom	*Baccharis sarothroides*		X	X	X	X
Four-wing Saltbush	*Atriplex canescens*		X	X	X	X
Arrowweed	*Pluchea sericea*	X				
Quail Bush	*Atriplex lentiformis*			X	X	X
Snakeweed	*Gutierrezia sarothrae*		X	X	X	X
Chuparosa	*Justicia californica*			X	X	X
Focal Trees						
Yellow Palo verde	*Parkinsonia microphylla*			X	X	X
Desert Ironwood	*Olneya tesota*			X	X	X
Screwbean Mesquite	*Prosopis pubescens*			X	X	X
Velvet Mesquite	*Prosopis velutina*		X	X	X	X
Cottonwood	*Populus sp.*	X				
Goodding's Willow	*Salix gooddingii*	X				
Focal Forbs						
Palmer's Amaranth	*Amaranthus palmeri*			X	X	X
Wheelscale Saltbush	*Atriplex elegans*			X	X	X
Pitseed Goosefoot	*Chenopodium berlandieri*	X				
Narrow-leaf Goosefoot	*Chenopodium leptophyllum*	X				
Patata	*Monolepis nuttalliana*			X	X	X
Common Purslane	*Portulaca oleracea*			X	X	X
Spiny Sowthistle	*Sonchus asper*			X	X	X
Annual Sowthistle	*Sonchus oleraceus*			X	X	X
Desert Chia	*Salvia columbaria*	X				

Common Name	Scientific Name	No Suitable Habitat	Occupied Habitat Present?	Suitable Habitat Present?	Suitable Habitat Affected?	Species Potentially Affected?
Southern Cattail	*Typha domingensis*	X				
Black-seeded Devil's Claw	*Proboscidea parviflora*			X	X	X
Desert Tobacco	*Nicotiana obtusifolia*	x				
Pickle Weed	*Salicornia sp.*	X				
Yerba Mansa	*Anemopsis californica*	x				
Jimmy Weed	*Isocoma pluriflora*	X				
Focal Succulents						
Desert Agave	*Agave deserti*			X	X	X
Saguaro	*Carnegiea gigantea*			X	X	X
Buckhorn Cholla	*Cylindropuntia acanthocarpa*			X	X	X
Englemann's Prickly-Pear	*Opuntia engelmannii*			X	X	X
Cane Cholla	*Cylindropuntia spinosior*			X	X	X
Focal Mammals						
Bat	Order: *Chiroptera*			X	X	X
Black Bear	*Ursus americanus*	X				
Black-tailed Jackrabbit	*Lepus californicus*			X	X	X
Coyote	*Canis latrans*			X	X	X
Desert Bighorn	*Ovis canadensis nelsoni*	X				
Desert Cottontail	*Sylvilagis audubonii*		X	X	X	X
Domestic Dog	*Canis lupus familiaris*			X	X	X
Gray Fox	*Urocyon cinereoargenteus*			X	X	X
Grey Wolf	*Canis lupus*	X				
Mexican grey wolf	*Canis lupus baileyi*	X				
Horse	*Equus caballus*			X	X	X
Jaguar	*Panthera onca*			X	X	X
Kit Fox	*Vulpes macrotis*			X	X	X
Mountain Lion	*Puma concolor*	X				
Mule Deer	*Odocoileus hemionus*	X				
North American Badger	*Taxidea taxus*			X	X	X
North American Beaver	*Castor canadensis*	X				
Pronghorn	*Antilocapra americana*	X				

Common Name	Scientific Name	No Suitable Habitat	Occupied Habitat Present?	Suitable Habitat Present?	Suitable Habitat Affected?	Species Potentially Affected?
Valley Pocket Gopher	*Thomomys bottae*	X				
Focal Birds						
American coot	*Fulica americana*	X				
American kestrel	*Falco sparverius*			X	X	X
Ash-throated flycatcher	*Myiarchus cinerascens*	X				
Barn Owl	*Tyto alba*	X				
Belted kingfisher	*Megaceryle alcyon*	X				
Blue grosbeak	*Passerina caerulea*			X	X	X
Curve-billed thrasher	*Toxostoma curvirostre*			X	X	X
Ducks	Family: *Anatidae*	X				
Gambel's quail	*Callipepla gambelii*		X	X	X	X
Gila woodpecker	*Melanerpes uropygialis*			X	X	X
Golden eagle	*Aquila chrysaetos*	X				
Great horned owl	*Bubo virginianus*			X	X	X
Greater roadrunner	*Geococcyx californianus*		X	X	X	X
Hummingbird	*Calypte costae*		X	X	X	X
Loggerhead shrike	*Lanius ludovicianus*			X	X	X
Mourning dove	*Zenaida macroura*		X	X	X	X
Northern cardinal	*Cardinalis cardinalis*			X	X	X
Northern mockingbird	*Mimus polyglottos*			X	X	X
Northern oriole	*Icterus bullockii*	X				
Peregrine falcon	*Falco peregrinus*	X				
Prairie falcon	*Falco mexicanus*	X				
Raven	*Corvus corax*			X	X	X
Sandhill crane	*Antigone canadensis*	X				
Say's phoebe	*Sayornis saya*			X	X	X
Scarlet macaw	*Ara macao*	X				
Turkey	*Meleagris gallopavo*	X				
Turkey vulture	*Cathartes aura*			X	X	X
Verdin	*Auriparus flaviceps*			X	X	X
Western screech owl	*Megascops kennicottii*			X	X	X
White-crowned sparrow	*Zonotrichia leucophrys*			X	X	X
White-winged dove	*Zenaida asiatica*		X	X	X	X

Common Name	Scientific Name	No Suitable Habitat	Occupied Habitat Present?	Suitable Habitat Present?	Suitable Habitat Affected?	Species Potentially Affected?
Yellow-billed cuckoo	*Coccyzus americanus*	X				
Focal Reptiles and Amphibians						
Western Diamondback Rattlesnake	*Crotalus atrox*		X	X	X	X
Sonoran Desert Sidewinder	*Crotalus cerastes*			X	X	X
Red Racer	*Coluber flagellum*			X	X	X
Gila Monster	*Heloderma suspectum*			X	X	X
Horned Lizard	*Phrynosoma sp.*			X	X	X
Desert Tortoise	*Gopherus morafkai*					
Gopher Snake	*Pituophis catenifer*			X	X	X
Gartersnake	*Thamnophis sp.*	X				
Spiny Lizard	*Sceloporus sp.*		X	X	X	X
Sonoran Collared Lizard	*Crotaphytus nebrius*	X				
Whiptail Lizard	*Aspidoscelis sp.*		X	X	X	X
Western Banded Gecko	*Coleonyx variegatus*		X	X	X	X
Sonoran Desert Toad	*Incilius alvarius*		X	X	X	X
Zebra-tailed Lizard	*Callisaurus draconoides*		X	X	X	X
Coral Snake	*Micruroides euryxanthus*			X	X	X
Orange-tailed Chuckwalla	*Sauromalus ater*	X				

APPENDIX C

AGENCY COORDINATION

The USFWS IPaC system was utilized to identify special-status species potentially occurring in the area surrounding the project. The IPaC results are included in this Appendix. The IPaC request qualifies as the USFWS notification. The ADOT Central District Herbicide Point of Contact, Kirt Cummings, was contacted to solicit information on noxious and invasive plant species in the project area; a response was received on December 2, 2024. As part of the environmental review process, a letter describing the project was also sent to the agencies below to inform them of the project and to solicit comments; a response was not received. All correspondence is attached.

Gila River Indian Community Department of Environmental Quality

Ashton Lynch, Wildlife and Ecosystems Program Manager, Department of Environmental Quality

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Arizona Ecological Services Field Office
9828 North 31st Ave
#c3
Phoenix, AZ 85051-2517
Phone: (602) 242-0210 Fax: (602) 242-2513

In Reply Refer To: 02/10/2025 22:58:31 UTC
Project Code: 2025-0016515
Project Name: F0701: Koli Rd TI

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The Fish and Wildlife Service (Service) is providing this list under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). The list you have generated identifies threatened, endangered, proposed, and candidate species, and designated and proposed critical habitat, that *may* occur within the One-Range that has been delineated for the species (candidate, proposed, or listed) and it's critical habitat (designated or proposed) with which your project polygon intersects. These range delineations are based on biological metrics, and do not necessarily represent exactly where the species is located. Please refer to the species information found on ECOS to determine if suitable habitat for the species on your list occurs in your project area.

The purpose of the Act is to provide a means whereby threatened and endangered species and the habitats upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of Federal trust resources and to determine whether projects may affect federally listed species and/or designated critical habitat. A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.
If the Federal action agency determines that listed species or critical habitat *may be affected* by a federally funded, permitted or authorized activity, the agency must consult with us pursuant to 50 CFR 402. Note that a "may affect" determination includes effects that may not be adverse and that may be beneficial, insignificant, or discountable. An effect exists even if only one individual

or habitat segment may be affected. The effects analysis should include the entire action area, which often extends well outside the project boundary or "footprint." For example, projects that involve streams and river systems should consider downstream affects. If the Federal action agency determines that the action may jeopardize a *proposed* species or may adversely modify *proposed* critical habitat, the agency must enter into a section 7 conference. The agency may choose to confer with us on an action that may affect proposed species or critical habitat.

Candidate species are those for which there is sufficient information to support a proposal for listing. Although candidate species have no legal protection under the Act, we recommend that they be considered in the planning process in the event they become proposed or listed prior to project completion. More information on the regulations (50 CFR 402) and procedures for section 7 consultation, including the role of permit or license applicants, can be found in our Endangered Species Consultation Handbook at: https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf.

We also advise you to consider species protected under the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712) and the Bald and Golden Eagle Protection Act (Eagle Act) (16 U.S.C. 668 *et seq.*). The MBTA prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when authorized by the Service. The Eagle Act prohibits anyone, without a permit, from taking (including disturbing) eagles, and their parts, nests, or eggs. Currently 1,026 species of birds are protected by the MBTA, including the western burrowing owl (*Athene cunicularia hypugaea*). Protected western burrowing owls can be found in urban areas and may use their nest/burrows year-round; destruction of the burrow may result in the unpermitted take of the owl or their eggs.

If a bald eagle or golden eagle nest occurs in or near the proposed project area, our office should be contacted for Technical Assistance. An evaluation must be performed to determine whether the project is likely to disturb or harm eagles. The National Bald Eagle Management Guidelines provide recommendations to minimize potential project impacts to bald eagles (see https://www.fws.gov/law/bald-and-golden-eagle-protection-act and https://www.fws.gov/program/eagle-management).

The Division of Migratory Birds (505/248-7882) administers and issues permits under the MBTA and Eagle Act, while our office can provide guidance and Technical Assistance. For more information regarding the MBTA, BGEPA, and permitting processes, please visit the following web site: https://www.fws.gov/program/migratory-bird-permit. Guidance for minimizing impacts to migratory birds for communication tower projects (e.g. cellular, digital television, radio, and emergency broadcast) can be found at https://www.fws.gov/media/recommended-best-practices-communication-tower-design-siting-construction-operation.

The U.S. Army Corps of Engineers (Corps) may regulate activities that involve streams (including some intermittent streams) and/or wetlands. We recommend that you contact the Corps to determine their interest in proposed projects in these areas. For activities within a National Wildlife Refuge, we recommend that you contact refuge staff for specific information about refuge resources, please visit this link or visit https://www.fws.gov/program/national-

wildlife-refuge-system to locate the refuge you would be working in or around.

If your action is on tribal land or has implications for off-reservation tribal interests, we encourage you to contact the tribe(s) and the Bureau of Indian Affairs (BIA) to discuss potential tribal concerns, and to invite any affected tribe and the BIA to participate in the section 7 consultation. In keeping with our tribal trust responsibility, we will notify tribes that may be affected by proposed actions when section 7 consultation is initiated. For more information, please contact our Tribal Coordinator, John Nystedt, at 928/556-2160 or John_Nystedt@fws.gov.

We also recommend you seek additional information and coordinate your project with the Arizona Game and Fish Department. Information on known species detections, special status species, and Arizona species of greatest conservation need, such as the western burrowing owl and the Sonoran desert tortoise (*Gopherus morafkai*) can be found by using their Online Environmental Review Tool, administered through the Heritage Data Management System and Project Evaluation Program (https://www.azgfd.com/wildlife-conservation/planning-for-wildlife/project-evaluation-program/).

We appreciate your concern for threatened and endangered species. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office. If we may be of further assistance, please contact our Flagstaff office at 928/556-2118 for projects in northern Arizona, our general Phoenix number 602/242-0210 for central Arizona, or 520/670-6144 for projects in southern Arizona.

Sincerely,
/s/

Heather Whitlaw
Field Supervisor
Attachment

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arizona Ecological Services Field Office
9828 North 31st Ave
#c3
Phoenix, AZ 85051-2517
(602) 242-0210

PROJECT SUMMARY

Project Code: 2025-0016515
Project Name: F0701: Koli Rd TI
Project Type: Road/Hwy - New Construction
Project Description: I-10 expansion
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@33.2665472,-111.95948433209101,14z



Counties: Maricopa County, Arizona

ENDANGERED SPECIES ACT SPECIES

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Sonoran Pronghorn *Antilocapra americana sonoriensis* Population: U.S.A. (AZ), Mexico No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4750	Experimental Population, Non-Essential

BIRDS

NAME	STATUS
Cactus Ferruginous Pygmy-owl *Glaucidium brasilianum cactorum* There is **final** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/1225	Threatened
California Least Tern *Sternula antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

FISHES

NAME	STATUS
Gila Topminnow (incl. Yaqui) *Poeciliopsis occidentalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1116	Endangered

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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1. The Bald and Golden Eagle Protection Act of 1940.
2. The Migratory Birds Treaty Act of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information

on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

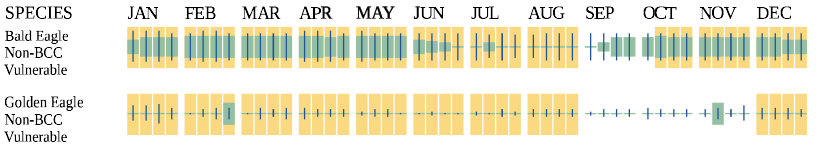
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort – no data



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Avocet *Recurvirostra americana* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11927	Breeds Apr 21 to Aug 10

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Bendire's Thrasher *Toxostoma bendirei* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9435	Breeds Mar 15 to Jul 31
Black-chinned Sparrow *Spizella atrogularis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9447	Breeds Apr 15 to Jul 31
Clark's Grebe *Aechmophorus clarkii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10575	Breeds Jun 1 to Aug 31
Costa's Hummingbird *Calypte costae* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9470	Breeds Jan 15 to Jun 10
Gila Woodpecker *Melanerpes uropygialis* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/5960	Breeds Apr 1 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31
Grace's Warbler *Setophaga graciae* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9514	Breeds May 20 to Jul 20
Lawrence's Goldfinch *Spinus lawrencei* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Leconte"s Thrasher *Toxostoma lecontei* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8969	Breeds Feb 15 to Jun 20

NAME	BREEDING SEASON
Long-eared Owl *asio otus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15
Marbled Godwit *Limosa fedoa* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Western Grebe *aechmophorus occidentalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31
Willet *Tringa semipalmata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10669	Breeds elsewhere

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (▪)

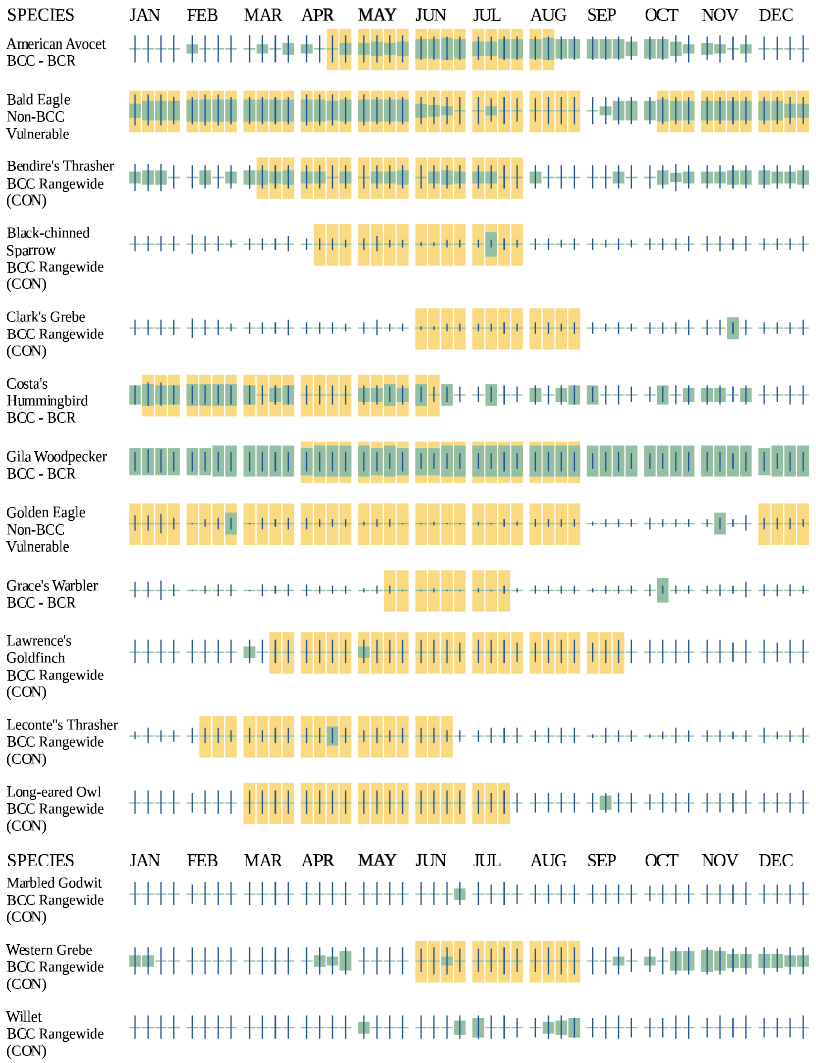
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (▪)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

▪ probability of presence ▪ breeding season | survey effort – no data



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
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- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

LAKE

- L1UBHx

RIVERINE

- R2UBHx

IPAC USER CONTACT INFORMATION

Agency: Arizona Department of Transportation
Name: Coby Teal
Address: 205 South 17th Avenue, MD EM02
City: phoenix
State: AZ
Zip: 85007
Email cteal@azdot.gov
Phone: 9283040487

Katie Hobbs, Governor
Jennifer Toth, Director
Gregory Byres, State Engineer

January 11, 2024

Ashton Lynch
Wildlife and Ecosystems Program Manager
Department of Environmental Quality, Gila River Indian Community
P.O. Box 87
168 Skill Center Road
Sacaton, AZ 85147

Subject: Scoping Letter and Agency Meeting Invitation

Re: F0701 01D
I-10 Germann Road Traffic Interchange

Dear Ashton Lynch:

The Arizona Department of Transportation (ADOT), as the lead agency and as the Project sponsor, is initiating a design concept report and an environmental assessment (EA) for the Interstate 10 (I-10) Germann Road traffic interchange (TI) (Project).[1] The EA will be carried out by ADOT pursuant to 23 United States Code 327. The project proposes to construct a new TI on I-10 approximately halfway between the existing Wild Horse Pass Boulevard and State Route (SR) 347/Queen Creek Road TIs. The EA will consider and assess several alternatives (type and location) for the TI, including a no-build alternative, as required by the National Environmental Policy Act.

The proposed Project is located within Maricopa County, Arizona, and entirely within the Gila River Indian Community (Community). The study area limits will extend approximately 2,800 feet from each side of the I-10 centerline and approximately 4,000 feet north of milepost 163.0 and 10,000 feet south of milepost 163.0 along I-10 (Figure 1 – State Map and Figure 2 – Vicinity Map). Within the Project study area limits, I-10 currently consists of two lanes in each direction, with a dirt median separating traffic. The I-10 Wild Horse Pass Corridor Project, however, proposes to add one general purpose lane and a high-capacity vehicle lane. If the I-10 Wild Horse Pass Corridor Project proceeds, a Germann Road TI would accommodate this lane configuration.

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

[1] Note: The I-10 Germann TI Project is located within the limits of the I-10 Wild Horse Pass Corridor Study (I-10: SR 202L to SR 387) but is a separate project.

The scope of work for this Project includes:

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

The Project limits are generally located within ADOT's existing I-10 easement; however, additional easement would likely be needed for the Project.

If you or others in your agency have any specific concerns, suggestions or recommendations pertaining to this specific project please let us know by responding to the address listed below. This can include information on wildlife movement, habitat issues, or seasonal concerns to name a few.

Please submit your comments or concerns by February 12, 2024, to ADOT c/o Audrey Unger, HDR, 20 E. Thomas Rd., Phoenix, AZ, 85012, (602) 299.2991, audrey.unger@hdrinc.com.

Thank you for your time and assistance.

Sincerely,



Joshua Fife
Biology Team Lead
ADOT Environmental Planning

Enclosures: Figure 1 – State Location Map
Figure 2 – Vicinity Map

c: Steve Olmsted, ADOT
Audrey Unger, HDR

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019, and executed by FHWA and ADOT.

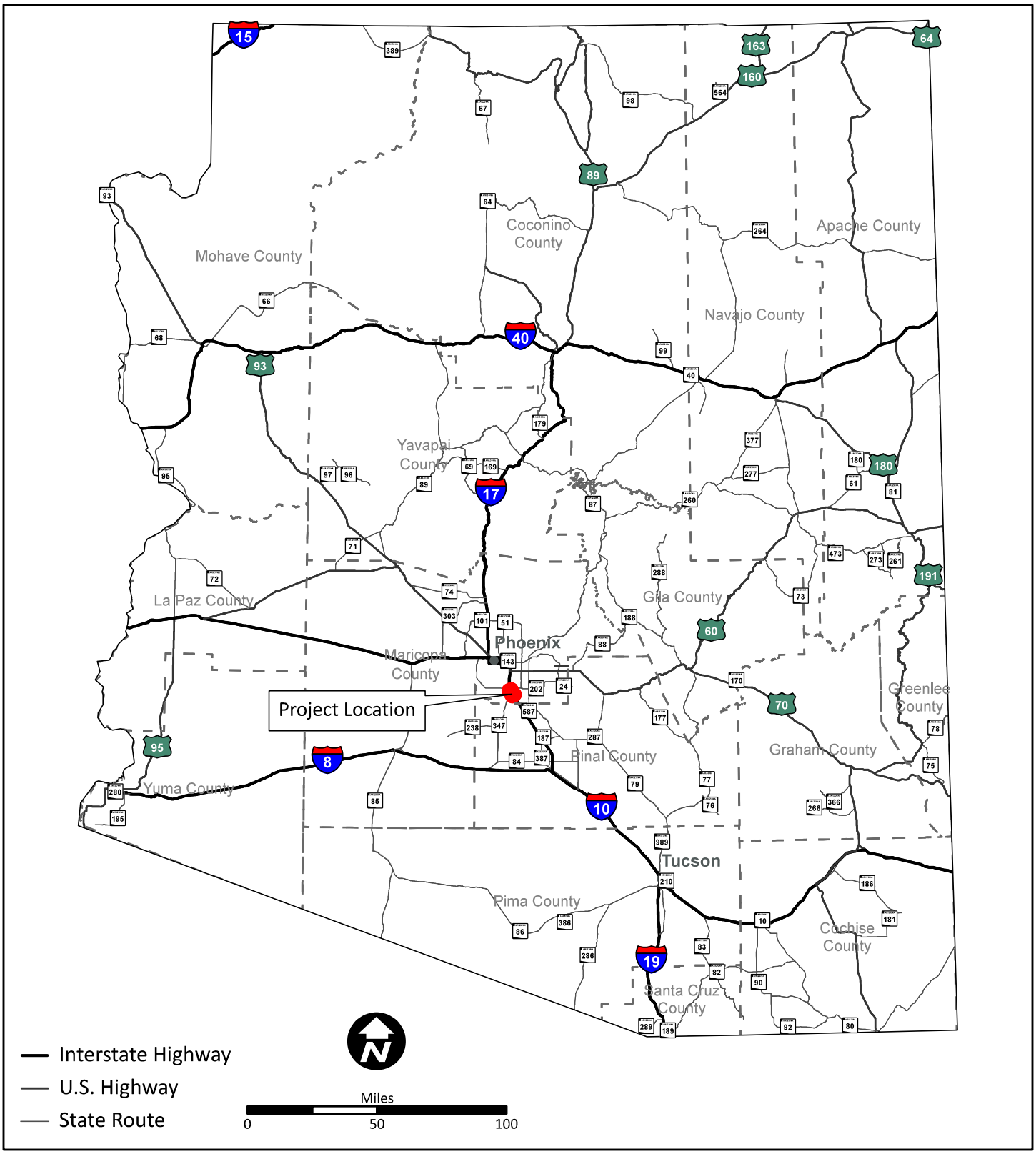


Figure 1. State Location Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

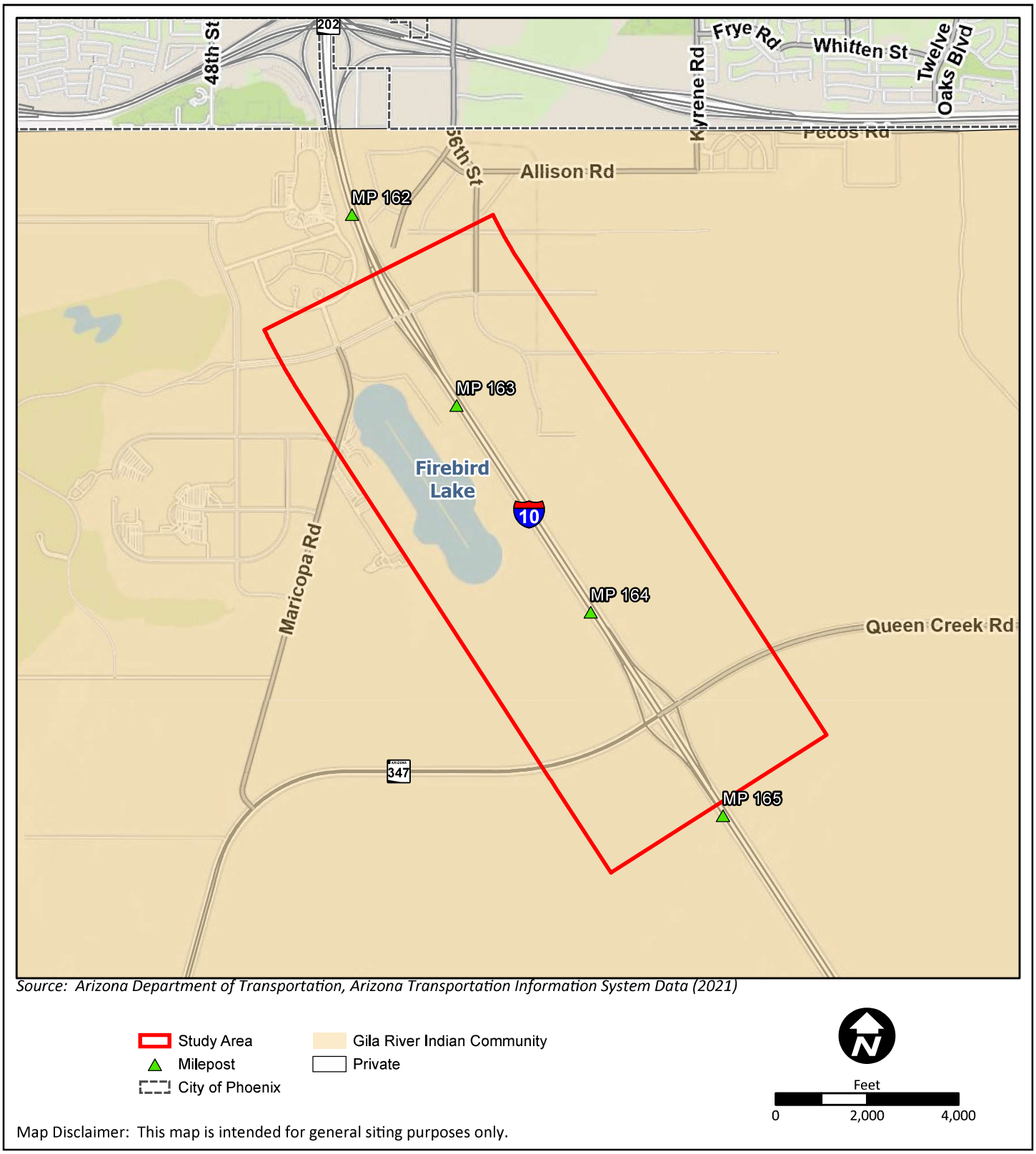


Figure 2. Project Vicinity Map
TRACS: F0701 01L
I-10 Germann Road Traffic Interchange

From: Kirt Cummings
To: Altemus, Maria
Subject: Re: F0701 Koli Rd TI N&I Species Occurrences
Date: Monday, December 2, 2024 6:18:44 PM
Attachments: image001.png

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I apologize for the late response. There's globe chamomile (stink net) and buffelgrass in the area. A standard noxious/invasive weed program would be fine. Please be very mindful of the globe chamomile as it spread very easily. Thank you

Kirt Cummings

Highway Operations Superintendent

Central District

2140 W. Hilton Ave.

Phoenix, AZ 85009

Cell: 602. 909-6077

Office: 602 712-5822

On Mon, Dec 2, 2024 at 4:59 PM Altemus, Maria <Maria.Altemus@hdrinc.com> wrote:

> Hi Kirt,
>
> Just following up to see if you had any information on noxious or invasive plant species along I-10 between the SR 347/Queen Creek TI (MP 164.5) and the Wild Horse Pass Blvd TI (MP 162.5)? Thanks for any insight you can provide!
>
> All the best,
>
> **Maria M. Altemus,** M.S., CEP-IT
>
> D 520.246.0118
>
> hdrinc.com/follow-us

From: Altemus, Maria
Sent: Friday, November 15, 2024 5:08 PM
To: kcummings2@azdot.gov
Subject: F0701 Koli Rd TI N&I Species Occurrences

Hi Kirt,

I'm working on the Biological Evaluation for the F0701 Koli Rd TI south of Phoenix. I was wondering if you could provide me with any known noxious or invasive plants species along I-10 between the SR 347/Queen Creek TI (MP 164.5) and the Wild Horse Pass Blvd TI (MP 162.5)? I've attached a rough outline of our study area. Any input you could provide would be greatly appreciated. Thank you!

All the best,

Maria M. Altemus, M.S., CEP-IT

Environmental Planner

1 S. Church Avenue, Suite 1400
Tucson, AZ 85701-1612
D 520.246.0118
maria.altemus@hdrinc.com

hdrinc.com/follow-us

APPENDIX D

ATTACHMENTS

WESTERN BURROWING OWL AWARENESS HANDOUT



Western Burrowing Owl Awareness

ADOT Environmental Planning
1611 W. Jackson St- Mail Drop EM02
Phoenix, AZ 85007

The purpose of this flyer is to provide ADOT employees and contractors, working on roadside projects, with basic knowledge to reduce the risk of incidental take of Western Burrowing Owls.

Legal Status:

Western Burrowing Owls (*Athene cunicularia*) are protected under the Federal Migratory Bird Treaty Act of 1918. All migratory birds and their parts are fully protected. They are also protected under Arizona State Law in Title 17-101, Title 17-235, and Title 17-236.

What to look for:

- Description– small, ground-dwelling owl.
- Length– 19.5-25.0 cm (7.68-9.85 inches)
- Wingspan– 58.42 cm (23.0 inches)
- Mass– about 150 grams
- Males are typically slightly larger than females.
- Round head, lacks ear tufts.
- Distinct oval facial ruff, framed by a broad, puffy white eyebrow.
- Eyes contain a bright yellow iris.

Where are owls found?

- Dry, open, short grass, treeless plains.
- Dependent on fossorial mammals. (ground squirrels, prairie dogs, badgers, etc.) to construct burrows.
- Human dominated landscapes: golf courses, airports, agricultural fields.

Identifying an active burrow:

- Owls use burrows constructed by ground squirrels, badgers, coyotes and tortoises. They can also use pipes, culverts, and ditches.
- Presence of excrement (whitewash) near entrance to burrow.
- Burrowing owls frequently decorate entrance of burrows with cow or horse manure, feathers, vegetation and trash items.

How to avoid them:

- Scan ahead prior to arriving at a sign location.
- If burrowing owls are observed within the project area, stop and move at least 100 feet beyond the owl or occupied burrow before resuming work.

If you think your work may potentially impact a Burrowing Owl or active burrow, please stop.
Move at least 100 feet from the animal or burrow before resuming work.

If you have any questions or think you have a borrowing owl or active burrow on your work site please contact: the project biologist or Coby Teal, Biology Team Lead
cell: (928) 304-0487 email: cteal@azdot.gov

Source: Arizona Game and Fish Department Animal Abstract: Western Burrowing Owl. Heritage Data Management System

(revised April 24, 2024)

Appendix J. Hazardous Materials Information

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Arizona Department of Transportation

Environmental Planning

Preliminary Initial Site Assessment

I-10 and Koli Road Traffic Interchange

ADOT Project No. 010 MA 166 F0701 01L

March 26, 2025

Submittal Number 1

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 326 [23 U.S.C. 327] and a Memorandum of Understanding dated January 4, 2021 [April 16, 2019], and executed by FHWA and ADOT.

All information contained in this document is the property of ADOT. ADOT approval is required prior to reproduction or distribution.

Preliminary Initial Site Assessment

FOR

I-10 and Koli Road Traffic Interchange

ADOT Project No. 010 MA 166 F0701 01L

Prepared for:

Arizona Department of Transportation
Environmental Planning
205 S. 17th Avenue, EM02
Phoenix, Arizona 85007

Prepared by:

AZTEC Engineering Group, Inc.
501 North 44th Street, Suite 300
Phoenix, Arizona 85008)

March 26, 2025

All information contained in this document is the property of ADOT. ADOT approval is required prior to reproduction or distribution.

501 N. 44th Street, Suite 300
Phoenix, AZ 85008
602.454.0402
602.454.0403 (fax)

AZTEC Engineering Group, Inc. (AZTEC) is providing this Preliminary Initial Site Assessment (PISA) letter report to document the results of an environmental evaluation conducted for an interstate highway improvement project along Interstate 10 (I-10) between milepost (MP) 162.30 and MP 164.90, located within the Gila River Indian Community (Community) in Chandler, Maricopa County, Arizona (Project Area). The general scope of work for the improvements primarily includes construction of a new Traffic Interchange (TI) between the existing Wild Horse Pass Boulevard TI and the State Route (SR) 347/Queen Creek Road TI. The Project would provide better public access to the Community land, improve emergency vehicle response time, and improve traffic management for future anticipated population and employment growth. Work will require a new easement. The following sections present the project description, purpose, methodology, Site location (Section I), records review (Section II), site reconnaissance (Section III), and conclusions and recommendations (Section IV).

Attachment 1 contains the State Location Map (Figure 1) and the Project Vicinity Map (Figure 2). Attachment 2 contains a photographic log generated as part of the reconnaissance activities. Attachment 3 contains the *Preliminary Initial Site Assessment* form. Attachment 4 contains an environmental database for the Project Area.

This PISA report has been completed to support the National Environmental Policy Act (NEPA) clearance for this project. Note that a hazardous materials survey has also been completed for this project and is being presented under separate cover.

Project Description

The proposed project would generally include the following construction-related activities:

- Constructing a new TI between the existing Wild Horse Pass Boulevard TI and SR 347 TI, including new roadway pavement, curb and gutter, sidewalks, and median improvements
- Constructing new exit and entrance access ramps along I-10
- Acquiring new easement from GRIC through the BIA
- Constructing new TI drainage features
- Relocating utilities, where necessary
- Installing or modifying signs, pavement striping, and lighting
- Installing a box culvert between the racetrack parking and the racetrack
- Clearing and grubbing vegetation, including trees (as needed), prior to construction and revegetating areas after construction

Approximately 28.5 acres of new long-term easement would be required for the new TI. Staging and stockpiling would occur within the new or existing temporary construction easements (TCEs). The

construction footprint would include I-10 approximately one-half mile north and south of the proposed TI, new easement, and any temporary construction easements.

Permanent impacts are defined as ground disturbance that converts a permeable surface to an impermeable surface or ground disturbance that does not return the ground to preexisting conditions. Permanent impacts would occur where the new Koli Road TI would be installed across I-10. Additionally, new on- and off-ramps would be installed, and the future Koli Road alignment roads would be extended west of I-10 approximately 670 feet. They would also be extended east of I-10 approximately 830 feet. This new construction is for the Community to tie-into the TI (i.e., ADOT is not constructing Koli Road beyond the planned TI).

Purpose

The purpose of the PISA survey is to identify and evaluate the potential for, or actual impact of, hazardous materials and other environmental concerns that may adversely affect the completion of the project, especially large-scale environmental concerns that might result in a significant delay of the project. The methodology and findings of the PISA survey are discussed in the following sections.

Methodology

In completion of this PISA, AZTEC followed ADOT's typical approach as part of the survey to identify potential hazardous materials and environmental concerns on or adjacent to the Project Area. Both the Site reconnaissance and the environmental database review were completed by an Environmental Professional (EP) as defined in ASTM E1527-21, or under the supervision of an EP. The results of the PISA survey were then documented in this letter report, which also includes the ADOT *Preliminary Initial Site Assessment* form (Attachment 3).

As discussed above, the following steps were completed as part of the PISA Update survey:

- Site reconnaissance – Observe the Project Area (area directly anticipated to be affected by the proposed project) and surrounding properties, to identify environmental concerns that have or may have the potential to adversely affect the surface or subsurface through releases of hazardous materials to the soil, surface water, or groundwater.
- Environmental records review – Obtain and review readily available online environmental databases for the Project Area and vicinity that are maintained by the Arizona Department of Environmental Quality (ADEQ) for State records and the Environmental Protection Agency (EPA) for Federal records
- Limited historical aerial photograph review – Review readily available historical aerial photographs to support the Site reconnaissance and environmental records review.
- Limited well records review - Review well records with the Arizona Department of Water Resources (ADWR) for wells located on or immediately adjacent to the Project Area.

Section I: Project Location

The Project Area is fully located on Community lands along I-10 at approximately MP 163.5, between the existing Wild Horse Pass Boulevard TI and the SR 347/Queen Creek Road TI, Maricopa County,

Arizona (Figures 1 and 2). The cadastral location of the project is Township 2 South, Range 4 East, in portions of Sections 8, 9, 16, and 17. The project would occur within the Community on existing ADOT easement and would require additional easements from the Community or the Bureau of Indian Affairs (BIA). Through the BIA, there will be acquisition of allotted land (no tribal lands).

Section II: Records Review

A review was conducted of environmental records published by Federal, State and Local/Tribal agencies for the Project Area and surroundings. The listings were supplied by ERIS, and the listings were searched for facilities or incidents at distances up to one-quarter mile from the project limits. Please note that regulatory listings are limited and include only those facilities that are known to the regulatory agencies at the time of publication to be contaminated, in the process of evaluation for potential contamination, or having complied with agency requested submittals (i.e., underground storage tank registration, hazardous material usage, storage and disposal, etc.). ERIS provided ASTM standard suggested lists and, where applicable, some non-ASTM standard lists. The standard ASTM lists and those non-ASTM standard properties interpreted to potentially impact the Project Area are discussed within this report.

Results of the database review only indicated the presence of two findings: one for an Exempt Certificate Renewal (AST2) and one for Mineral Resource Data System (MRDS). Both of these facilities are located greater than 1,200 feet from the Project limits. Neither of these findings are an environmental concern relative to the Project Area.

A copy of the regulatory database search obtained and reviewed for this project is included in Attachment 4. The release date from the Federal, State, or local entity for each reviewed list is also included within the ERIS document and is subject to their limitations and disclaimers, which are described within the document. Detailed descriptions of each database are also included in the document.

Limited Historical Aerial Photograph Review

Historical aerial photographs were reviewed for the Project Area from 1984 to 2024. Historical uses of the Project Area appear to be mostly similar to present day, including I-10 and native desert land bounding the roadway. Adjacent property uses to 1984 included the nearby Firebird Lake for boat racing, and the former Compton Terrace outdoor concert venue. Circa 2009, Compton Terrace was replaced with a small dirt racing track. Circa 2004, Firebird Lake was being pumped dry. No environmental concerns were noted.

ADWR Well Review

Based on a review of well records provided by ADWR on March 18, 2025, zero wells were identified in the Project Area and vicinity.

Section III: Site Reconnaissance

On February 25, 2025, the Project Area was visited and visually observed for the presence of environmental concerns. Results of the reconnaissance indicated the presence of I-10 crossing through the Project Area with typical improvements and landscaping. The east side of I-10 was comprised of undeveloped native desert. The west side of I-10 was undeveloped but disturbed land associated with

racing tracks to the north and a dirt track to the south, with the central area between likely used for automotive staging during racing events. Some *de minimis* staining was observed in the area. Firebird Lake was located west of the Project Area and is no longer used for boat racing and is being allowed to evaporate with no active filling.

Other than typical wind-blown solid waste debris and some trash thrown from passing vehicles, there were no indications of uncontrolled debris or chemical waste disposal, or other environmental concerns identified on the Project Area or associated with the adjacent properties. No chemicals, chemical containers, staining, or odors were encountered.

Section IV: Conclusions and Recommendations

AZTEC completed this PISA survey in general conformance with the scope and limitations of typical ADOT procedures. The overall scope of work for the improvements primarily includes constructing a new TI between the existing Wild Horse Pass Boulevard TI and SR 347 TI, new exit and entrance ramps along I-10, and smaller modifications and improvements.

As part of the records check, a review of readily available online environmental databases in and around the Project Area did not identify records of facilities that would be anticipated to adversely affect the Project Area. The reconnaissance of the Project Area and surrounding properties also did not identify environmental concerns for the Project Area. The risk of environmental impacts in the anticipated project area is **low**, and no further assessment is recommended.

AZTEC appreciates the opportunity to serve ADOT and the project team on this important project. If you have any questions or comments, please feel free to contact me at 602.290.4774 or ssutherland@aztec.us.

Respectfully,

AZTEC ENGINEERING GROUP, INC.

Jonathan D. Gelen
Environmental Scientist II

Steven P. Sutherland, RG, PG, CEM, ENV SP
Hazardous Materials Group Manager

Distribution: One electronic copy to Addressee

Attachments:

Attachment 1 – State Location and Project Vicinity Maps
Attachment 2 – Photographic Log
Attachment 3 – Preliminary Initial Site Assessment Form
Attachment 4 – Environmental Database Search Results

ATTACHMENT 1

State Location and Project Vicinity Maps

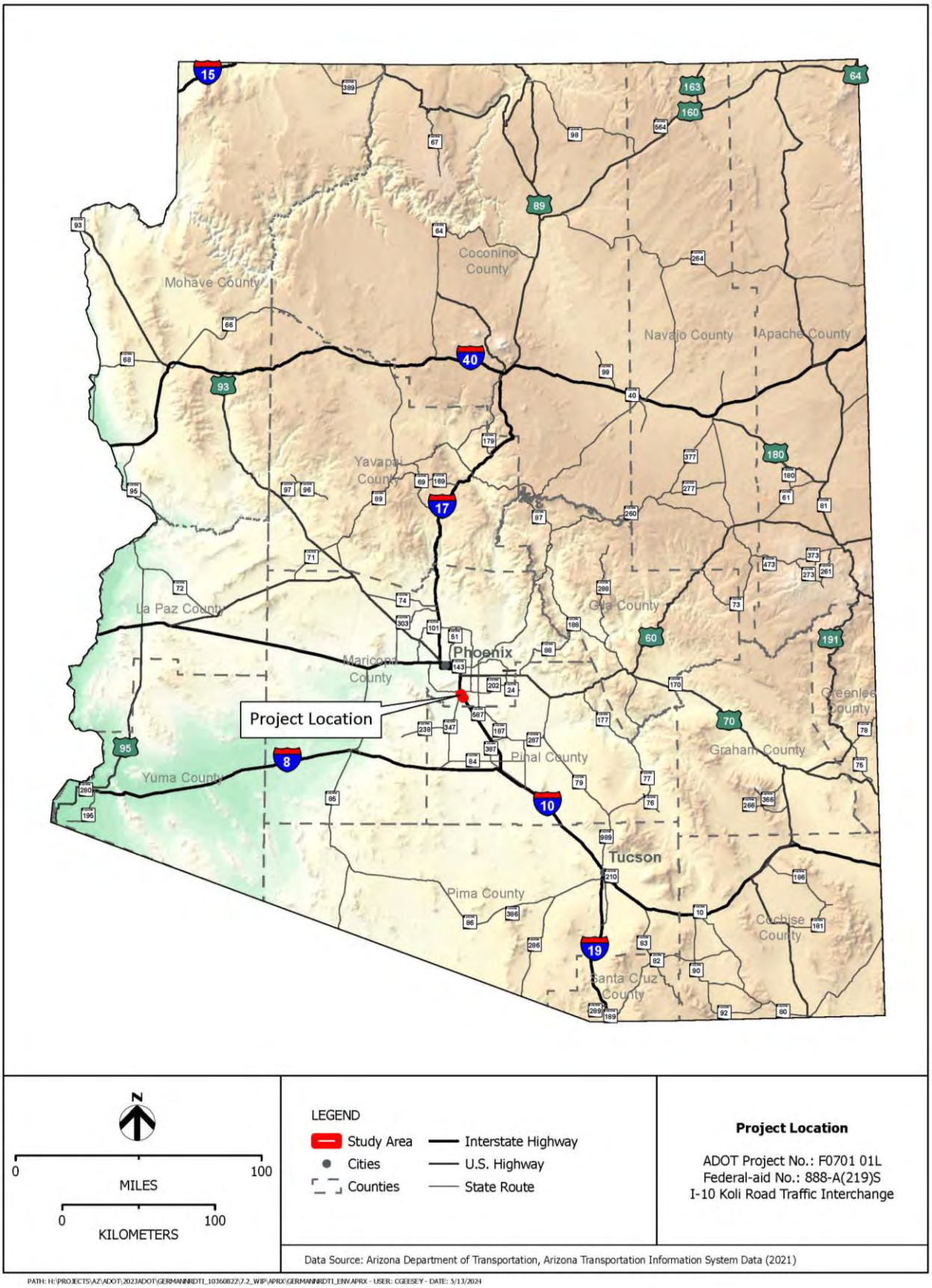


Figure 1: State Location Map
ADOT Project No. 010 MA 166 F0701 01L
Maricopa County, Arizona

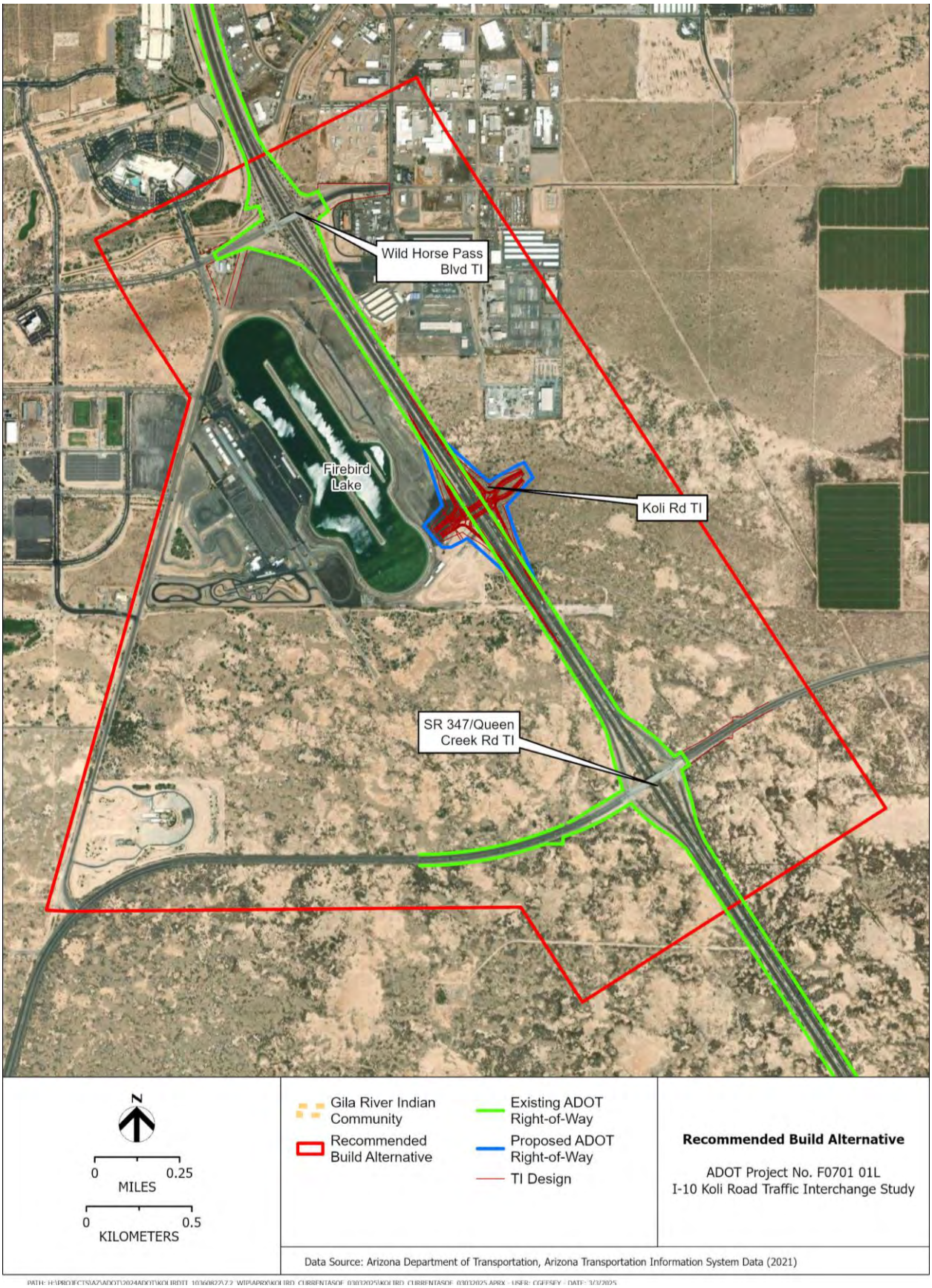


Figure 2: Project Vicinity Map
ADOT Project No. 010 MA 166 F0701 01L
Maricopa County, Arizona

ATTACHMENT 2

Photographic Log



Photo 1: Looking east from the western Project Area.



Photo 2: Looking north from the center of the Project Area along I-10.



Photo 3:
Looking south from the center of the Project Area along I-10.



Photo 4:
View of used tires located at the southern Project Area boundary, used for the various racing events.



Photo 5:
View of de-minimis soil staining located at the center of the Project Area.



Photo 6:
View of pad-mounted transformer located at the center of the Project Area. No obvious staining noted.



Photo 7: Looking north along I-10 at the eastern segment of the Project Area.



Photo 8: Looking west across I-10, followed by the western portion of the Project Area.

ATTACHMENT 3

Preliminary Initial Site Assessment Form

Preliminary Initial Site Assessment
I-10 and Koli Road Traffic Interchange

ADOT Project No.	010 MA 166 F0701 01L	Federal Project No.	888-A(219)S

Section I: Site Location Information

Assessor Parcel No.	NA (Existing ROW)	ADOT Parcel No.	NA
Address/Route & Milepost	I-10 between milepost (MP) 162.30 and MP 164.90, Maricopa County, Arizona		

Section	Township	Range
9	2S	4E

Latitude	33.266	Longitude	-111.960

Site Characteristics: **Past Land Use**

Agriculture		Residential		Commercial	**X**	Industrial		Natural	**X**

Vehicle Maintenance	No	Chemical Storage	No	UST System	No

Septic System	No	Water/Dry Well	No	Pesticide/ Herbicide	No	Other	Existing ROW

Section II: Site Surface Conditions

Dimensions:

Length	.5 Miles	Width	.4 miles

Area:

	Sq. Feet or		Sq. Meters or	73	Acres

Topography:

Description	Relatively flat with no obvious gradient noted

Geology:

Description	Quaternary Alluvium (0 - 2 Ma) Unconsolidated to strongly consolidated alluvial and eolian deposits. This unit includes: coarse, poorly sorted alluvial fan and terrace deposits on middle and upper piedmonts and along large drainages; sand, silt and clay on alluvial plains and playas; and wind-blown sand deposits. (U.S Geological Survey, AZGS)

Vegetation:

Description	light ground cover of native grass and shrubs and scattered patches of various forbs.

Structures:

Description	Concrete Pads, I-10-related developments

Preliminary Initial Site Assessment
I-10 and Koli Road Traffic Interchange

Utilities:

Description	Underground electric (pad-mounted transformer)

Section III: Results of Database Review

No concerns on project	**X**	Concerns on Project (Complete Section IV)	

Section IV: Environmental Concerns

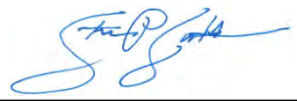
Observed:	None
Suspected:	None
Unusual Conditions:	None

Section V: Recommendations

The risk of environmental impacts in the project area is			LOW		
High Priority Phase 1:		Medium Priority Phase 1:		Low Priority Phase 1:	
No additional survey required:					**X**

Section VI: Comments

- If suspected hazardous materials are encountered during construction, work shall cease at that location and the ADOT Hazardous Materials Coordinator shall be notified immediately to make arrangements for proper treatment or disposal of those materials.

Consultant Name Steven P. Sutherland Signature  Date 03/21/2025

ADOT Name _____ Signature _____ Date _____

ATTACHMENT 4

Environmental Database

DATABASE REPORT

Project Property:	*I10, SR202 to SR387* *I10, SR202 to SR387* *Chandler AZ*
Project No:	*0AZFWY2209*
Report Type:	*Database Report*
Order No:	*25012200378*
Requested by:	*AZTEC Engineering Group, Inc.*
Date Completed:	*January 23, 2025*

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

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Executive Summary

Property Information:

Project Property:	*I10, SR202 to SR387* *I10, SR202 to SR387 Chandler AZ*
Project No:	*0AZFWY2209*

Coordinates:

Latitude:	*33.26682601*
Longitude:	*-111.95720955*
UTM Northing:	*3,681,276.45*
UTM Easting:	*410,849.93*
UTM Zone:	*12S*

Elevation: *1,153 FT*

Order Information:

Order No:	*25012200378*
Date Requested:	*January 22, 2025*
Requested by:	*AZTEC Engineering Group, Inc.*
Report Type:	*Database Report*

Historicals/Products:

ERIS Xplorer	*ERIS Xplorer*
Excel Add-On	*Excel Add-On*

Executive Summary: Report Summary

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	Total
Standard Environmental Records							
Federal							
NPL	Y	0.25	0	0	0	-	0
PROPOSED NPL	Y	0.25	0	0	0	-	0
DELETED NPL	Y	0.25	0	0	0	-	0
SEMS	Y	0.25	0	0	0	-	0
ODI	Y	0.25	0	0	0	-	0
SEMS ARCHIVE	Y	0.25	0	0	0	-	0
CERCLIS	Y	0.25	0	0	0	-	0
IODI	Y	0.25	0	0	0	-	0
CERCLIS NFRAP	Y	0.25	0	0	0	-	0
CERCLIS LIENS	Y	PO	0	-	-	-	0
RCRA CORRACTS	Y	0.25	0	0	0	-	0
RCRA TSD	Y	0.25	0	0	0	-	0
RCRA LQG	Y	0.25	0	0	0	-	0
RCRA SQG	Y	0.25	0	0	0	-	0
RCRA VSQG	Y	0.25	0	0	0	-	0
RCRA NON GEN	Y	0.25	0	0	0	-	0
RCRA CONTROLS	Y	0.25	0	0	0	-	0
FED ENG	Y	0.25	0	0	0	-	0
FED INST	Y	0.25	0	0	0	-	0
LUCIS	Y	0.25	0	0	0	-	0
NPL IC	Y	0.25	0	0	0	-	0
ERNS 1982 TO 1986	Y	PO	0	-	-	-	0
ERNS 1987 TO 1989	Y	PO	0	-	-	-	0
ERNS	Y	PO	0	-	-	-	0
FED BROWNFIELDS	Y	0.25	0	0	0	-	0
FEMA UST	Y	0.25	0	0	0	-	0
FRP	Y	0.25	0	0	0	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	Total
DELISTED FRP	Y	0.25	0	0	0	-	0
HIST GAS STATIONS	Y	0.25	0	0	0	-	0
REFN	Y	0.25	0	0	0	-	0
BULK TERMINAL	Y	0.25	0	0	0	-	0
SEMS LIEN	Y	PO	0	-	-	-	0
SUPERFUND ROD	Y	0.25	0	0	0	-	0
DOE FUSRAP	Y	0.25	0	0	0	-	0
State							
SHWS	Y	0.25	0	0	0	-	0
SHWS ACIDS	Y	0.25	0	0	0	-	0
WQARF	Y	0.25	0	0	0	-	0
DELISTED SUPERFUND	Y	0.25	0	0	0	-	0
SWF/LF	Y	0.25	0	0	0	-	0
LUST	Y	0.25	0	0	0	-	0
DELISTED LUST	Y	0.25	0	0	0	-	0
UST	Y	0.25	0	0	0	-	0
AST	Y	0.25	0	0	0	-	0
AST2	Y	0.25	0	0	***1***	-	***1***
DELISTED TANKS	Y	0.25	0	0	0	-	0
AUL	Y	0.25	0	0	0	-	0
RDT OTHER	Y	0.25	0	0	0	-	0
VCP	Y	0.25	0	0	0	-	0
BROWNFIELDS	Y	0.25	0	0	0	-	0
Tribal							
BROWNFIELDS WMAT	Y	0.25	0	0	0	-	0
SRPMIC BROWNFIELDS	Y	0.25	0	0	0	-	0
INDIAN LUST	Y	0.25	0	0	0	-	0
INDIAN UST	Y	0.25	0	0	0	-	0
DELISTED INDIAN LST	Y	0.25	0	0	0	-	0
DELISTED INDIAN UST	Y	0.25	0	0	0	-	0

County ***No County databases were selected to be included in the search.***

Additional Environmental Records

Federal

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	Total
PFAS GHG	Y	0.5	0	0	0	0	0
OSC RESPONSE	Y	0.125	0	0	-	-	0
FINDS/FRS	Y	PO	0	-	-	-	0
TRIS	Y	PO	0	-	-	-	0
PFAS NPL	Y	0.25	0	0	0	-	0
PFAS FED SITES	Y	0.25	0	0	0	-	0
PFAS SSEHRI	Y	0.25	0	0	0	-	0
PFAS ERNS	Y	0.25	0	0	0	-	0
PFAS NPDES	Y	0.25	0	0	0	-	0
PFAS TRI	Y	0.25	0	0	0	-	0
PFAS WATER	Y	0.25	0	0	0	-	0
PFAS TSCA	Y	0.25	0	0	0	-	0
PFAS E-MANIFEST	Y	0.25	0	0	0	-	0
PFAS IND	Y	0.25	0	0	0	-	0
HMIRS	Y	0.125	0	0	-	-	0
NCDL	Y	0.125	0	0	-	-	0
TSCA	Y	0.125	0	0	-	-	0
HIST TSCA	Y	0.125	0	0	-	-	0
FTTS ADMIN	Y	PO	0	-	-	-	0
FTTS INSP	Y	PO	0	-	-	-	0
PRP	Y	PO	0	-	-	-	0
SCRD DRYCLEANER	Y	0.25	0	0	0	-	0
ICIS	Y	PO	0	-	-	-	0
FED DRYCLEANERS	Y	0.25	0	0	0	-	0
DELISTED FED DRY	Y	0.25	0	0	0	-	0
FUDS	Y	0.25	0	0	0	-	0
FUDS MRS	Y	0.25	0	0	0	-	0
FORMER NIKE	Y	0.25	0	0	0	-	0
PIPELINE INCIDENT	Y	PO	0	-	-	-	0
MLTS	Y	PO	0	-	-	-	0
HIST MLTS	Y	PO	0	-	-	-	0
MINES	Y	0.25	0	0	0	-	0
SMCRA	Y	0.25	0	0	0	-	0
MRDS	Y	0.25	0	0	**1**	-	**1**
LM SITES	Y	0.25	0	0	0	-	0

Database	Searched	Search Radius	Project Property	Within 0.12mi	0.125mi to 0.25mi	0.25mi to 0.50mi	Total
ALT FUELS	Y	0.25	0	0	0	-	0
CONSENT DECREES	Y	0.25	0	0	0	-	0
AFS	Y	PO	0	-	-	-	0
SSTS	Y	0.25	0	0	0	-	0
PCBT	Y	0.25	0	0	0	-	0
PCB	Y	0.25	0	0	0	-	0
POWER PLANTS	Y	0.125	0	0	-	-	0
State							
SPILLS	Y	0.125	0	0	-	-	0
DRYCLEANERS	Y	0.25	0	0	0	-	0
PFAS	Y	0.25	0	0	0	-	0
AIR PERMITS	Y	0.25	0	0	0	-	0
DRYWELLS	Y	0.125	0	0	-	-	0
DRYWELLS EPA	Y	0.125	0	0	-	-	0
DRYWELLS HIST	Y	0.125	0	0	-	-	0
MINE	Y	0.25	0	0	0	-	0
DRUG LAB REMEDIATION	Y	0.125	0	0	-	-	0
CDL	Y	0.125	0	0	-	-	0
TIER 2	Y	0.125	0	0	-	-	0
BIO HAZ WASTE	Y	0.25	0	0	0	-	0
Tribal	***No Tribal additional environmental record sources available for this State.***						
County	***No County additional environmental record sources available for this State.***						
	Total:		0	0	**2**	0	**2**

**** PO – Property Only***
**** 'Property and adjoining properties' database search radii are set at 0.25 miles.***

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number

No records found in the selected databases for the project property.

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Direction	Distance (mi/ft)	Elev Diff (ft)	Page Number
1	AST2	Rock Solid Plant 1	6741 W Notah Way Chandler AZ 85226 ***Exemption No:*** 0700420-11 ***Tank No:*** 1	N	0.22 / 1,184.87	1	16
2	MRDS	GRAVEL PIT	MARICOPA COUNTY CHANDLER AZ 85226 ***Dep ID:*** 10283796	W	0.23 / 1,238.72	-7	16

Executive Summary: Summary by Data Source

Standard

State

AST2 - Exemption Certificate Renewals

A search of the AST2 database, dated Nov 21, 2024 has found that there are 1 AST2 site(s) within approximately 0.25miles of the project property.

Equal/Higher Elevation	Address	Direction	Distance (mi/ft)	Map Key
Rock Solid Plant 1	6741 W Notah Way Chandler AZ 85226 ***Exemption No**: 0700420-11* ***Tank No**: 1*	N	0.22 / 1,184.87	1

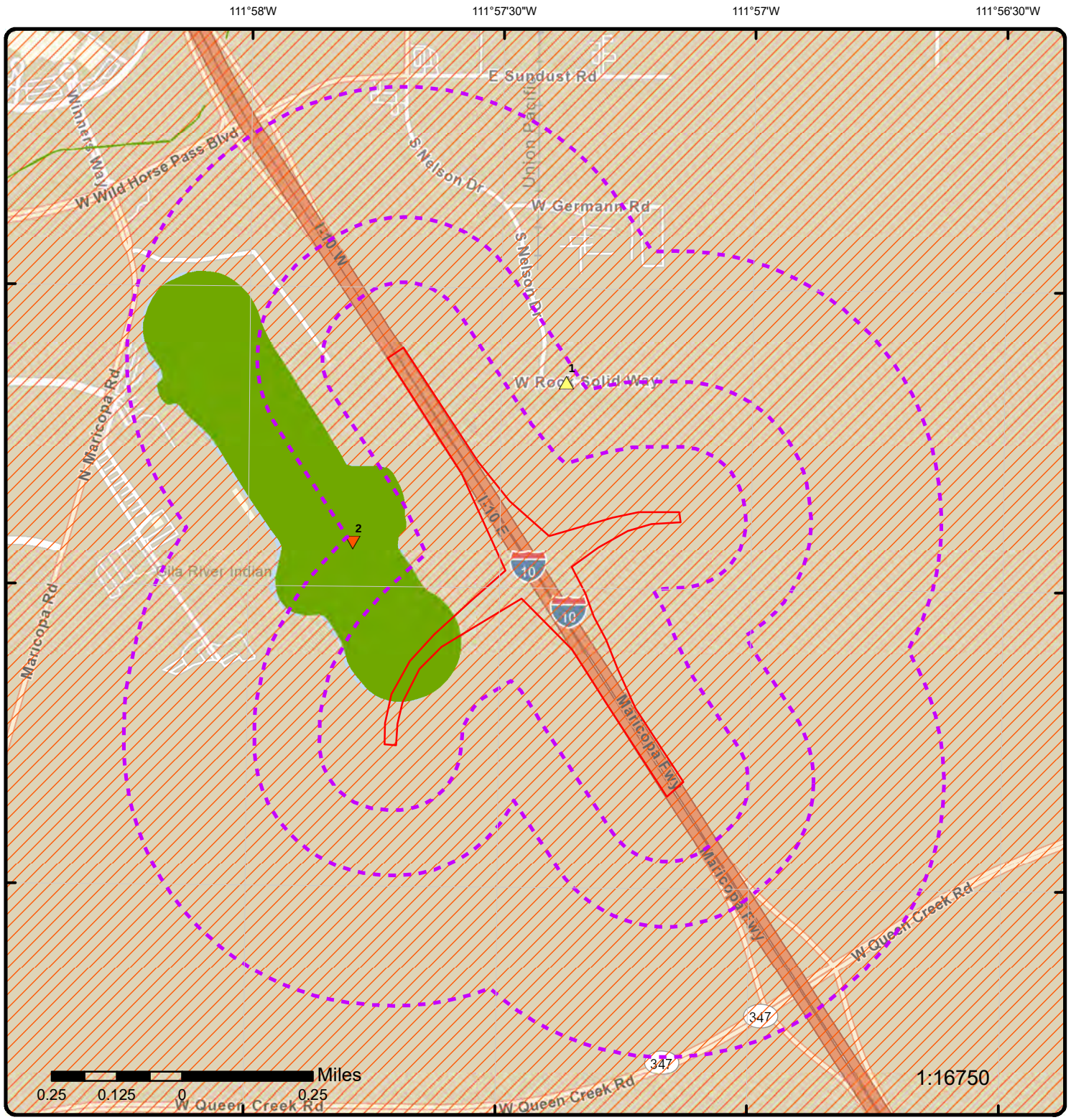
Non Standard

Federal

MRDS - Mineral Resource Data System

A search of the MRDS database, dated Mar 15, 2016 has found that there are 1 MRDS site(s) within approximately 0.25miles of the project property.

Lower Elevation	Address	Direction	Distance (mi/ft)	Map Key
GRAVEL PIT	MARICOPA COUNTY CHANDLER AZ 85226 ***Dep ID**: 10283796*	W	0.23 / 1,238.72	2



Map: 0.5 Mile Radius

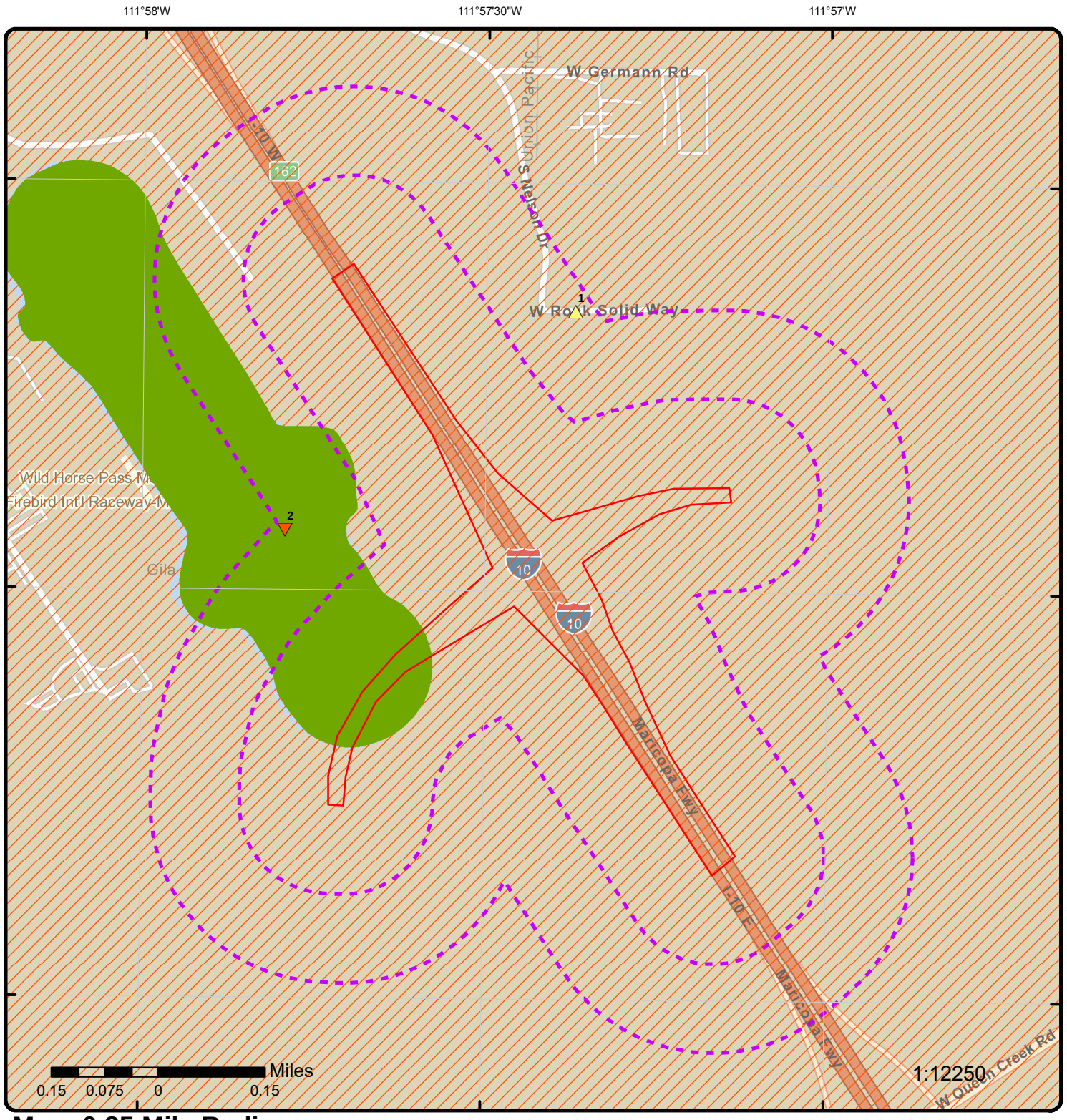
Order Number: 25012200378

Address: I10, SR202 to SR387, Chandler, AZ

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

Source: © 2021 ESRI StreetMap Premium

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Map: 0.25 Mile Radius

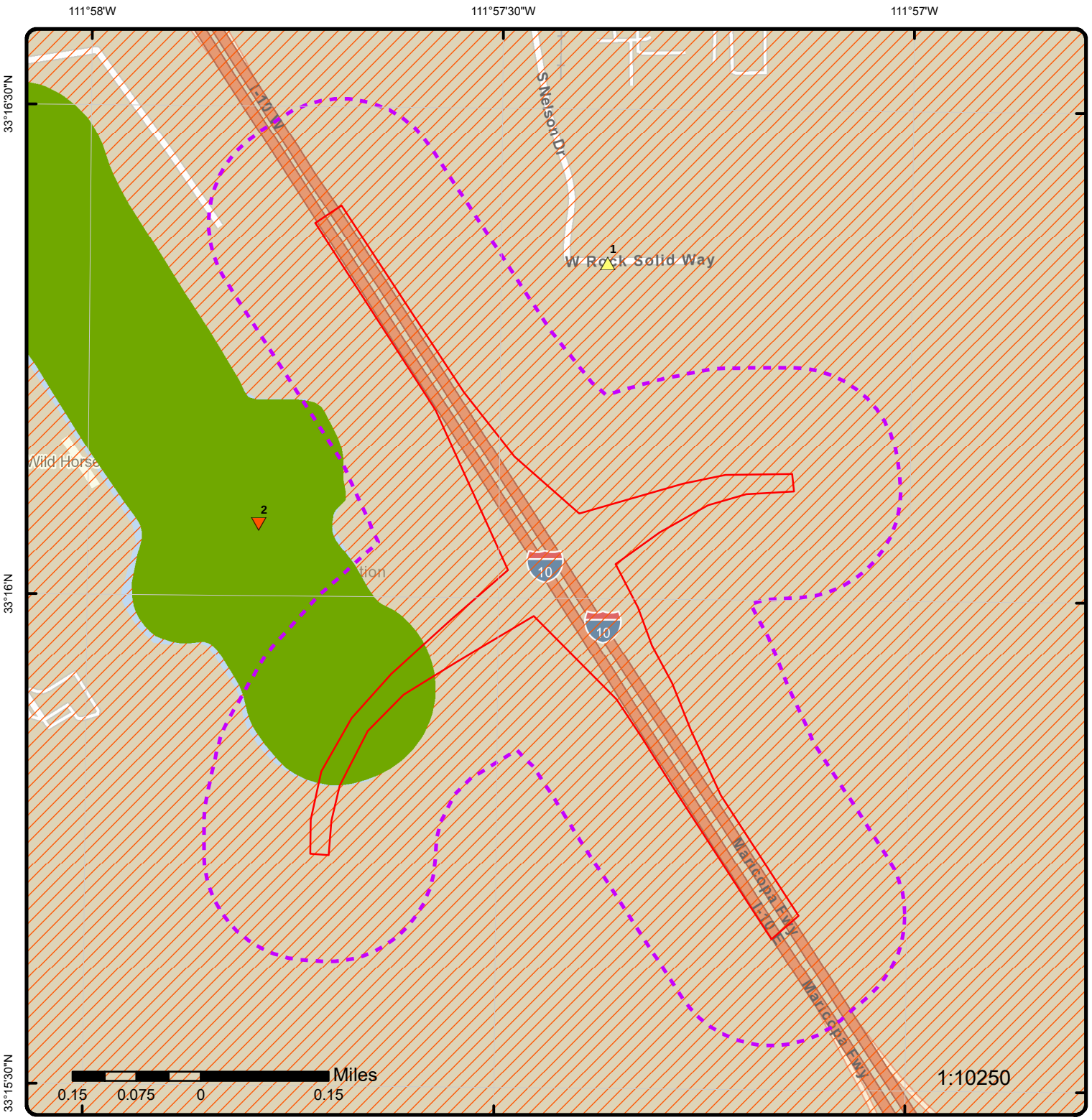
Order Number: 25012200378

Address: I10, SR202 to SR387, Chandler, AZ

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

Source: © 2021 ESRI StreetMap Premium

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Map: 0.125 Mile Radius

Order Number: 25012200378

Address: I10, SR202 to SR387, Chandler, AZ

- Project Property
- Buffer Outline
- Sites with Higher Elevation
- Sites with Same Elevation
- Sites with Lower Elevation
- Sites with Unknown Elevation
- Areas with Higher Elevation
- Areas with Same Elevation
- Areas with Lower Elevation
- Areas with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major & Minor Arterial
- Traffic Circle; Ramp
- Local Road
- Rail
- State
- Country
- National Wetland
- Indian Reserve Land
- 100 Year Flood Zone
- 500 Year Flood Zone
- FWS Special Designation Areas
- National Priorities List (Active, Delisted, Proposed, Institutional Control)

Source: © 2021 ESRI StreetMap Premium

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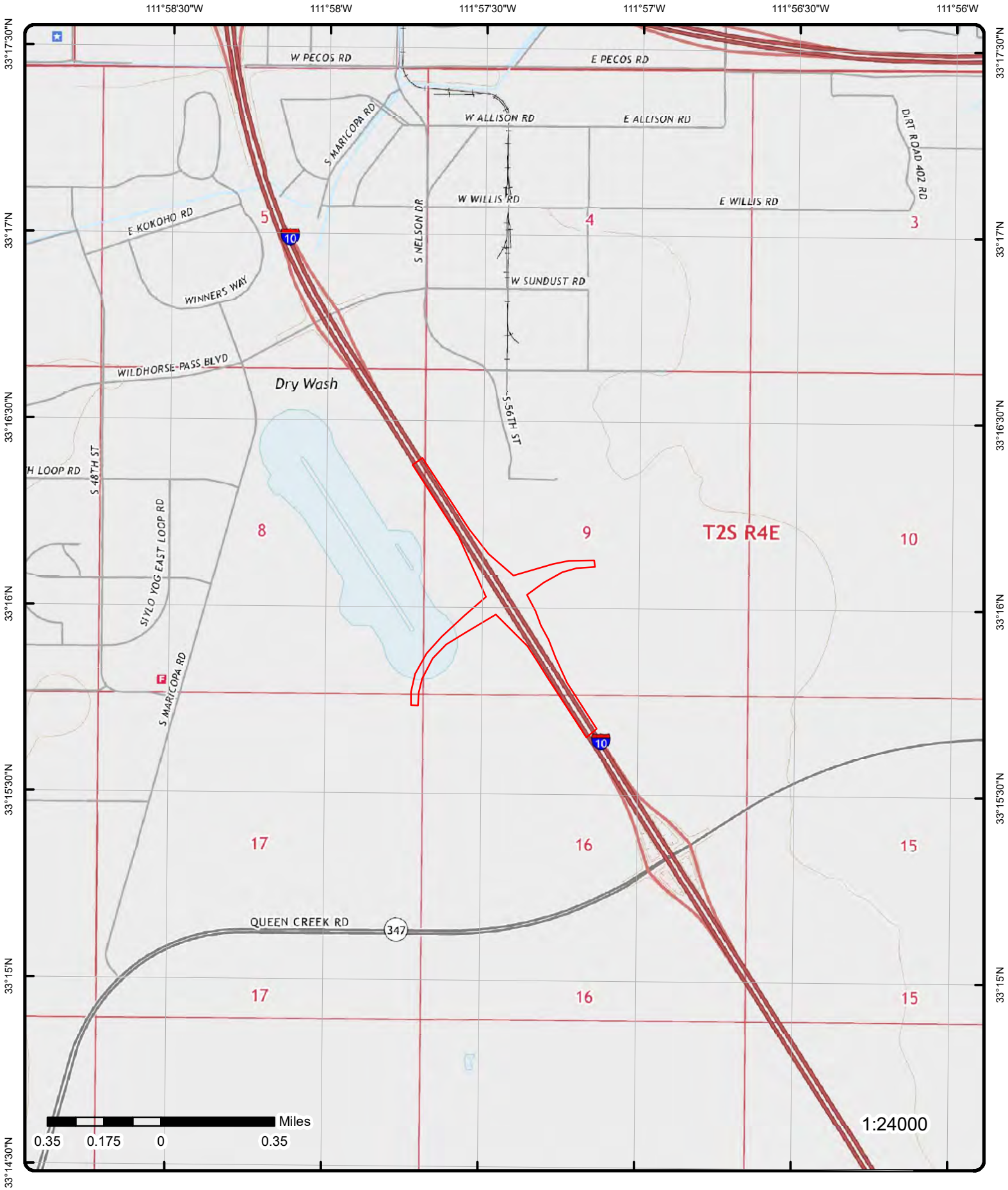
Aerial **Year: 2021**

Address: I10, SR202 to SR387, Chandler, AZ

Source: ESRI World Imagery

Order Number: 25012200378

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Topographic Map

Year: 2021

Order Number: 25012200378

Address: I10, SR202 to SR387, AZ

Quadrangle(s): Guadalupe AZ, Gila Butte NW AZ

Source: USGS Topographic Map

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Detail Report

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
1	1 of1	N	0.22 / 1,184.87	1,154.40 / 1	Rock Solid Plant 1 6741 W Notah Way Chandler AZ 85226	AST2

Exemption No: 0700420-11
Old Exempt Cert No: 07-1009653
Owner ID: 354
Owner Name: Rock Solid Inc
Applicant Mail Addr: 6741 W Rock Solid Way - Box 5062
Applicant City: Chandler
Applicant State: AZ
Applicant Zip: 85226
Cert Status: Open
Cert Effect Date: 01/01/2016
Cert Valid Date: 01/01/2016

Tank Details

Tank No: 1
Product Code: Diesel(20)
Capacity: 10000
Compartment1 Capacity:
Compartment1 ID:
Compartment1 Product Type:
Compartment2 Capacity:
Compartment2 ID:
Compartment2 Product Type:
Compartment3 Capacity:
Compartment3 ID:
Compartment3 Product Type:
Compartment4 Capacity:
Compartment4 ID:
Compartment4 Product Type:
Installed Date: 03/28/2008
Cancellation Date:
Tank Type: Above

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB
2	1 of1	W	0.23 / 1,238.72	1,146.85 / -7	GRAVEL PIT MARICOPA COUNTY CHANDLER AZ 85226	MRDS

Dep ID: 10283796
Dev Status: UNKNOWN
Code List: SDG
Url: http://mrdata.usgs.gov/mrds/show-mrds.php?dep_id=10283796
I1: 21
Latitude: 33.267883
Longitude: -111.963196

Commodity

I1: 63
Code: SDG
Commodity: Sand and Gravel, Cons
Commodity Type: Non-metallic
Commodity Group: Sand and Gravel
Importance: Primary
Line: 1
Inserted By: MAS migration
Insert Date: 29-OCT-2002 09:00:24
Updated By: USGS
Update Date: 29-OCT-2002 09:02:28

Names

I1: 93
Status: Current
Site Name: Gravel Pit
Line: 1
Inserted By: MAS migration
Insert Date: 29-OCT-02
Updated By: USGS
Update Date: 29-OCT-02

Map Key	Number of Records	Direction	Distance (mi/ft)	Elev/Diff (ft)	Site	DB

Unplottable Summary

Total: 15 Unplottable sites

DB	Company Name/Site Name	Address	City	Zip	ERIS ID
DRYWELLS EPA	RAMADA INN - CHANDLER	SEC I-10 & CHANDLER BLVD	CHANDLER AZ	85226	918418900
DRYWELLS EPA	RAMADA INN	SEC I-10 & CHANDLER	CHANDLER AZ	85226	918414653
ERNS		WEST BOUND INT 10 MM 170 ***NRC Report No:*** 416037	CHANDLER AZ		806576973
ERNS		NEAR I-10 ***NRC Report No:*** 306726	AZ		806755747
FINDS/FRS	CASA BLANCA MARKET	I-10 W AT CASA BLANCA ***Registry ID:*** 110032606455	SACATON AZ	85147	815229601
FINDS/FRS	10 CHANDLER	10 CHANDLER ***Registry ID:*** 110039238848	CHANDLER AZ	85225	815212636
HMIRS		I-10, 5 Miles west	CHANDLER AZ		818310408
HMIRS		I 10 EB	MARICOPA AZ		921127808
HMIRS		I-10	SACATON AZ		818268032
ICIS	CASA BLANCA MARKET	I-10 W AT CASA BLANCA ***Registry ID:*** 110032606455	SACATON AZ	85147	828400252
SHWS ACIDS	PIMA CHANDLER INDUSTRIAL PARK	1-10/MARICOPA INTCHG #162 N OF	CHANDLER AZ	85226	890073141
SPILLS	Texas American Express	I-10, MP 94	AZ		820445136

SPILLS	Unknown	I-10, E.B., M.P. 95.6	AZ	820448330
SPILLS	Conway Western Express	I-10 EB at MP 179	Sacaton AZ	820448757
SPILLS	Conway Western Express	I-10, MP 170	Chandler AZ	820446334

Unplottable Report

Site: ***RAMADA INN - CHANDLER***
SEC I-10 & CHANDLER BLVD CHANDLER AZ 85226

DRYWELLS EPA

Wells: 3
Well Operating Status: Unconfirmed
Well Operating Status Desc:
Well Type: 5D4 Stormwater Drainage - Industrial Flow
Well Type Description:
Tribe:

Site: ***RAMADA INN***
SEC I-10 & CHANDLER CHANDLER AZ 85226

DRYWELLS EPA

Wells: 2
Well Operating Status: Unconfirmed
Well Operating Status Desc:
Well Type: 5D4 Stormwater Drainage - Industrial Flow
Well Type Description:
Tribe:

Site:
WEST BOUND INT 10 MM 170 CHANDLER AZ

ERNS

NRC Report No:	416037	***Latitude Degrees:***	
Type of Incident:	MOBILE	***Latitude Minutes:***	
Incident Cause:	TRANSPORT ACCIDENT	***Latitude Seconds:***	
Incident Date:	16-Dec-1997 00:30:00	***Longitude Degrees:***	
Incident Location:		***Longitude Minutes:***	
Incident Dtg:	OCCURRED	***Longitude Seconds:***	
Distance from City:	10	***Lat Quad:***	
Distance Units:	MI	***Long Quad:***	
Direction from City:	SE	***Location Section:***	
Location County:	PIMA	***Location Township:***	
Potential Flag:		***Location Range:***	
Year:	Year 1997 Reports		

Description of Incident: 18-WHEELER TRACTOR TRAILER CRASHED/OVERTURNED

Material Spill Information

Chris Code:	ODS	***Unit of Measure:***	OUNCE(S)
CAS No:		***If Reached Water:***	YES
UN No:		***Amount in Water:***	0
Name of Material:	OIL: DIESEL	***Unit Reach Water:***	NONE
Amount of Material:	0		

Calls Information

Date Time Received:	16-Dec-1997 14:41:58	***Responsible City:***	BUENA PARK
Date Time Complete:	16-Dec-1997 14:46:59	***Responsible State:***	CA
Call Type:	INC	***Responsible Zip:***	90621
Resp Company:	CONWAY WESTERN EXPRESS	***Source:***	UNAVAILABLE
Resp Org Type:	PRIVATE ENTERPRISE		

Incident Information

Tank ID:		***Building ID:***	
Tank Regulated:	U	***Location Area ID:***	
Tank Regulated By:		***Location Block ID:***	
Capacity of Tank:		***OCSG No:***	
Capacity Tank Units:		***OCSP No:***	
Description of Tank:		***State Lease No:***	
Actual Amount:		***Pier Dock No:***	
Actual Amount Units:		***Berth Slip No:***	
Tank Above Ground:	ABOVE	***Brake Failure:***	N
NPDES:		***Airbag Deployed:***	
NPDES Compliance:	U	***Transport Contain:***	U
Init Contin Rel No:		***Location Subdiv:***	
Contin Rel Permit:		***Platform Rig Name:***	
Contin Release Type:		***Platform Letter:***	
Aircraft ID:		***Allision:***	N
Aircraft Runway No:		***Type of Structure:***	
Aircraft Spot No:		***Structure Name:***	
Aircraft Type:	UNKNOWN	***Structure Oper:***	Y
Aircraft Model:		***Transit Bus Flag:***	
Aircraft Fuel Cap:		***Date Time Norm Serv:***	
Aircraft Fuel Cap U:		***Serv Disrupt Time:***	
Aircraft Fuel on Brd:		***Serv Disrupt Units:***	
Aircraft Fuel OB U:		***CR Begin Date:***	
Aircraft Hanger:		***CR End Date:***	
Road Mile Marker:		***CR Change Date:***	
Power Gen Facility:	U	***FBI Contact:***	
Generating Capacity:		***FBI Contact Dt Tm:***	
Type of Fixed Obj:	UNKNOWN	***Passenger Handling:***	
Type of Fuel:		***Passenger Route:***	XXX
DOT Crossing No:		***Passenger Delay:***	XXX
DOT Regulated:	U	***Sub Part C Test Req:***	XXX
Pipeline Type:	UNKNOWN	***Conductor Test:***	
Pipeline Abv Ground:	ABOVE	***Engineer Test:***	
Pipeline Covered:	U	***Trainman Test:***	
Exposed Underwater:	U	***Yard Foreman Test:***	
Railroad Hotline:	No	***RCL Operator Test:***	
Railroad Milepost:	UNKNOWN	***Brakeman Test:***	
Grade Crossing:	N	***Train Dispat Test:***	
Crossing Device Ty:		***Signalman Test:***	
Ty Vehicle Involved:	UNKNOWN	***Oth Employee Test:***	
Device Operational:	Y	***Unknown Test:***	

<u>Incident Details Information</u>

Release Secured:	U	***State Agen Report No:***	
Release Rate:		***State Agen on Scene:***	
Release Rate Unit:		***State Agen Notified:***	
Release Rate Rate:		***Fed Agency Notified:***	
Est Duration of Rel:		***Oth Agency Notified:***	
Desc Remedial Act:	FD ON LOCATION	***Body of Water:***	
Fire Involved:	N	***Tributary of:***	
Fire Extinguished:	U	***Near River Mile Make:***	
Any Evacuations:	N	***Near River Mile Mark:***	
No Evacuated:		***Offshore:***	N
Who Evacuated:		***Weather Conditions:***	
Radius of Evac:		***Air Temperature:***	
Any Injuries:	U	***Wind Direction:***	
No. Injured:		***Wind Speed:***	
No. Hospitalized:		***Wind Speed Unit:***	
No. Fatalities:		***Water Supp Contam:***	U
Any Fatalities:	U	***Water Temperature:***	
Any Damages:	N	***Wave Condition:***	
Damage Amount:		***Current Speed:***	
Air Corridor Closed:	N	***Current Direction:***	
Air Corridor Desc:		***Current Speed Unit:***	
Air Closure Time:		***EMPL Fatality:***	
Waterway Closed:	N	***Pass Fatality:***	
Waterway Desc:		***Community Impact:***	N
Waterway Close Time:		***Passengers Transfer:***	UNK
Road Closed:	Y	***Passenger Injuries:***	

Road Desc:		***Employee Injuries:***	
Road Closure Time:		***Occupant Fatality:***	
Road Closure Units:		***Sheen Size:***	
Closure Direction:		***Sheen Size Units:***	
Major Artery:	No	***Sheen Size Length:***	
Track Closed:	N	***Sheen Size Length U:***	
Track Desc:		***Sheen Size Width:***	
Track Closure Time:		***Sheen Size Width U:***	
Track Closure Units:		***Sheen Color:***	
Track Close Dir:		***Dir of Sheen Travel:***	
Media Interest:		***Sheen Odor Desc:***	
Medium Desc:	LAND	***Duration Unit:***	
Addl Medium Info:	ASPHALT	***Additional Info:***	ROAD JUST CLOSED FOR 2 HOURS - HAS BEEN REOPENED

Site:

NEAR I-10 AZ

ERNS

NRC Report No:	306726	***Latitude Degrees:***	
Type of Incident:	FIXED	***Latitude Minutes:***	
Incident Cause:	UNKNOWN	***Latitude Seconds:***	
Incident Date:	07-Sep-1995 03:00:00	***Longitude Degrees:***	
Incident Location:		***Longitude Minutes:***	
Incident Dtg:	OCCURRED	***Longitude Seconds:***	
Distance from City:		***Lat Quad:***	
Distance Units:		***Long Quad:***	
Direction from City:		***Location Section:***	SW 18
Location County:	MARICOPA	***Location Township:***	2 N
Potential Flag:		***Location Range:***	8 W
Year:	Year 1995 Reports		

Description of Incident: 2 POLE-MOUNTED TRANSFORMERS/POLE TRANSFORMERS WERE ON FELL OVER IN ASTORM RELEASING MATERIAL

Material Spill Information

Chris Code:	OMN	***Unit of Measure:***	GALLON(S)
CAS No:		***If Reached Water:***	YES
UN No:		***Amount in Water:***	150
Name of Material:	OIL, MISC: MINERAL	***Unit Reach Water:***	GALLON(S)
Amount of Material:	150		

Calls Information

Date Time Received:	07-Sep-1995 17:33:36	***Responsible City:***	PHOENIX
Date Time Complete:	07-Sep-1995 17:38:13	***Responsible State:***	AZ
Call Type:	INC	***Responsible Zip:***	850723933
Resp Company:	ARIZONA PUBLIC SERVICE	***Source:***	UNAVAILABLE
Resp Org Type:	PUBLIC UTILITY		

Incident Information

Tank ID:		***Building ID:***	
Tank Regulated:	U	***Location Area ID:***	
Tank Regulated By:		***Location Block ID:***	
Capacity of Tank:		***OCSG No:***	
Capacity Tank Units:		***OCSP No:***	
Description of Tank:		***State Lease No:***	
Actual Amount:		***Pier Dock No:***	
Actual Amount Units:		***Berth Slip No:***	
Tank Above Ground:	ABOVE	***Brake Failure:***	N
NPDES:		***Airbag Deployed:***	
NPDES Compliance:	U	***Transport Contain:***	U
Init Contin Rel No:		***Location Subdiv:***	
Contin Rel Permit:		***Platform Rig Name:***	
Contin Release Type:		***Platform Letter:***	
Aircraft ID:		***Allision:***	N
Aircraft Runway No:		***Type of Structure:***	
Aircraft Spot No:		***Structure Name:***	

Aircraft Type:	UNKNOWN	***Structure Oper:***	Y
Aircraft Model:		***Transit Bus Flag:***	
Aircraft Fuel Cap:		***Date Time Norm Serv:***	
Aircraft Fuel Cap U:		***Serv Disrupt Time:***	
Aircraft Fuel on Brd:		***Serv Disrupt Units:***	
Aircraft Fuel OB U:		***CR Begin Date:***	
Aircraft Hanger:		***CR End Date:***	
Road Mile Marker:		***CR Change Date:***	
Power Gen Facility:	U	***FBI Contact:***	
Generating Capacity:		***FBI Contact Dt Tm:***	
Type of Fixed Obj:	UNKNOWN	***Passenger Handling:***	
Type of Fuel:		***Passenger Route:***	XXX
DOT Crossing No:		***Passenger Delay:***	XXX
DOT Regulated:	U	***Sub Part C Test Req:***	XXX
Pipeline Type:	UNKNOWN	***Conductor Test:***	
Pipeline Abv Ground:	ABOVE	***Engineer Test:***	
Pipeline Covered:	U	***Trainman Test:***	
Exposed Underwater:	U	***Yard Foreman Test:***	
Railroad Hotline:	No	***RCL Operator Test:***	
Railroad Milepost:	UNKNOWN	***Brakeman Test:***	
Grade Crossing:	N	***Train Dispat Test:***	
Crossing Device Ty:		***Signalman Test:***	
Ty Vehicle Involved:	UNKNOWN	***Oth Employee Test:***	
Device Operational:	Y	***Unknown Test:***	

Incident Details Information

Release Secured:	U	***State Agen Report No:***	
Release Rate:		***State Agen on Scene:***	
Release Rate Unit:		***State Agen Notified:***	
Release Rate Rate:		***Fed Agency Notified:***	
Est Duration of Rel:		***Oth Agency Notified:***	
Desc Remedial Act:	MATERIAL BEING CLEANED UP	***Body of Water:***	
Fire Involved:	N	***Tributary of:***	
Fire Extinguished:	U	***Near River Mile Make:***	
Any Evacuations:	N	***Near River Mile Mark:***	
No Evacuated:		***Offshore:***	N
Who Evacuated:		***Weather Conditions:***	
Radius of Evac:		***Air Temperature:***	
Any Injuries:	U	***Wind Direction:***	
No. Injured:		***Wind Speed:***	
No. Hospitalized:		***Wind Speed Unit:***	
No. Fatalities:		***Water Supp Contam:***	U
Any Fatalities:	U	***Water Temperature:***	
Any Damages:	N	***Wave Condition:***	
Damage Amount:		***Current Speed:***	
Air Corridor Closed:	N	***Current Direction:***	
Air Corridor Desc:		***Current Speed Unit:***	
Air Closure Time:		***EMPL Fatality:***	
Waterway Closed:	N	***Pass Fatality:***	
Waterway Desc:		***Community Impact:***	N
Waterway Close Time:		***Passengers Transfer:***	UNK
Road Closed:	N	***Passenger Injuries:***	
Road Desc:		***Employee Injuries:***	
Road Closure Time:		***Occupant Fatality:***	
Road Closure Units:		***Sheen Size:***	
Closure Direction:		***Sheen Size Units:***	
Major Artery:	No	***Sheen Size Length:***	
Track Closed:	N	***Sheen Size Length U:***	
Track Desc:		***Sheen Size Width:***	
Track Closure Time:		***Sheen Size Width U:***	
Track Closure Units:		***Sheen Color:***	
Track Close Dir:		***Dir of Sheen Travel:***	
Media Interest:		***Sheen Odor Desc:***	
Medium Desc:	WATER	***Duration Unit:***	
Addl Medium Info:	UNNAMED WASH	***Additional Info:***	WILL NOTIFY: ADEQ

Site: ***CASA BLANCA MARKET***
I-10 W AT CASA BLANCA SACATON AZ 85147

FINDS/FRS

Registry ID:	110032606455
FIPS Code:	04021
HUC Code:	15050303
Site Type Name:	STATIONARY
Location Description:	
Supplemental Location:	
Create Date:	15-NOV-07
Update Date:	10-APR-15
Interest Types:	ENFORCEMENT/COMPLIANCE ACTIVITY
SIC Codes:	5541
SIC Code Descriptions:	GASOLINE SERVICE STATIONS
NAICS Codes:	447110
NAICS Code Descriptions:	GASOLINE STATIONS WITH CONVENIENCE STORES.
Conveyor:	FRS-GEOCODE
Federal Facility Code:	
Federal Agency Name:	
Tribal Land Code:	Yes
Tribal Land Name:	
Congressional Dist No:	07
Census Block Code:	040219412004120
EPA Region Code:	09
County Name:	PINAL
US/Mexico Border Ind:	
Latitude:	33.00065
Longitude:	-111.7508
Reference Point:	ENTRANCE POINT OF A FACILITY OR STATION
Coord Collection Method:	ADDRESS MATCHING-BLOCK FACE
Accuracy Value:	500
Datum:	NAD83
Source:	
Facility Detail Rprt URL:	https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110032606455
Data Source:	Facility Registry Service - Single File
Program Acronyms:	

Site: ***10 CHANDLER***
10 CHANDLER CHANDLER AZ 85225

FINDS/FRS

Registry ID:	110039238848
FIPS Code:	04013
HUC Code:	15050100
Site Type Name:	STATIONARY
Location Description:	TAKE I-10 AT RAY ROAD TURN EAST. TAKE RAY RO 54TH ST. AND TURN SOUTH TO GALVESTON ST. BUSINESS COMPLEX IS BORDERED BY GALVESTON NORTH, 54TH EAST, ERIE SOUTH, I-10 WEST.
Supplemental Location:	
Create Date:	21-SEP-09
Update Date:	02-AUG-12
Interest Types:	STATE MASTER
SIC Codes:	
SIC Code Descriptions:	
NAICS Codes:	
NAICS Code Descriptions:	
Conveyor:	FRS-GEOCODE
Federal Facility Code:	
Federal Agency Name:	
Tribal Land Code:	
Tribal Land Name:	
Congressional Dist No:	06
Census Block Code:	040135229031025
EPA Region Code:	09
County Name:	MARICOPA
US/Mexico Border Ind:	
Latitude:	33.30631
Longitude:	-111.84129
Reference Point:	ENTRANCE POINT OF A FACILITY OR STATION
Coord Collection Method:	ADDRESS MATCHING-HOUSE NUMBER
Accuracy Value:	150
Datum:	NAD83

Source:
Facility Detail Rprt URL: https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110039238848
Data Source: Facility Registry Service - Single File
Program Acronyms:

Site:
I-10, 5 Miles west CHANDLER AZ HMIRS

Incident County: MARICOPA

HMIR Historical Reports

Report No:	E-2010100339	***Fed DOT Agency Nm:***	
Report Type:	A hazardous material incident	***Fed DOT Report No:***	
Date of Incident:	2010-10-01	***Report Submit Src:***	Web
Time of Incident:	0815	***Inc Multiple Rows:***	No
Haz Class Code:		***Inc Non US State:***	
Hazardous Class:	3	***Mode Transport:***	Highway
Commodity Short Nm:	COATING SOLUTION (INCLU	***Transport Phase:***	In Transit
Commodity Long Nm:	COATING SOLUTION (INCLUDES SURFACE TREATMENTS OR COATINGS USED FOR INDUSTRIAL OR OTHER PURPOSES SUCH AS VEHICLE UNDERCOATING, DRUM OR BARREL LINING)	***Incident Occrrnce:***	
Trade Name:		***Mat Ship Approval?:***	No
ID No:	UN1139	***Mat Ship Approv No:***	
Haz Waste Ind:	No	***Undecl Hazmat Ship?:***	No
Haz Waste EPA No:		***Packaging Type:***	Non-Bulk
HMIS Tox Inhalation?:	No	***Packing Group:***	II
TIH Hazard Zone:		***Carrier Reporter:***	Old Dominion Freight Line Inc.
Qty Released:	50	***CR Street Name:***	500 Old Dominion Way
Unit of Measure:	Liquid - Gallon	***CR City:***	THOMASVILLE
What Failed:	104	***CR State:***	NC
What Failed Desc:	Body	***CR Postal Code:***	27360
How Failed Code:	303	***CR Non US State:***	
How Failed Desc:	Burst or Ruptured	***CR Fed DOT ID:***	90849
Failure Cause Code:	537	***CR Hazmat Reg ID:***	060409002019RT
Failure Cause Desc:	Vehicular Crash or Accident Damage	***CR Country:***	US
Ident. Markings:		***Shipper Name:***	Convalence Adhesives
Cont1 Pkging Type:	Drum	***Shipper Street Name:***	103 J. L. Farmer Rd.
Cont1 Const Mat:	Steel	***Shipper City:***	FRANKLIN
Cont1 Head Type:	Non-Removable	***Shipper State:***	KY
Cont1 Pkg Capacity:	55	***Shipper Postal:***	42134
C1 Capacity UOM:	LGA	***Shipper Non US St:***	
Cont1 Pkg Amt:	50	***Shipper Country:***	US
C1 Pkg Amt UOM:	LGA	***Shipper Waybill:***	888435
Cont1 Pkg No:	1	***Ship Hazmat Reg ID:***	
C1 Pkg NO Failed:	1	***Origin City:***	
Cont1 Pkg Mnfctr:		***Origin State:***	
Cont1 Pkg Mnfct Dt:	0-00-00 00:00:00	***Origin Postal:***	
Cont1 Pkg Serial NO:		***Origin Non US St:***	
C1 Pkg Last Test Dt:	0-00-00 00:00:00	***Origin Country:***	US
C1 Test Const Mat:	Steel	***Destination City:***	KINGMAN
C1 Pkg Dsign Pres.:	0	***Destination State:***	ARIZONA
C1 Dsign Press UOM:		***Destination Postal:***	86401
C1 Pkg Shell Thick:	0	***Destination Non US:***	
C1 Shell Thick UOM:		***Destination Country:***	US
C1 Head Thickness:	0	***Cont2 Package Type:***	
C1 Head Thick UOM:		***Cont2 Const Mat:***	
C1 Pkg Srvc Pres.:	0	***Cont2 Pkg Capacity:***	0
C1 Srvc Press UOM:		***Cont2 Capacity UOM:***	
C1 Valve/Device Fail?:	No	***Cont2 Pkg Amount:***	0
C1 Device Type:		***Cont2 Pkg Amt UOM:***	
C1 Device Mnfctr:		***Cont2 Pkg No:***	0
C1 Device Model:		***Cont2 Pkg No Failed:***	0
NRC No:			

RAM Pkg Category:		***Haz NonHosp Public:***	0
RAM Pkg Cert.:	FALSE	***Haz NonHosp Old:***	
RAM Pkg Cert. NBR:		***Tot Haz Non Hosp Inj:***	
RAM Nuclide S:		***Total Hazmat Injuries:***	0
RAM Transport Index:		***Evacuation Indicator:***	No
RAM UOM:		***Public Evacuated:***	0
RAM Activity Rpted:	0	***Employees Evac:***	0
RAM UOM Rpted:		***Total Evacuated:***	0
RAM Activity:	0	***Total Evacuation Hrs:***	0
RAM Activity UOM:		***Major Artery Closed:***	No
RAM Mat Safety:		***Mjr Artery Hrs Closed:***	0
Spillage Result:	No	***Material Involved:***	Yes
Fire Result:	Yes	***Estimated Speed:***	0
Explosion Result:	No	***Weather Conditions:***	
Water Sewer Result:	No	***Vehicle Overturn:***	No
Gas Dispersion:	No	***Vehicle Left Roadway:***	No
Environment Damage:	No	***Passenger Aircraft:***	No
No Release Result:	No	***Cargo Baggage:***	
Fire EMS Report:	No	***Ship Non Transport:***	No
Fire EMS EMS Report:		***Ship Air First Flight:***	No
Police Report:	No	***Ship Air Subflight:***	No
Police Report No:		***Ship Init Transport:***	No
In House Cleanup:	No	***Ship Phase Transfer:***	No
Other Cleanup:	Yes	***Contact Name:***	SAM FAUCETTE
Damage > 500:	Yes	***Contact Title:***	DIRECTOR SAFETY COMPLIANCE, TRAINING & RECRUITING
Material Loss:	340	***Contact Business:***	Old Dominion Freight Line Inc.
Carrier Damage:	21000	***Contact Street:***	500 Old Dominion Way
Property Damage:	12000	***Contact City:***	THOMASVILLE
Response Cost:	4700	***Contact State:***	NC
Remediation Cost:	6700	***Contact Postal:***	27360
Damage Old Form:	0	***Contact Non US St:***	
Total Damages Amt:	44740	***Contact Country:***	US
Hazmat Fatality:	No	***Inc. Report Prepared:***	Carrier
Haz Fatal Employees:	0	***HMIS Serious Incidnt:***	No
Haz Fatal Respndrs:	0	***HMIS Serious Fatality:***	No
Haz Fatal Gen Public:	0	***HMIS Serious Injury:***	No
Tot Hazmat Fatalities:	0	***HMIS Flight Plan:***	No
Non Hazmat Fatality:	No	***HMIS Serious Evacs:***	No
Non Hazmat Fatals:	0	***HMIS Major Artery:***	No
Hazmat Injury:	No	***HMIS Bulk Release:***	No
Haz Hospital Empl:	0	***HMIS Marine Pollutnt:***	No
Haz Hospital Resp:	0	***HMIS Radioactive:***	No
Haz Hosp Gen Public:	0	***HMIS Gen Pkg Type:***	DRUM METAL
Haz Hosp Old Form:	0	***HMIS Container Code:***	DRUM MTL
Total Haz Hosp Inj:	0	***HMIS Container Desc:***	Metal drum
Haz Non Hosp Empl:	0	***HMIS Bulk Incident:***	No
Haz Non Hosp Resp:	0	***Undeclared Shipment:***	No

Description of Events: Vehicle experienced a tire fire which ignited the wood floor of the trailer. Subsequet fire that destroyed the drum and all material on the trailer. Fire was isolated to the rear trailer of a double unit.

Recommend Actions Taken: Remedial training with driver including disciplinary action regarding awareness of tire condition during transportation.

Site:

I 10 EB MARICOPA AZ

HMIRS

Incident County: PINAL

HMIR Historical Reports

Report No:	E-2021030262	***Fed DOT Agency Nm:***	
Report Type:	A hazardous material incident	***Fed DOT Report No:***	
Date of Incident:	2021-02-14	***Report Submit Src:***	Web
Time of Incident:	1345	***Inc Multiple Rows:***	No
Haz Class Code:		***Inc Non US State:***	
Hazardous Class:	3	***Mode Transport:***	Highway
Commodity Short Nm:	RESIN SOLUTION, FLAMMABLE	***Transport Phase:***	In Transit
Commodity Long Nm:	RESIN SOLUTION, FLAMMABLE	***Incident Occrrnce:***	
Trade Name:		***Mat Ship Approval?:***	No

ID No:	UN1866	***Mat Ship Approv No:***	
Haz Waste Ind:	No	***Undecl Hazmat Ship?:***	No
Haz Waste EPA No:		***Packaging Type:***	Cargo Tank Motor Vehicle (CTMV)
HMIS Tox Inhalation?:	No	***Packing Group:***	III
TIH Hazard Zone:		***Carrier Reporter:***	QUALITY CARRIERS, INC.
Qty Released:	0.03125	***CR Street Name:***	1208 E. Kennedy Blvd. Suite 132
Unit of Measure:	Liquid - Gallon	***CR City:***	TAMPA
What Failed:	121	***CR State:***	FL
What Failed Desc:	Gasket	***CR Postal Code:***	33602
How Failed Code:	308	***CR Non US State:***	
How Failed Desc:	Leaked	***CR Fed DOT ID:***	76600
Failure Cause Code:	508	***CR Hazmat Reg ID:***	051418550086AB
Failure Cause Desc:	Defective Component or Device	***CR Country:***	US
Ident. Markings:	MC307	***Shipper Name:***	INEOS
Cont1 Pkging Type:		***Shipper Street Name:***	6608 E 26th ST
Cont1 Const Mat:		***Shipper City:***	LOS ANGELES
Cont1 Head Type:		***Shipper State:***	CA
Cont1 Pkg Capacity:	6250	***Shipper Postal:***	90040
C1 Capacity UOM:	LGA	***Shipper Non US St:***	
Cont1 Pkg Amt:	5009.875	***Shipper Country:***	US
C1 Pkg Amt UOM:	LGA	***Shipper Waybill:***	6000036496
Cont1 Pkg No:	1	***Ship Hazmat Reg ID:***	
C1 Pkg NO Failed:	1	***Origin City:***	
Cont1 Pkg Mnfctr:	Sunshine Stainless Tank	***Origin State:***	
Cont1 Pkg Mnfct Dt:	1986-02-01 00:00:00	***Origin Postal:***	
Cont1 Pkg Serial NO:	1S9T00002F112900	***Origin Non US St:***	
C1 Pkg Last Test Dt:	0-00-00 00:00:00	***Origin Country:***	US
C1 Test Const Mat:		***Destination City:***	EL PASO
C1 Pkg Dsign Pres.:	35	***Destination State:***	TEXAS
C1 Dsign Press UOM:	PSI	***Destination Postal:***	79927
C1 Pkg Shell Thick:	0.134	***Destination Non US:***	
C1 Shell Thick UOM:	INCH	***Destination Country:***	US
C1 Head Thickness:	0.134	***Cont2 Package Type:***	
C1 Head Thick UOM:	INCH	***Cont2 Const Mat:***	
C1 Pkg Srvc Pres.:	0	***Cont2 Pkg Capacity:***	0
C1 Srvc Press UOM:		***Cont2 Capacity UOM:***	
C1 Valve/Device Fail?:	No	***Cont2 Pkg Amount:***	0
C1 Device Type:		***Cont2 Pkg Amt UOM:***	
C1 Device Mnfctr:		***Cont2 Pkg No:***	0
C1 Device Model:		***Cont2 Pkg No Failed:***	0
NRC No:			

RAM Pkg Category:		***Haz NonHosp Public:***	0
RAM Pkg Cert.:	FALSE	***Haz NonHosp Old:***	
RAM Pkg Cert. NBR:		***Tot Haz Non Hosp Inj:***	
RAM Nuclide S:		***Total Hazmat Injuries:***	0
RAM Transport Index:		***Evacuation Indicator:***	No
RAM UOM:		***Public Evacuated:***	0
RAM Activity Rpted:	0	***Employees Evac:***	0
RAM UOM Rpted:		***Total Evacuated:***	0
RAM Activity:	0	***Total Evacuation Hrs:***	0
RAM Activity UOM:		***Major Artery Closed:***	No
RAM Mat Safety:		***Mjr Artery Hrs Closed:***	0
Spillage Result:	Yes	***Material Involved:***	No
Fire Result:	No	***Estimated Speed:***	0
Explosion Result:	No	***Weather Conditions:***	
Water Sewer Result:	No	***Vehicle Overturn:***	No
Gas Dispersion:	No	***Vehicle Left Roadway:***	No
Environment Damage:	No	***Passenger Aircraft:***	No
No Release Result:	No	***Cargo Baggage:***	
Fire EMS Report:	No	***Ship Non Transport:***	No
Fire EMS EMS Report:		***Ship Air First Flight:***	No
Police Report:	No	***Ship Air Subflight:***	No
Police Report No:		***Ship Init Transport:***	No
In House Cleanup:	Yes	***Ship Phase Transfer:***	No
Other Cleanup:	No	***Contact Name:***	MILTON MATAMOROS
Damage > 500:	No	***Contact Title:***	CARRIER AGENT
Material Loss:	0	***Contact Business:***	NATC, INC
Carrier Damage:	0	***Contact Street:***	PO Box 1440
Property Damage:	0	***Contact City:***	Hightstown
Response Cost:	0	***Contact State:***	NJ

Remediation Cost:	0	***Contact Postal:***	08520
Damage Old Form:	0	***Contact Non US St:***	
Total Damages Amt:	0	***Contact Country:***	US
Hazmat Fatality:	No	***Inc. Report Prepared:***	Carrier
Haz Fatal Employees:	0	***HMIS Serious Incidnt:***	No
Haz Fatal Respndrs:	0	***HMIS Serious Fatality:***	No
Haz Fatal Gen Public:	0	***HMIS Serious Injury:***	No
Tot Hazmat Fatalities:	0	***HMIS Flight Plan:***	No
Non Hazmat Fatality:	No	***HMIS Serious Evacs:***	No
Non Hazmat Fatals:	0	***HMIS Major Artery:***	No
Hazmat Injury:	No	***HMIS Bulk Release:***	No
Haz Hospital Empl:	0	***HMIS Marine Pollutnt:***	No
Haz Hospital Resp:	0	***HMIS Radioactive:***	No
Haz Hosp Gen Public:	0	***HMIS Gen Pkg Type:***	TANK
Haz Hosp Old Form:	0	***HMIS Container Code:***	TANK TRK
Total Haz Hosp Inj:	0	***HMIS Container Desc:***	Tank truck, tank mounted on truck chassis
Haz Non Hosp Empl:	0	***HMIS Bulk Incident:***	Yes
Haz Non Hosp Resp:	0	***Undeclared Shipment:***	No

Description of Events: Traveling on I-10 EB carrier pulled over for a random inspection. During the inspection officer noticed a very small amount of material leaked from the washout port. Investigation revealed a bad gasket which was replaced and carrier was cleared to continue without further incidents. Driver cleaned-up material and processed properly.

Recommend Actions Taken: None at this time.

Site:

I-10 SACATON AZ

HMIRS

Incident County: PINAL

HMIR Historical Reports

Report No:	I-1997060469	***Fed DOT Agency Nm:***	
Report Type:	A hazardous material incident	***Fed DOT Report No:***	
Date of Incident:	1997-04-23	***Report Submit Src:***	Paper
Time of Incident:	1000	***Inc Multiple Rows:***	No
Haz Class Code:		***Inc Non US State:***	
Hazardous Class:	8	***Mode Transport:***	Highway
Commodity Short Nm:	CORROSIVE LIQUID, ACIDIC	***Transport Phase:***	In Transit
Commodity Long Nm:	CORROSIVE LIQUID, ACIDIC, INORGANIC, N.O.S.	***Incident Occrrnce:***	
Trade Name:	NITRIC ACID & LEAD	***Mat Ship Approval?:***	No
ID No:	UN3264	***Mat Ship Approv No:***	
Haz Waste Ind:	Yes	***Undecl Hazmat Ship?:***	No
Haz Waste EPA No:		***Packaging Type:***	Non-Bulk
HMIS Tox Inhalation?:	No	***Packing Group:***	
TIH Hazard Zone:		***Carrier Reporter:***	ALLWASTE TRANSPORTATION
Qty Released:	5	***CR Street Name:***	1801 W WATKINS
Unit of Measure:	Liquid - Gallon	***CR City:***	PHOENIX
What Failed:	161	***CR State:***	AZ
What Failed Desc:	Weld or Seam	***CR Postal Code:***	
How Failed Code:	303	***CR Non US State:***	
How Failed Desc:	Burst or Ruptured	***CR Fed DOT ID:***	139367
Failure Cause Code:	530	***CR Hazmat Reg ID:***	
Failure Cause Desc:	Over-pressurized	***CR Country:***	US
Ident. Markings:		***Shipper Name:***	HERCO TECH
Cont1 Pkging Type:		***Shipper Street Name:***	1330 EVENING CREEK DR
Cont1 Const Mat:		***Shipper City:***	SAN DIEGO
Cont1 Head Type:		***Shipper State:***	CA
Cont1 Pkg Capacity:	55	***Shipper Postal:***	92120
C1 Capacity UOM:	LGA	***Shipper Non US St:***	
Cont1 Pkg Amt:	0	***Shipper Country:***	US
C1 Pkg Amt UOM:		***Shipper Waybill:***	95391820
Cont1 Pkg No:	14	***Ship Hazmat Reg ID:***	
C1 Pkg NO Failed:	3	***Origin City:***	
Cont1 Pkg Mnfctr:	NOT REPORTED BY CARRIER	***Origin State:***	
Cont1 Pkg Mnfct Dt:	0-00-00 00:00:00	***Origin Postal:***	
Cont1 Pkg Serial NO:		***Origin Non US St:***	
C1 Pkg Last Test Dt:	0-00-00 00:00:00	***Origin Country:***	US
C1 Test Const Mat:		***Destination City:***	COOLIDGE
C1 Pkg Dsign Pres.:	0	***Destination State:***	ARIZONA

C1 Dsign Press UOM:		***Destination Postal:***	85228
C1 Pkg Shell Thick:	0	***Destination Non US:***	
C1 Shell Thick UOM:		***Destination Country:***	US
C1 Head Thickness:	0	***Cont2 Package Type:***	
C1 Head Thick UOM:		***Cont2 Const Mat:***	
C1 Pkg Srvc Pres.:	0	***Cont2 Pkg Capacity:***	0
C1 Srvc Press UOM:		***Cont2 Capacity UOM:***	
C1 Valve/Device Fail?:	No	***Cont2 Pkg Amount:***	0
C1 Device Type:		***Cont2 Pkg Amt UOM:***	
C1 Device Mnfctr:		***Cont2 Pkg No:***	0
C1 Device Model:		***Cont2 Pkg No Failed:***	0
NRC No:			

RAM Pkg Category:		***Haz NonHosp Public:***	0
RAM Pkg Cert.:	FALSE	***Haz NonHosp Old:***	
RAM Pkg Cert. NBR:		***Tot Haz Non Hosp Inj:***	
RAM Nuclide S:		***Total Hazmat Injuries:***	1
RAM Transport Index:		***Evacuation Indicator:***	No
RAM UOM:		***Public Evacuated:***	0
RAM Activity Rpted:	0	***Employees Evac:***	0
RAM UOM Rpted:		***Total Evacuated:***	0
RAM Activity:	0	***Total Evacuation Hrs:***	0
RAM Activity UOM:		***Major Artery Closed:***	No
RAM Mat Safety:		***Mjr Artery Hrs Closed:***	0
Spillage Result:	Yes	***Material Involved:***	No
Fire Result:	No	***Estimated Speed:***	0
Explosion Result:	No	***Weather Conditions:***	
Water Sewer Result:	No	***Vehicle Overturn:***	No
Gas Dispersion:	No	***Vehicle Left Roadway:***	No
Environment Damage:	No	***Passenger Aircraft:***	No
No Release Result:	No	***Cargo Baggage:***	
Fire EMS Report:	No	***Ship Non Transport:***	No
Fire EMS EMS Report:		***Ship Air First Flight:***	No
Police Report:	No	***Ship Air Subflight:***	No
Police Report No:		***Ship Init Transport:***	No
In House Cleanup:	No	***Ship Phase Transfer:***	No
Other Cleanup:	No	***Contact Name:***	JAMI DAVIS
Damage > 500:	Yes	***Contact Title:***	ENVIRO & SAFETY MGR
Material Loss:	0	***Contact Business:***	
Carrier Damage:	0	***Contact Street:***	
Property Damage:	0	***Contact City:***	
Response Cost:	0	***Contact State:***	
Remediation Cost:	2500	***Contact Postal:***	
Damage Old Form:	3000	***Contact Non US St:***	
Total Damages Amt:	5500	***Contact Country:***	US
Hazmat Fatality:	No	***Inc. Report Prepared:***	
Haz Fatal Employees:	0	***HMIS Serious Incidnt:***	No
Haz Fatal Respndrs:	0	***HMIS Serious Fatality:***	No
Haz Fatal Gen Public:	0	***HMIS Serious Injury:***	No
Tot Hazmat Fatalities:	0	***HMIS Flight Plan:***	No
Non Hazmat Fatality:	No	***HMIS Serious Evacs:***	No
Non Hazmat Fatals:	0	***HMIS Major Artery:***	No
Hazmat Injury:	Yes	***HMIS Bulk Release:***	No
Haz Hospital Empl:	0	***HMIS Marine Pollutnt:***	No
Haz Hospital Resp:	0	***HMIS Radioactive:***	No
Haz Hosp Gen Public:	0	***HMIS Gen Pkg Type:***	DRUM NON-METAL
Haz Hosp Old Form:	0	***HMIS Container Code:***	DRUM PLS
Total Haz Hosp Inj:	0	***HMIS Container Desc:***	Plastic drum
Haz Non Hosp Empl:	0	***HMIS Bulk Incident:***	No
Haz Non Hosp Resp:	1	***Undeclared Shipment:***	No

Description of Events: WHILE TRANSPORTING DRUMS TO PROPER RECYCLING DRIVER PULLED OVER INTO A REST AREA TO INSPECT LOAD. DRIVER NOTICED GREEN LIQUID LEAKING FROM TRAILER. DRIVER CALL HIS DISPATCH WHO THEN SENT AN EMERGENCY RESPONSE TEAM OUT TO CLEAN UP TRAILER. 911 WAS CALLED. THE ER TEAM ENTERED THE TRAILER TO CLEAN UP LEAK. THEY NOTICED 3 DRUMS HAD BULGED AND DRUMS AND SPLIT. ONE OF THE ER TEAM MEMBERS FELT ILL WHILE IN THE TRAILER HE WAS IMMEDIATELY TAKEN OUT OF THE TRAILER AND SENT TO THE HOSPITAL FOR EVALUATION AND WAS RELEASED THE SAME DAY. DRUMS HAD TO BE BULKED INTO NEW DRUMS BECAUSE THEY HAD BULGED TOO MUCH TO FIT INTO AN OVERPACK. SPILL WAS CLEANED UP AND ALL DRUMS WAS DELIVERED TO TSDF WITHOUT ANYMORE PROBLEMS.

Recommend Actions Taken:

Site: ***CASA BLANCA MARKET***
I-10 W AT CASA BLANCA SACATON AZ 85147

ICIS

EPA Region:	09	***Federal Fac ID:***	
Registry ID:	110032606455	***Tribal Land Code:***	
Pgm Sys ID:	600030219	***County:***	PINAL
Pgm Sys Acrnm:	ICIS	***Latitude 83:***	33.00065
Permit Type:		***Longitude 83:***	-111.75080000000001

Details

Interest Type:	ENFORCEMENT/COMPLIANCE ACTIVITY	***Public Ind:***	Yes
Active Status:		***FIPS Code:***	04021
Accuracy Value:	500	***HUC 8 Code:***	15050303
Pgm Report URL:	no data yet	***HUC 12:***	
Federal Agency Name:			
Federal Land Ind:			
Fed Facility Code:			
Ref Point Desc:	ENTRANCE POINT OF A FACILITY OR STATION		
Collect Mth Desc:	ADDRESS MATCHING-BLOCK FACE		
Fac URL:	https://ofmpub.epa.gov/frs_public2/fii_query_detail.disp_program_facility?p_registry_id=110032606455		
Program URL:			

Site: ***PIMA CHANDLER INDUSTRIAL PARK***
1-10/MARICOPA INTCHG #162 N OF CHANDLER AZ 85226

SHWS ACIDS

ACIDS ID:	251
EPA ID:	AZD980817407
Water Qual Assur Revol Fund:	
File Location:	The PA/SI for these sites have been completed and are available for review. Appointments to review files located within this program may be made through the Preremedial Unit Secretary. Telephone: (602) 2074227.

Site: ***Texas American Express***
I-10, MP 94 AZ

SPILLS

ID:	3930
County:	Maricopa

--Details--

Incident NO:	91-024-D	***Chemic Material:***	Acid (Battery)
Incident Dt:	4/5/1991	***Structure:***	Tank
Date Reported:	4/5/1991	***Type:***	Release
Quantity:	50 gal.	***Response Dt:***	4/5/1991
Fund Amount:	Pvt/Unk	***Admin:***	admin

Site: ***Unknown***
I-10, E.B., M.P. 95.6 AZ

SPILLS

ID:	4935
County:	Maricopa

--Details--

Incident NO:	91-063-B	***Chemic Material:***	Toluene & Mek Mix
Incident Dt:	6/4/1991	***Structure:***	Container
Date Reported:	6/4/1991	***Type:***	Abandon
Quantity:	4 gal.	***Response Dt:***	6/4/1991
Fund Amount:	DPS/Unk	***Admin:***	admin

Site: ***Conway Western Express***
I-10 EB at MP 179 Sacaton AZ

SPILLS

ID: 1198
County: Pinal

--Details--

Incident NO:	95-018-B	***Chemic Material:***	Cleaning Compound
Incident Dt:	4/5/1995	***Structure:***	Container
Date Reported:	4/5/1995	***Type:***	Release
Quantity:	5 gals.	***Response Dt:***	4/5/1995
Fund Amount:	Pvt/Unk	***Admin:***	admin

Site: ***Conway Western Express***
I-10, MP 170 Chandler AZ

SPILLS

ID: 1200
County: Pinal

--Details--

Incident NO:	98-055-C	***Chemic Material:***	Diesel
Incident Dt:	12/16/1997	***Structure:***	Truck
Date Reported:	12/16/1997	***Type:***	Release
Quantity:	Unknown	***Response Dt:***	N/A
Fund Amount:	Pvt/Unk	***Admin:***	admin

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ERIS updates databases as set out in ASTM Standard E1527-13 and E1527-21, Section 8.1.8 Sources of Standard Source Information:

"Government information from nongovernmental sources may be considered current if the source updates the information at least every 90 days, or, for information that is updated less frequently than quarterly by the government agency, within 90 days of the date the government agency makes the information available to the public."

Standard Environmental Record Sources

Federal

National Priority List: NPL

The U.S. Environmental Protection Agency (EPA)'s National Priorities List (NPL) includes the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program, based primarily on the score a site receives from EPA's Hazard Ranking System. A site must be on the NPL to receive money from the Superfund Trust Fund for remedial action. This data includes NPL sites represented as polygons, where available, that can be sourced from the EPA NPL Superfund Site Boundaries dataset, refreshed by the Shared Enterprise Geodata and Services (SEGS). These site boundaries represent the footprint of a whole site, the sum of all the Operable Units (OUs) and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. As site investigation and remediation progress, OUs may be added, modified or refined. Data provided by external parties is not independently verified by EPA. This boundary data is made available to the public strictly for informational purposes. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Sep 25, 2024

National Priority List - Proposed: PROPOSED NPL

Sites proposed by the U.S. Environmental Protection Agency (EPA), the state agency, or concerned citizens for addition to the National Priorities List (NPL) due to contamination by hazardous waste and identified by the EPA as a candidate for cleanup because it poses a risk to human health and/or the environment. Sites represented as polygons, where available, can be sourced from the EPA NPL Superfund Site Boundaries dataset, refreshed by the Shared Enterprise Geodata and Services (SEGS). These site boundaries represent the footprint of a whole site, the sum of all the Operable Units (OUs) and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Data provided by external parties is not independently verified by EPA. This boundary data is made available to the public strictly for informational purposes. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Sep 25, 2024

Deleted NPL: DELETED NPL

Sites deleted from the U.S. Environmental Protection Agency (EPA)'s National Priorities List (NPL). The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate. Sites represented as polygons, where available, can be sourced from the EPA NPL Superfund Site Boundaries dataset, refreshed by the Shared Enterprise Geodata and Services (SEGS). These site boundaries represent the footprint of a whole site, the sum of all the Operable Units (OUs) and the current understanding of the full extent of contamination; for Federal Facility sites, the total site polygon may be the Facility boundary. Data provided by external parties is not independently verified by EPA. This boundary data is made available to the public strictly for informational purposes. Where there is no polygon boundary data available for a given site, the site is represented as a point.

Government Publication Date: Sep 25, 2024

SEMS List 8R Active Site Inventory: SEMS

The U.S. Environmental Protection Agency's (EPA) Superfund Program has deployed the Superfund Enterprise Management System (SEMS), which integrates multiple legacy systems into a comprehensive tracking and reporting tool. This inventory contains active sites evaluated by the Superfund program that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The Active Site Inventory Report displays site and location information at active SEMS sites. An active site is one at which site assessment, removal, remedial, enforcement, cost recovery, or oversight activities are being planned or conducted. This data includes SEMS sites from the List 8R Active file as well as applicable sites from the EPA's Facility Registry Service map tool.

Government Publication Date: Oct 24, 2024

Inventory of Open Dumps, June 1985: ODI

The Resource Conservation and Recovery Act (RCRA) provides for publication of an inventory of open dumps. The Act defines "open dumps" as facilities which do not comply with EPA's "Criteria for Classification of Solid Waste Disposal Facilities and Practices" (40 CFR 257).

Government Publication Date: Jun 1985

SEMS List 8R Archive Sites: SEMS ARCHIVE

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) Archived Site Inventory displays site and location information at sites archived from SEMS. An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. This data includes sites from the List 8R Archived site file.

Government Publication Date: Oct 24, 2024

Comprehensive Environmental Response, Compensation and Liability Information System - CERCLIS: CERCLIS

Superfund is a program administered by the United States Environmental Protection Agency (EPA) to locate, investigate, and clean up the worst hazardous waste sites throughout the United States. CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The EPA administers the Superfund program in cooperation with individual states and tribal governments; this database is made available by the EPA.

Government Publication Date: Oct 25, 2013

EPA Report on the Status of Open Dumps on Indian Lands: IODI

Public Law 103-399, The Indian Lands Open Dump Cleanup Act of 1994, enacted October 22, 1994, identified congressional concerns that solid waste open dump sites located on American Indian or Alaska Native (AI/AN) lands threaten the health and safety of residents of those lands and contiguous areas. The purpose of the Act is to identify the location of open dumps on Indian lands, assess the relative health and environment hazards posed by those sites, and provide financial and technical assistance to Indian tribal governments to close such dumps in compliance with Federal standards and regulations or standards promulgated by Indian Tribal governments or Alaska Native entities.

Government Publication Date: Dec 31, 1998

CERCLIS - No Further Remedial Action Planned: CERCLIS NFRAP

An archived site is one at which EPA has determined that assessment has been completed and no further remedial action is planned under the Superfund program at this time. The Archive designation means that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Government Publication Date: Oct 25, 2013

CERCLIS Liens: CERCLIS LIENS

A Federal Superfund lien exists at any property where EPA has incurred Superfund costs to address contamination ("Superfund site") and has provided notice of liability to the property owner. A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. This database is made available by the United States Environmental Protection Agency (EPA). This database was provided by the United States Environmental Protection Agency (EPA). Refer to SEMS LIEN as the current data source for Superfund Liens.

Government Publication Date: Jan 30, 2014

RCRA CORRACTS-Corrective Action: RCRA CORRACTS

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. At these sites, the Corrective Action Program ensures that cleanups occur. EPA and state regulators work with facilities and communities to design remedies based on the contamination, geology, and anticipated use unique to each site.

Government Publication Date: Oct 21, 2024

RCRA non-CORRACTS TSD Facilities: RCRA TSD

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. This database includes Non-Corrective Action sites that have indicated engagement in the treatment, storage, or disposal of hazardous waste which requires a RCRA hazardous waste permit.

Government Publication Date: Oct 21, 2024

RCRA Generator List: RCRA LQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Large Quantity Generators (LQGs) generate 1,000 kilograms per month or more of hazardous waste or more than one kilogram per month of acutely hazardous waste.

Government Publication Date: Oct 21, 2024

RCRA Small Quantity Generators List: RCRA SQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Small Quantity Generators (SQGs) generate more than 100 kilograms, but less than 1,000 kilograms, of hazardous waste per month.

Government Publication Date: Oct 21, 2024

RCRA Very Small Quantity Generators List: RCRA VSQG

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Very Small Quantity Generators (VSQG) generate 100 kilograms or less per month of hazardous waste, or one kilogram or less per month of acutely hazardous waste. Additionally, VSQG may not accumulate more than 1,000 kilograms of hazardous waste at any time.

Government Publication Date: Oct 21, 2024

RCRA Non-Generators: RCRA NON GEN

RCRA Info is the U.S. Environmental Protection Agency's (EPA) comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste.

Government Publication Date: Oct 21, 2024

RCRA Sites with Controls: RCRA CONTROLS

List of Resource Conservation and Recovery Act (RCRA) facilities with institutional controls in place. RCRA gives the U.S. Environmental Protection Agency (EPA) the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Government Publication Date: Oct 21, 2024

Federal Engineering Controls-ECs: FED ENG

List of Engineering controls (ECs) made availabe by the United States Environmental Protection Agency (EPA). ECs encompass a variety of engineered and constructed physical barriers (e.g., soil capping, sub-surface venting systems, mitigation barriers, fences) to contain and/or prevent exposure to contamination on a property. The EC listing includes remedy component data from Superfund decision documents for applicable sites on the final or deleted on the National Priorities List (NPL); and sites with a Superfund Alternative Approach (SAA) Agreement in place. The only sites included that are not on the NPL; proposed for NPL; or removed from proposed NPL, are those with an SAA Agreement in place.

Government Publication Date: Nov 20, 2024

Federal Institutional Controls- ICs: FED INST

List of Institutional controls (ICs) made available by the United States Environmental Protection Agency (EPA). ICs are non-engineered instruments, such as administrative and legal controls, that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Although it is EPA's expectation that treatment or engineering controls will be used to address principal threat wastes and that groundwater will be returned to its beneficial use whenever practicable, ICs play an important role in site remedies because they reduce exposure to contamination by limiting land or resource use and guide human behavior at a site. The IC listing includes remedy component data from Superfund decision documents for applicable sites on the final or deleted on the National Priorities List (NPL); and sites with a Superfund Alternative Approach (SAA) Agreement in place. The only sites included that are not on the NPL; proposed for NPL; or removed from proposed NPL, are those with an SAA Agreement in place.

Government Publication Date: Nov 20, 2024

Land Use Control Information System: LUCIS

The LUCIS database is maintained by the U.S. Department of the Navy and contains information for former Base Realignment and Closure (BRAC) properties across the United States.

Government Publication Date: Sep 1, 2006

Institutional Control Boundaries at NPL sites: NPL IC

These boundaries of Institutional Control areas at sites on the U.S. Environmental Protection Agency's (EPA) National Priorities List (NPL), or as Proposed or Deleted, are sourced from the EPA NPL Superfund Site Boundaries dataset, refreshed by the Shared Enterprise Geodata and Services (SEGS). The EPA's NPL includes the most serious uncontrolled or abandoned hazardous waste sites identified for possible long-term remedial action under the Superfund program. Institutional controls are non-engineered instruments such as administrative and legal controls that help minimize the potential for human exposure to contamination and/or protect the integrity of the remedy. Data provided by external parties is not independently verified by EPA. This boundary data is made available to the public strictly for informational purposes.

Government Publication Date: Sep 25, 2024

Emergency Response Notification System: ERNS 1982 TO 1986

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1982-1986

Emergency Response Notification System: ERNS 1987 TO 1989

Database of oil and hazardous substances spill reports controlled by the National Response Center. The primary function of the National Response Center is to serve as the sole national point of contact for reporting oil, chemical, radiological, biological, and etiological discharges into the environment anywhere in the United States and its territories.

Government Publication Date: 1987-1989

Emergency Response Notification System: ERNS

Database of oil and hazardous substances spill reports made available by the United States Coast Guard National Response Center (NRC). The NRC fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. These data contain initial incident data that has not been validated or investigated by a federal/state response agency.

Government Publication Date: Oct 15, 2024

The Assessment, Cleanup and Redevelopment Exchange System (ACRES) Brownfield Database: FED BROWNFIELDS

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off greenspaces and working lands. This data is provided by the United States Environmental Protection Agency (EPA) and includes Brownfield sites from the Cleanups in My Community (CIMC) web application.

Government Publication Date: Feb 7, 2024

FEMA Underground Storage Tank Listing: FEMA UST

The Federal Emergency Management Agency (FEMA) of the Department of Homeland Security maintains a list of FEMA owned underground storage tanks.

Government Publication Date: Dec 31, 2017

Facility Response Plan: FRP

This listing contains facilities that have submitted Facility Response Plans (FRPs) to the U.S. Environmental Protection Agency (EPA). Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit FRPs. Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments. This listing includes FRP facilities from an applicable EPA FOIA file and Homeland Infrastructure Foundation-Level Data (HIFLD) data file.

Government Publication Date: Jan 9, 2024

Delisted Facility Response Plans: DELISTED FRP

Facilities that once appeared in - and have since been removed from - the list of facilities that have submitted Facility Response Plans (FRP) to EPA. Facilities that could reasonably be expected to cause "substantial harm" to the environment by discharging oil into or on navigable waters are required to prepare and submit Facility Response Plans (FRPs). Harm is determined based on total oil storage capacity, secondary containment and age of tanks, oil transfer activities, history of discharges, proximity to a public drinking water intake or sensitive environments.

Government Publication Date: Jan 9, 2024

Historical Gas Stations: HIST GAS STATIONS

This historic directory of service stations is provided by the Cities Service Company. The directory includes Cities Service filling stations that were located throughout the United States in 1930.

Government Publication Date: Jul 1, 1930

Petroleum Refineries: REFN

This list of petroleum refineries is sourced from the U.S. Energy Information Administration (EIA), Refinery Capacity Report. The listing includes operating and idle petroleum refineries (including new refineries under construction) and refineries shut down during the previous year. The geographic area the report covers is the 50 States, the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, and other U.S. possessions. Per the EIA, the facility location data represents the approximate location based on research of publicly available information from sources such as Federal agencies, company websites, and satellite images on public websites.

Government Publication Date: Oct 31, 2024

Petroleum Product and Crude Oil Rail Terminals: BULK TERMINAL

A list of petroleum product and crude oil rail terminals from the U.S. Energy Information Administration (EIA), as well as petroleum terminals sourced from the Federal Communications Commission Data hosted by the Homeland Infrastructure Foundation-Level Database. Data includes operable bulk petroleum product terminals with a total bulk shell storage capacity of 50,000 barrels or more, and/or the ability to receive volumes from tanker, barge, or pipeline; also rail terminals handling the loading and unloading of crude oil with activity between 2017 and 2018. EIA petroleum product terminal data comes from the EIA-815 Bulk Terminal and Blender Report, which includes working, shell in operation, and shell idle for several major product groupings.

Government Publication Date: Jun 6, 2024

LIEN on Property: SEMS LIEN

The U.S. Environmental Protection Agency's (EPA) Superfund Enterprise Management System (SEMS) provides Lien details on applicable properties, such as the Superfund lien on property activity, the lien property information, and the parties associated with the lien.

Government Publication Date: Oct 24, 2024

Superfund Decision Documents: SUPERFUND ROD

This database contains a list of decision documents for Superfund sites. Decision documents serve to provide the reasoning for the choice of (or) changes to a Superfund Site cleanup plan. The decision documents include completed Records of Decision (ROD), ROD Amendments, Explanations of Significant Differences (ESD) for active and archived sites stored in the Superfund Enterprise Management System (SEMS), along with other associated memos and files. This information is maintained and made available by the U.S. Environmental Protection Agency.

Government Publication Date: Oct 24, 2024

Formerly Utilized Sites Remedial Action Program: DOE FUSRAP

The U.S. Department of Energy (DOE) established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from the Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations. The DOE Office of Legacy Management (LM) established long-term surveillance and maintenance (LTS&M) requirements for remediated FUSRAP sites. DOE evaluates the final site conditions of a remediated site on the basis of risk for different future uses. DOE then confirms that LTS&M requirements will maintain protectiveness.

Government Publication Date: Mar 4, 2017

State

Waste Program Remedial Projects - Superfund & DOD: SHWS

The Arizona Department of Environmental Quality (ADEQ) Waste Programs Division investigates, manages, and oversees remediation of soil and groundwater contaminated with hazardous substances. List of sites overseen by the Remedial Projects Section and/or Federal programs, including Federal DOD and Superfund sites.

Government Publication Date: Jul 11, 2024

CERCLIS Information Data System (ACIDS): SHWS ACIDS

The Arizona CERCLIS Information Data System (ACIDS) list was used by the Arizona Department of Environmental Quality Superfund Programs Section (SPS) prior to July 2000. The ACIDS list consists of locations subject to investigations concerning possible contamination of soil, surface water, or groundwater under the State Water Quality Assurance Revolving Fund (WQARF) and Federal CERCLA programs. The ACIDS list has been archived and is no longer being distributed or updated.

Government Publication Date: Aug 3, 1995

Water Quality Assurance Revolving Fund Sites (WQARF): WQARF

The Arizona Department of Environmental Quality (ADEQ) Water Quality Assurance Revolving Fund (WQARF) program supports the ADEQ in identifying, prioritizing, assessing, and resolving the threat of contaminated soil and groundwater sites in the state. This list of sites includes those on the WQARF Registry, sites removed from the WQARF Registry, and sites requiring remediation under the WQARF Emergency Response.

Government Publication Date: Jul 11, 2024

Delisted WQARF, Superfund, DOD: DELISTED SUPERFUND

List of sites which once appeared, but have since been removed from either the WQARF Registry, Superfund Sites, Department of Defense Sites, or Superfund Alternative Sites.

Government Publication Date: Jul 11, 2024

Directory of Solid Waste Facilities: SWF/LF

A list of Solid Waste Facilities and Landfill sites in the State of Arizona. This list is made available by Arizona Department of Environmental Quality, Waste Programs Division, Solid Waste Management.

Government Publication Date: Jan 31, 2022

Leaking Underground Storage Tanks: LUST

This list of Leaking Underground Storage Tanks (LUST) sites is provided by the Arizona Department of Environmental Quality (ADEQ) Waste Program Division. The listing includes leaking tank records from ADEQ's LUST Database online search tool as well as the ADEQ's eMaps web viewer applicable layer/s.

Government Publication Date: Nov 28, 2024

Delisted Leaking Underground Storage Tanks: DELISTED LUST

A list of sites that once appeared on - and have since been removed from - the list of Leaking Underground Storage tanks made available by the Arizona Department of Environmental Quality.

Government Publication Date: Nov 28, 2024

Underground Storage Tanks List: UST

This list of registered Underground Storage Tank (UST) sites is provided by the Arizona Department of Environmental Quality (ADEQ) Waste Program Division. The listing includes tank records from ADEQ's UST Database online search tool as well as the ADEQ's eMaps web viewer applicable layer/s.

Government Publication Date: Nov 1, 2024

Aboveground Storage Tanks: AST

List of aboveground fuel storage tanks (ASTs) made available by the State Fire Marshal's Office. This list is of installed ASTs and does not include any AST permitted and inspected by any City, Town, County, or Fire District. This is not a complete list of storage systems in use in the State of Arizona; ASTs may have been installed and used without adequate permission from the State Fire Marshal's Office. The absence of a property from the State Fire Marshal records as a permitted tank is not proof that an AST for hazardous materials was never installed or used at a given address.

Government Publication Date: Sep 29, 2015

Exemption Certificate Renewals: AST2

The Exemption Certificate Renewals data lists applicants that have renewed their tank certificates that will never expire from the penny underground storage tank tax. This is provided by Arizona Department of Environmental Quality.

Government Publication Date: Nov 21, 2024

Delisted Storage Tanks List: DELISTED TANKS

A list of sites that once appeared on - and have since been removed from - the list of Underground Storage tank facilities made available by the Arizona Department of Environmental Quality.

Government Publication Date: Nov 21, 2024

Environmental Use Restriction Sites List: AUL

A list of sites with either a Declaration of Environmental Use Restriction (DEUR) or a Voluntary Environmental Mitigation Use Restriction (VEMUR) from the Arizona Department of Environmental Quality's (ADEQ) Remediation and DEUR Tracking System (RDT) and/or the AZURITE Database of License Applications. A DEUR is a restrictive land use covenant that is required when a property owner elects to use an institutional (i.e., administrative) control or engineering (i.e., physical) control as a means to meet remediation goals. The DEUR runs with and burdens the land, and requires maintenance of any institutional or engineering controls. A VEMUR is a restrictive land use covenant that, prior to July 18, 2000, was required when a property owner elected to remediate the property to non-residential uses. Effective July 18, 2000, the DEUR replaced the VEMUR as a restrictive use covenant.

Government Publication Date: Nov 10, 2023

Remediation and DEUR Tracking Other Remediation Sites: RDT OTHER

List of sites from the Arizona Department of Environmental Quality (ADEQ) Remediation and DEUR Tracking (RDT) System where the owner has elected to remediate the property without the use of an institutional or engineering control.

Government Publication Date: Nov 10, 2023

Voluntary Remediation Program: VCP

This list of Voluntary Remediation Program (VRP) sites is made available by the Arizona Department of Environment Quality (ADEQ). The listing contains active and closed VRP sites, including sites that may have been closed with a Declaration of Environmental Use Restriction (DEUR). Through ADEQ's VRP, property owners, prospective purchasers and other interested parties investigate or clean up a contaminated site in cooperation with ADEQ.

Government Publication Date: May 25, 2024

Brownfields Tracking System: BROWNFIELDS

This list of Brownfield sites is made available by the Arizona Department of Environmental Quality (ADEQ). Brownfields are abandoned or underutilized properties where the reuse is complicated by actual or perceived environmental contamination. According to the ADEQ, the data was developed for general reference only and is representative only of a single point in time for Brownfield Grant Sites. It is not the final or authoritative legal documentation for Brownfield Grant Sites located in Arizona, and it may contain closed and inactive records as of the time the data set was created.

Government Publication Date: May 25, 2024

Tribal

White Mountain Apache Tribe Brownfields: BROWNFIELDS WMAT

This Brownfields Inventory is made available by the White Mountain Apache Tribe (WMAT) Environmental Protection Office (EPO). The sites represent potential brownfields sites identified on the Fort Apache Indian Reservation by the WMATs EPO. The inclusion of a site in this inventory does not denote that the site is contaminated or that it poses an environmental or human health risk.

Government Publication Date: Mar 30, 2015

Salt River Pima Maricopa Indian Community Brownfields: SRPMIC BROWNFIELDS

This Brownfield Program Public Record site listing is made available by the Environmental Protection and Natural Resources Division (EPNR) of the Community Development Department (CDD). The EPNR of the CDD was established to enhance the quality of life within the Salt River Pima-Maricopa Indian Community (SRPMIC) by protecting and preserving the land, ecosystems, wildlife, history, and natural resources of the Community. The list contains public information regarding ongoing Brownfield assessments, clean ups and/or planned assessments, cleanups, remediation and information inviting community involvement in identifying potential Brownfield sites.

Government Publication Date: Mar 31, 2023

Leaking Underground Storage Tanks on Tribal/Indian Lands: INDIAN LUST

This list of leaking underground storage tanks (LUSTs) on Tribal/Indian Lands in Region 9, which includes Arizona, is made available by the United States Environmental Protection Agency (EPA).

Government Publication Date: May 7, 2024

Underground Storage Tanks on Tribal/Indian Lands: INDIAN UST

This list of underground storage tanks (USTs) on Tribal/Indian Lands in Region 9, which includes Arizona, is made available by the United States Environmental Protection Agency (EPA).
Government Publication Date: May 7, 2024

Delisted Tribal Leaking Storage Tanks: DELISTED INDIAN LST
Leaking Underground Storage Tank (LUST) facilities which once appeared on - and have since been removed from - the Regional Tribal/Indian LUST lists made available by the United States Environmental Protection Agency (EPA).
Government Publication Date: May 7, 2024

Delisted Tribal Underground Storage Tanks: DELISTED INDIAN UST
Underground Storage Tank (UST) facilities which once appeared on - and have since been removed from - the Regional Tribal/Indian UST lists made available by the United States Environmental Protection Agency (EPA).
Government Publication Date: May 7, 2024

County

No County databases were selected to be included in the search.

Additional Environmental Record Sources

Federal

PFAS Greenhouse Gas Emissions Data: PFAS GHG
The U.S. Environmental Protection Agency's Greenhouse Gas Reporting Program (GHGRP) collects Greenhouse Gas (GHG) data from large emitting facilities (25,000 metric tons of carbon dioxide equivalent (CO2e) per year), and suppliers of fossil fuels and industrial gases that results in GHG emissions when used. Includes GHG emissions data for facilities that emit or have emitted since 2010 chemicals identified in EPA's CompTox Chemicals Dashboard list of PFAS without explicit structures and list of PFAS structures by DSSTox. PFAS emissions data has been identified for facilities engaged in the following industrial processes: Aluminum Production (GHGRP Subpart F), HCFC-22 Production and HFC-23 Destruction (Subpart O), Electronics Manufacturing (Subpart I), Fluorinated Gas Production (Subpart L), Magnesium Production (Subpart T), Electrical Transmission and Distribution Equipment Use (Subpart DD), and Manufacture of Electric Transmission and Distribution Equipment (Subpart SS). Over time, other industrial processes with required GHGRP reporting may include PFAS emissions data and the list of reportable gases may change over time.
Government Publication Date: Aug 5, 2024

On-Scene Coordinator Response Sites: OSC RESPONSE
This list of On-Scene Coordinator (OSC) Response Sites is provided by the U.S. Environmental Protection Agency (EPA). OSCs are the federal officials responsible for monitoring or directing responses to all oil spills and hazardous substance releases reported to the federal government. OSCs coordinate all federal efforts with, and provide support and information to local, state, and regional response communities. An OSC is an agent of either EPA or the U.S. Coast Guard (USCG), depending on where the incident occurs. EPA's OSCs have primary responsibility for spills and releases to inland areas and waters. USCG OSCs have responsibility for coastal waters and the Great Lakes. In general, an OSC has the following key responsibilities during and after a response: Assessment, Monitoring, Response Assistance, and Evaluation.
Government Publication Date: Apr 4, 2024

Facility Registry Service/Facility Index: FINDS/FRS
The Facility Registry Service (FRS) is a centrally managed database that identifies facilities, sites, or places subject to environmental regulations or of environmental interest. FRS creates high-quality, accurate, and authoritative facility identification records through rigorous verification and management procedures that incorporate information from program national systems, state master facility records, and data collected from EPA's Central Data Exchange registrations and data management personnel. This list is made available by the U.S. Environmental Protection Agency (EPA).
Government Publication Date: Aug 1, 2024

Toxics Release Inventory (TRI) Program: TRIS
The U.S. Environmental Protection Agency's Toxics Release Inventory (TRI) is a database containing data on disposal or other releases of toxic chemicals from U.S. facilities and information about how facilities manage those chemicals through recycling, energy recovery, and treatment. There are currently 770 individually listed chemicals and 33 chemical categories covered by the TRI Program. Facilities that manufacture, process or otherwise use these chemicals in amounts above established levels must submit annual reporting forms for each chemical. Note that the TRI chemical list does not include all toxic chemicals used in the U.S. One of TRI's primary purposes is to inform communities about toxic chemical releases to the environment. This database includes TRI Reporting Data for calendar years 1987 through 2021 and Preliminary Data for 2022.
Government Publication Date: Sep 20, 2023

PFOA/PFOS Contaminated Sites: PFAS NPL

This list of Superfund Sites with Per- and Polyfluoroalkyl Substances (PFAS) detections is made available by the U.S. Environmental Protection Agency (EPA) in their PFAS Analytic Tools data, previously the list was obtained by EPA FOIA requests. EPA's Office of Land and Emergency Management and EPA Regional Offices maintain what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment. Limitations: Detections of PFAS at National Priorities List (NPL) sites do not mean that people are at risk from PFAS, are exposed to PFAS, or that the site is the source of the PFAS. The information in the Superfund NPL and Superfund Alternative Agreement (SAA) PFAS detection site list is years old and may not be accurate today. Site information such as site name, site ID, and location has been confirmed for accuracy; however, PFAS-related information such as media sampled, drinking water being above the health advisory, or mitigation efforts has not been verified. For Federal Facilities data, the other Federal agencies (OFA) are the lead agency for their data and provided them to EPA.

Government Publication Date: Dec 17, 2024

Federal Agency Locations with Known or Suspected PFAS Detections: PFAS FED SITES

This list of federal agency locations with known or suspected detections of Per- and Polyfluoroalkyl Substances (PFAS) is made available by the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools data. The EPA outlines that these data are gathered from several federal entities, such as the federal Superfund program, Department of Defense (DOD), National Aeronautics and Space Administration (NASA), Department of Transportation (DOT), and Department of Energy (DOE). The dates this data was extracted for the PFAS Analytic Tools range from 2022 to 2024. Sites on this list do not necessarily reflect the source/s of PFAS contamination and detections do not indicate level of risk or human exposure at the site. Agricultural notifications in this data are limited to DOD sites only. At this time, the EPA is aware that this list is not comprehensive of all Federal agencies.

Government Publication Date: Oct 24, 2024

SSEHRI PFAS Contamination Sites: PFAS SSEHRI

This PFAS Contamination Site Tracker database is compiled by the PFAS Project Lab, part of the Social Science Environmental Health Research Institute (SSEHRI) at Northeastern University. According to the SSEHRI, the database records qualitative and quantitative data from each known site of PFAS contamination, including timeline of discovery, sources, levels, health impacts, community response, and government response. The goal of this database is to compile information and support public understanding of the rapidly unfolding issue of PFAS contamination. All data presented was extracted from government websites, news articles, or publicly available documents. Locations for the Known PFAS Contamination Sites are sourced from the PFAS Sites and Community Resources Map by the PFAS-REACH team, credited to PFAS Project Lab, Silent Spring Institute, and PFAS Exchange. Disclaimer: The source conveys the data undergoes regular updates as new information becomes available, some sites may be missing and/or contain information that is incorrect or outdated, as well as their information represents all contamination sites SSEHRI is aware of, not all possible contamination sites. This data is not intended to be used for legal purposes. Access the following source link for the most current information: https://pfasproject.com/pfas-sites-and-community-resources/

Government Publication Date: Jun 27, 2024

National Response Center PFAS Spills: PFAS ERNS

This Per- and Poly-Fluoroalkyl Substances (PFAS) Spills dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The National Response Center (NRC), operated by the U.S. Coast Guard, is the designated federal point of contact for reporting all oil, chemical, and other discharges into the environment, for the United States and its territories. This dataset contains NRC spill information from 1990 to the present that is restricted to records associated with PFAS and PFAS-containing materials. Incidents are filtered to include only records with a "Material Involved" or "Incident Description" related to Aqueous Film Forming Foam (AFFF). The keywords used to filter the data included "AFFF," "Fire Fighting Foam," "Aqueous Film Forming Foam," "Fire Suppressant Foam, "PFAS," "PERFL," "PFOA," "PFOS," and "Genx." Limitations: The data from the NRC website contains initial incident data that has not been validated or investigated by a federal/state response agency. Keyword searches may misidentify some incident reports that do not contain PFAS. This dataset should also not be considered to be exhaustive of all PFAS spills/release incidents.

Government Publication Date: Dec 9, 2024

PFAS NPDES Discharge Monitoring: PFAS NPDES

This list of National Pollutant Discharge Elimination System (NPDES) permitted facilities with required monitoring for Per- and Polyfluoroalkyl (PFAS) Substances is made available via the U.S. Environmental Protection Agency (EPA)'s PFAS Analytic Tools. Any point-source wastewater discharger to waters of the United States must have a NPDES permit, which defines a set of parameters for pollutants and monitoring to ensure that the discharge does not degrade water quality or impair human health. This list includes NPDES permitted facilities associated with permits that monitor for Per- and Polyfluoroalkyl Substances (PFAS), limited to the years 2007 - present. EPA further advises the following regarding these data: currently, fewer than half of states have required PFAS monitoring for at least one of their permittees, and fewer states have established PFAS effluent limits for permittees. For states that may have required monitoring, some reporting and data transfer issues may exist on a state-by-state basis.

Government Publication Date: Dec 16, 2024

Perfluorinated Alkyl Substances (PFAS) from Toxic Release Inventory: PFAS TRI

List of Toxics Release Inventory (TRI) facilities at which the reported chemical is a per- or polyfluoroalkyl (PFAS) substance included in the U.S. Environmental Protection Agency's (EPA) consolidated PFAS Master List of PFAS Substances. Encompasses Toxics Release Inventory records included in the EPA PFAS Analytic Tools. The EPA's TRI database currently tracks information on disposal or releases of 770 individually listed toxic chemicals and 33 chemical categories from thousands of U.S. facilities and details about how facilities manage those chemicals through recycling, energy recovery, and treatment. This listing includes TRI Reporting Data for calendar years 1987 through 2021 and Preliminary Data for 2022.

Government Publication Date: Sep 20, 2023

PFAS Water Quality Portal Sampling Data: PFAS WATER

This Per- and Poly-Fluoroalkyl Substances (PFAS) Environmental Media Sampling Data is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The Water Quality Portal (WQP), as a cooperative service sponsored by the United States Geological Survey, the EPA, and the National Water Quality Monitoring Council, is part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations, and individuals submit project details and sampling results to this public repository. Limitations: EPA did not carry out the sampling or testing of a majority of the data in the WQP PFAS dataset. EPA can only speak to the accuracy and completeness of the data from projects like the National Aquatic Resource Surveys for which EPA is the data owner/organization. Data may exist within the file on Quality Assurance Project Plans (QAPPs) and the approving agency of the QAPP, if a QAPP is entered.

Government Publication Date: Jul 22, 2024

PFAS TSCA Manufacture and Import Facilities: PFAS TSCA

The U.S. Environmental Protection Agency (EPA) issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. This list is specific only to TSCA Manufacture and Import Facilities with reported per- and poly-fluoroalkyl (PFAS) substances. Data file is sourced from EPA's PFAS Analytic Tools TSCA dataset which includes CDR/Inventory Update Reporting data from 1998 up to 2020. Disclaimer: This data file includes production and importation data for chemicals identified in EPA's CompTox Chemicals Dashboard list of PFAS without explicit structures and list of PFAS structures in DSSTox. Note that some regulations have specific chemical structure requirements that define PFAS differently than the lists in EPA's CompTox Chemicals Dashboard. Reporting information on manufactured or imported chemical substance amounts should not be compared between facilities, as some companies claim Chemical Data Reporting Rule data fields for PFAS information as Confidential Business Information.

Government Publication Date: Jan 5, 2023

PFAS Waste Transfers from RCRA e-Manifest : PFAS E-MANIFEST

This Per- and Poly-Fluoroalkyl Substances (PFAS) Waste Transfers dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. Every shipment of hazardous waste in the U.S. must be accompanied by a shipment manifest, which is a critical component of the cradle-to-grave tracking of wastes mandated by the Resource Conservation and Recovery Act (RCRA). According to the EPA, currently no Federal Waste Code exists for any PFAS compounds. To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: • PFAS • PFOA • PFOS • PERFL • AFFF • GENX • GEN-X (plus the Vermont state-specific waste codes). Limitations: Amount or concentration of PFAS being transferred cannot be determined from the manifest information. Keyword searches may misidentify some manifest records that do not contain PFAS. This dataset should also not be considered to be exhaustive of all PFAS waste transfers.

Government Publication Date: Dec 15, 2024

PFAS Industry Sectors: PFAS IND

This Per- and Poly-Fluoroalkyl Substances (PFAS) Industry Sectors dataset is made available via the U.S. Environmental Protection Agency's (EPA) PFAS Analytic Tools. The EPA developed the dataset from various sources that show which industries may be handling PFAS including: EPA's Enforcement and Compliance History Online (ECHO) records restricted to potential PFAS-handling industry sectors; ECHO records for Fire Training Sites identified where fire-fighting foam may have been used in training exercises; and 14 CFR Part 139 Airports compiled from historic and current records from the FAA Airport Data and Information Portal. Since July 2006, all certificated Part 139 Airports are required to have fire-fighting foam onsite that meet certain military specifications, which to date have been fluorinated (Aqueous Film Forming Foam). Limitations: Inclusion in this dataset does not indicate that PFAS are being manufactured, processed, used, or released by the facility. Listed facilities potentially handle PFAS based on their industrial profile, but are unconfirmed by the EPA. Keyword searches in ECHO for Fire Training sites may misidentify some facilities and should not be considered to be an exhaustive list of fire training facilities in the U.S.

Government Publication Date: Dec 16, 2024

Hazardous Materials Information Reporting System: HMIRS

The Hazardous Materials Incident Reporting System (HMIRS) database contains unintentional hazardous materials release information reported to the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration.

Government Publication Date: May 29, 2024

National Clandestine Drug Labs: NCDL

The U.S. Department of Justice ("the Department"), Drug Enforcement Administration (DEA), provides this data as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

Government Publication Date: Nov 30, 2023

Toxic Substances Control Act: TSCA

The U.S. Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule. The CDR enables EPA to collect and publish information on the manufacturing, processing, and use of commercial chemical substances and mixtures (referred to hereafter as chemical substances) on the TSCA Chemical Substance Inventory (TSCA Inventory). This includes current information on chemical substance production volumes, manufacturing sites, and how the chemical substances are used. This information helps the Agency determine whether people or the environment are potentially exposed to reported chemical substances. EPA publishes submitted CDR data that is not Confidential Business Information (CBI). EPA CDR collections occur approximately every four years and reporting requirements change per collection.

Government Publication Date: May 12, 2022

Hist TSCA: HIST TSCA

The Environmental Protection Agency (EPA) is amending the Toxic Substances Control Act (TSCA) section 8(a) Inventory Update Reporting (IUR) rule and changing its name to the Chemical Data Reporting (CDR) rule.
The 2006 IUR data summary report includes information about chemicals manufactured or imported in quantities of 25,000 pounds or more at a single site during calendar year 2005. In addition to the basic manufacturing information collected in previous reporting cycles, the 2006 cycle is the first time EPA collected information to characterize exposure during manufacturing, processing and use of organic chemicals. The 2006 cycle also is the first time manufacturers of inorganic chemicals were required to report basic manufacturing information.

Government Publication Date: Dec 31, 2006

FTTS Administrative Case Listing: FTTS ADMIN

An administrative case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

FTTS Inspection Case Listing: FTTS INSP

An inspection case listing from the Federal Insecticide, Fungicide, & Rodenticide Act (FIFRA) and Toxic Substances Control Act (TSCA), together known as FTTS. This database was obtained from the Environmental Protection Agency's (EPA) National Compliance Database (NCDB). The FTTS and NCDB was shut down in 2006.

Government Publication Date: Jan 19, 2007

Potentially Responsible Parties List: PRP

Early in the site cleanup process, the U.S. Environmental Protection Agency (EPA) conducts a search to find the Potentially Responsible Parties (PRPs). The EPA looks for evidence to determine liability by matching wastes found at the site with parties that may have contributed wastes to the site. This listing contains PRPs, Noticed Parties, at sites in the EPA's Superfund Enterprise Management System (SEMS).

Government Publication Date: Nov 20, 2024

State Coalition for Remediation of Drycleaners Listing: SCRD DRYCLEANER

The State Coalition for Remediation of Drycleaners (SCRD) was established in 1998, with support from the U.S. Environmental Protection Agency (EPA) Office of Superfund Remediation and Technology Innovation. Coalition members are states with mandated programs and funding for drycleaner site remediation. Current members are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin. Since 2017, the SCRD no longer maintains this data, refer to applicable state source data where available.

Government Publication Date: Nov 08, 2017

Integrated Compliance Information System (ICIS): ICIS

The Integrated Compliance Information System (ICIS) database contains integrated enforcement and compliance information across most of U.S. Environmental Protection Agency's (EPA) programs. The vision for ICIS is to replace EPA's independent databases that contain enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions and a subset of the Permit Compliance System (PCS), which supports the National Pollutant Discharge Elimination System (NPDES). This information is maintained by the EPA Headquarters and at the Regional offices. A future release of ICIS will completely replace PCS and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities that support compliance and enforcement programs, including incident tracking, compliance assistance, and compliance monitoring.

Government Publication Date: Apr 13, 2024

Drycleaner Facilities: FED DRYCLEANERS

A list of drycleaner facilities from Enforcement and Compliance History Online (ECHO) data as made available by the U.S. Environmental Protection Agency (EPA), sourced from the ECHO Exporter file. The EPA tracks facilities that possess NAIC and SIC codes that classify businesses as drycleaner establishments.

Government Publication Date: May 5, 2024

Delisted Drycleaner Facilities: DELISTED FED DRY

List of sites removed from the list of Drycleaner Facilities (sites in the EPA's Integrated Compliance Information System (ICIS) with NAIC or SIC codes identifying the business as a drycleaner establishment).

Government Publication Date: May 5, 2024

Formerly Used Defense Sites: FUDS

Formerly Used Defense Sites (FUDS) are properties that were formerly owned by, leased to, or otherwise possessed by and under the jurisdiction of the Secretary of Defense prior to October 1986, where the Department of Defense (DOD) is responsible for an environmental restoration. The FUDS Annual Report to Congress (ARC) is published by the U.S. Army Corps of Engineers (USACE). This data is compiled from the USACE's Geospatial FUDS data layers and Homeland Infrastructure Foundation-Level Data (HIFLD) FUDS dataset which applies to the Fiscal Year 2021 FUDS Inventory.

Government Publication Date: May 15, 2023

FUDS Munitions Response Sites: FUDS MRS

Boundaries of Munitions Response Sites (MRS), published with the Formerly Used Defense Sites (FUDS) Annual Report to Congress (ARC) by the U.S. Army Corps of Engineers (USACE). An MRS is a discrete location within a Munitions response area (MRA) that is known to require a munitions response. An MRA means any area on a defense site that is known or suspected to contain unexploded ordnance (UXO), discarded military munitions (DMM), or munitions constituents (MC). This data is compiled from the USACE's Geospatial MRS data layers and Homeland Infrastructure Foundation-Level Data (HIFLD) MRS dataset.

Government Publication Date: May 15, 2023

Former Military Nike Missile Sites: FORMER NIKE

This information was taken from report DRXTH-AS-IA-83A016 (Historical Overview of the Nike Missile System, 12/1984) which was performed by Environmental Science and Engineering, Inc. for the U.S. Army Toxic and Hazardous Materials Agency Assessment Division. The Nike system was deployed between 1954 and the mid-1970's. Among the substances used or stored on Nike sites were liquid missile fuel (JP-4); starter fluids (UDKH, aniline, and furfuryl alcohol); oxidizer (IRFNA); hydrocarbons (motor oil, hydraulic fluid, diesel fuel, gasoline, heating oil); solvents (carbon tetrachloride, trichloroethylene, trichloroethane, stoddard solvent); and battery electrolyte. The quantities of material a disposed of and procedures for disposal are not documented in published reports. Virtually all information concerning the potential for contamination at Nike sites is confined to personnel who were assigned to Nike sites. During deactivation most hardware was shipped to depot-level supply points. There were reportedly instances where excess materials were disposed of on or near the site itself at closure. There was reportedly no routine site decontamination.

Government Publication Date: Dec 2, 1984

PHMSA Pipeline Safety Flagged Incidents: PIPELINE INCIDENT

This list of flagged pipeline incidents is made available by the U.S. Department of Transportation (US DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA). PHMSA regulations require incident and accident reports for five different pipeline system types. Accidents reported on hazardous liquid gravity lines (§195.13) and reporting-regulated-only hazardous liquid gathering lines (§195.15) and incidents reported on Type R gas gathering (§192.8(c)) are not included in the flagged incident file data.

Government Publication Date: May 6, 2024

Material Licensing Tracking System (MLTS): MLTS

A list of sites that store radioactive material subject to the Nuclear Regulatory Commission (NRC) licensing requirements. This list is maintained by the NRC. As of September 2016, the NRC no longer releases location information for sites. Site locations were last received in July 2016.

Government Publication Date: May 11, 2021

Historic Material Licensing Tracking System (MLTS) sites: HIST MLTS

A historic list of sites that have inactive licenses and/or removed from the Material Licensing Tracking System (MLTS). In some cases, a site is removed from the MLTS when the state becomes an "Agreement State". An Agreement State is a State that has signed an agreement with the Nuclear Regulatory Commission (NRC) authorizing the State to regulate certain uses of radioactive materials within the State.

Government Publication Date: Jan 31, 2010

Mines Master Index File: MINES

The Master Index File (MIF) is provided by the United States Department of Labor, Mine Safety and Health Administration (MSHA). This file, which was originally created in the 1970's, contained many Mine-IDs that were invalid. MSHA removes invalid IDs from the MIF upon discovery. MSHA applicable data includes the following: all Coal and Metal/Non-Metal mines under MSHA's jurisdiction since 1/1/1970; mine addresses for all mines in the database except for Abandoned mines prior to 1998 from MSHA's legacy system (addresses may or may not correspond with the physical location of the mine itself); violations that have been assessed penalties as a result of MSHA inspections beginning on 1/1/2000; and violations issued as a result of MSHA inspections conducted beginning on 1/1/2000.

Government Publication Date: Feb 5, 2024

Surface Mining Control and Reclamation Act Sites: SMCRA

This inventory of land and water impacted by past mining (primarily legacy coal mining operations) is maintained by the U.S. Department of the Interior's Office of Surface Mining Reclamation and Enforcement (OSMRE), as it provides information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). This inventory contains information on the type and extent of Abandoned Mine Land (AML) Problems, as well as information on the cost associated with the reclamation of those problems. The data is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed. Disclaimer: Per the OSMRE, States and tribes who enter their data into e-AMLIS (AML Inventory System) may truncate their latitude and longitude so the precise location of usually dangerous AMLs is not revealed in an effort to protect the public from searching for these AMLs, most of which are on private property. If more precise location information is needed, please contact the applicable state/tribe of interest.

Government Publication Date: May 20, 2024

Mineral Resource Data System: MRDS

The Mineral Resource Data System (MRDS) is a collection of reports describing metallic and nonmetallic mineral resources throughout the world. Included are deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. This database contains the records previously provided in the Mineral Resource Data System (MRDS) of USGS and the Mineral Availability System/Mineral Industry Locator System (MAS/MILS) originated in the U.S. Bureau of Mines, which is now part of USGS. The USGS has ceased systematic updates of the MRDS database with their focus more recently on deposits of critical minerals while providing a well-documented baseline of historical mine locations from USGS topographic maps.

Government Publication Date: Mar 15, 2016

DOE Legacy Management Sites: LM SITES

The U.S. Department of Energy (DOE) Office of Legacy Management (LM) currently manages radioactive and chemical waste, environmental contamination, and hazardous material at over 100 sites across the U.S. The LM manages sites with diverse regulatory drivers (statutes or programs that direct cleanup and management requirements at DOE sites) or as part of internal DOE or congressionally-recognized programs, such as but not limited to: Formerly Utilized Sites Remedial Action Program (FUSRAP), Uranium Mill Tailings Radiation Control Act (UMTRCA Title I, Tile II), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Resource Conservation and Recovery Act (RCRA), Decontamination and Decommissioning (D&D), Nuclear Waste Policy Act (NWPA). This site listing includes data exported from the DOE Office of LM's Geospatial Environmental Mapping System (GEMS). GEMS Data disclaimer: The DOE Office of LM makes no representation or warranty, expressed or implied, regarding the use, accuracy, availability, or completeness of the data presented herein.

Government Publication Date: Dec 12, 2023

Alternative Fueling Stations: ALT FUELS

This list of alternative fueling stations is sourced from the Alternative Fuels Data Center (AFDC). The U.S. Department of Energy's Office of Energy Efficiency & Renewable Energy launched the AFDC in 1991 as a repository for alternative fuel vehicle performance data, which provides a wealth of information and data on alternative and renewable fuels, advanced vehicles, fuel-saving strategies, and emerging transportation technologies. The data includes Biodiesel (B20 and above), Compressed Natural Gas (CNG), Electric, Ethanol (E85), Hydrogen, Liquefied Natural Gas (LNG), Propane (LPG), and Renewable Diesel (R20 and above) fuel type locations.

Government Publication Date: Aug 29, 2024

Superfunds Consent Decrees: CONSENT DECREES

This list of Superfund consent decrees is provided by the Department of Justice, Environment & Natural Resources Division (ENRD) through a Freedom of Information Act (FOIA) applicable file. This listing includes Cases filed since 2010 limited to the following: Consent Decrees for CERCLA or Superfund Sites filed and/or as proposed within the ENRD's Case Management System (CMS); and applicable ENRD's Environmental Defense Section (EDS) CERCLA Cases with "Consent" in History Note. CMS may not reflect the latest developments in a case, nor can the agency guarantee the accuracy of the data. ENRD Disclaimer: Congress excluded three discrete categories of law enforcement and national security records from the requirements of the FOIA; response is limited to those records that are subject to the requirements of the FOIA; however, this should not be taken as an indication that excluded records do, or do not, exist.

Government Publication Date: Jun 26, 2024

Air Facility System: AFS

This EPA retired Air Facility System (AFS) dataset contains emissions, compliance, and enforcement data on stationary sources of air pollution. Regulated sources cover a wide spectrum; from large industrial facilities to relatively small operations such as dry cleaners. AFS does not contain data on facilities that are solely asbestos demolition and/or renovation contractors, or landfills. ECHO Clean Air Act data from AFS are frozen and reflect data as of October 17, 2014; the EPA retired this system for Clean Air Act stationary sources and transitioned to ICIS-Air.

Government Publication Date: Oct 17, 2014

Registered Pesticide Establishments: SSTS

This national list of active EPA-registered foreign and domestic pesticide and/or device-producing establishments is based on data from the Section Seven Tracking System (SSTS). The Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) Section 7 requires that each producing establishment must place its EPA establishment number on the label or immediate container of each pesticide, active ingredient or device produced. An EPA establishment number on a pesticide product label identifies the EPA registered location where the product was produced. The list of establishments is made available by the U.S. Environmental Protection Agency (EPA).

Government Publication Date: Feb 29, 2024

Polychlorinated Biphenyl (PCB) Transformers: PCBT

Locations of Transformers Containing Polychlorinated Biphenyls (PCBs) registered with the United States Environmental Protection Agency. PCB transformer owners must register their transformer(s) with EPA. Although not required, PCB transformer owners who have removed and properly disposed of a registered PCB transformer may notify EPA to have their PCB transformer de-registered. Data made available by EPA.

Government Publication Date: Oct 15, 2019

Polychlorinated Biphenyl (PCB) Notifiers: PCB

Facilities included in the national list of facilities that have notified the United States Environmental Protection Agency (EPA) of Polychlorinated Biphenyl (PCB) activities. Any company or person storing, transporting or disposing of PCBs or conducting PCB research and development must notify the EPA and receive an identification number.

Government Publication Date: May 23, 2024

Power Plants: POWER PLANTS

This list of power plants is provided by the U.S. Energy Information Administration (EIA). The listing includes operable electric generating plants in the United States by energy source, originating from the EIA-860, Annual Electric Generator Report; EIA-860M, Monthly Update to the Annual Electric Generator Report; and EIA-923, Power Plant Operations Report. It includes all operable plants by energy source with a combined nameplate capacity of 1 megawatt or more that are operating, are on standby, or out of service for short- or long-term.

Government Publication Date: Apr 15, 2024

State

Hazardous Material Logbook/Spills: SPILLS

Hazardous Material Incident Logbook database made available by Arizona Department of Environmental Quality (ADEQ). This database is updated through November 15, 2001; after that date, reports were registered with the National Response Center.

Government Publication Date: Nov 15, 2001

Dry Cleaning Facilities: DRYCLEANERS

This list of dry cleaners includes sites from two sources: the 2016 Arizona Department of Environmental Quality (ADEQ) Dry Cleaners list, and the 2006 Dry Cleaner Inventory Project by Miller Brooks Environmental for ADEQ. The 2016 ADEQ Dry Cleaners list does not distinguish between contaminated or non-contaminated facilities and only provides limited details per facility with a Place ID. The 2006 Dry Cleaner Inventory Project was commissioned to assist in the identification, prioritization, investigation, and remediation of sites that have released hazardous substances into the lands and waters of the state. This Inventory includes the following types of sites: Sites with Known Contamination (sites with documented contamination, or a history of release and/or prior site characterization and remedial activities); Sites with High Potential for Release (sites with multiple owners, sites that have been in operation more than 10 years, sites that specifically operated between 1935 and 1984, and high-volume sites); and Sites with Low Potential for Release (sites that have been in operation only after 1985, or prior to 1934, sites that "broker" cleaning services to other facilities, and sites that operate primarily as a coin-operated laundry facility). Disclaimer: Due to the time spanned between these listings and available details, multiple listings may occur. Per ADEQ, these listings are no longer updated.

Government Publication Date: Jul 10, 2021

Per- and Polyfluoroalkyl Substances (PFAS): PFAS

The Arizona Department of Environmental Quality (ADEQ) Waste Programs Division investigates, manages, and oversees remediation of soil and groundwater contaminated with hazardous substances. List of sites overseen by the Remedial Projects Section and/or Federal programs, including Federal DOD and Superfund sites, where the contaminant or potential contaminant of concern is in the PFAS Master List of PFAS Substances made available by the Environmental Protection Agency (US EPA).

Government Publication Date: Jul 11, 2024

Air Permits Major/Minor Sources: AIR PERMITS

A list of Arizona operating air permits major and minor sources. A "major" source is any source that has the potential to emit 100 tons per year of any criteria air pollutant and if it has the potential to emit 10 tons per year of any single Hazardous Air Pollutant or 25 tons per year of any combination of Hazardous Air Pollutants. This list is provided by the Department of Environmental Quality.

Government Publication Date: Jan 20, 2023

Drywell Database: DRYWELLS

This drywell database is maintained by the Arizona Department of Environmental Quality (ADEQ). The ADEQ's Arizona Aquifer Protection Permit program requirements apply to certain drywells and injection wells for operation and closure. An APP is required for drywells draining areas where hazardous substances are used, stored, loaded, or treated. General APPs are issued to certain drywells by statute, as provided in A.R.S. § 49-245.02. In addition, certain discharges to drywells in combination with stormwater are exempt from the APP requirements. The data is sourced from applicable ADEQ eMaps layers, including historical drywell places.

Government Publication Date: Jul 22, 2024

Region 9 Drywells in Arizona: DRYWELLS EPA

This redacted list of Commercial Class V Injection Wells/Drywells located in Arizona is provided by the U.S. Environmental Protection Agency's (EPA) Region 9 Office. With House Bill 2410 effective September 2022, new drywells must be inventoried by the EPA now acting as the primary enforcement authority of the Underground Injection Control Program's Class V regulation for Arizona. Class V wells are used to inject non-hazardous fluids underground. Disclaimer: This list excludes residential well records, personal identifying information, as well as any commercial records that contain neither a facility name nor an address.

Government Publication Date: Mar 6, 2024

Historical Drywells: DRYWELLS HIST

Historical listing of registered drywells once maintained and made available by the Arizona Department of Environmental Quality (ADEQ) Water Quality Division. As of May 2018, ADEQ stopped accepting paper forms and will no longer be updating this list.

Government Publication Date: Aug 6, 2018

Mine Locations: MINE

This list of mine locations is sourced from the Arizona Geological Survey (AZGS). The data is compiled from the AZGS's Fiscal Year 2022, 2021 Directory of Active Mines Report and 2019 Active Mines map layer. According to the AZGS, the Report supports governmental entities undertaking planning decisions by providing information on mineral resources and active mining operations that are essential to infrastructure development. An active mine is defined as a mine in continuous operation, either in production, or under full-time development for production. There are additional mines not listed that are in an exploration, evaluation, or part-time development phase. Other mines where production is intermittent are not listed. AZGS indicates the following regarding the locations: available aerial imagery was used to confirm location information and mining activity, with two caveats: 1) resolution of imagery varies across the state to some degree, making it difficult to recognize activity; and 2) some areas lack recent imagery, leading to the impression of no recent operations.

Government Publication Date: Dec 21, 2022

Drug Labs Remediation: DRUG LAB REMEDIATION

Arizona State Board of Technical Registration maintains a list of drug lab remediation. This is a list of seized drug laboratory sites or sites where drug manufacturing chemicals were seized. Remediated sites are removed from this list when the Board receives clean up notification from a certified clean up firm.

Government Publication Date: Sep 03,2013

Clandestine Drug Labs: CDL

A list of unremediated seized clandestine drug laboratory sites or sites where drug manufacturing chemicals were seized. This list is made available by Arizona State Board of Technical Registration.

Government Publication Date: Jan 22, 2019

Tier 2 Chemical Inventory Reporting: TIER 2

List of facilities that report to the Arizona Emergency Response Commission (AZSERC) for Tier II Chemical Inventory Reporting. AZSERC is tasked with the implementation of the Emergency Planning and Community Right to Know Act (EPRCA) in Arizona. As of 2016, the Arizona Emergency Response Commission (AZSERC) is overseen by Arizona Department of Environmental Quality (ADEQ).

Government Publication Date: Dec 31, 2018

Biohazardous Medical Waste Facilities: BIO HAZ WASTE

This list of biohazardous medical waste facilities is maintained by the Arizona Department of Environmental Quality (ADEQ) Waste Programs Division. This list includes: Biohazardous Medical Waste Disposal Facilities, Biohazardous Medical Waste Treatment Facilities, Biohazardous Medical Waste Storage & Transfer Facilities, Registered Biohazardous Medical Waste Transporters, and Registered Alternative Biohazardous Medical Waste Treatment Technologies. Biohazardous medical waste is medical waste that is composed of one or more of the following: cultures and stocks; human blood and blood products; human pathologic wastes; medical sharps; and research animal wastes. The Arizona Department of Environmental Quality adopted specific rules for handling biohazardous medical waste and discarded drugs. Non-biohazardous medical waste is handled as solid waste.
Government Publication Date: Sep 19, 2023

Tribal

No Tribal additional environmental record sources available for this State.

County

No County additional environmental record sources available for this State.

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

Arizona Department of Transportation

Environmental Planning

Hazardous Materials Evaluation Report

I-10 and Koli Road Traffic Interchange

ADOT Project No. 010 MA 166 F0701 01L

March 26, 2025

Submittal Number 1

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 326 [23 U.S.C. 327] and a Memorandum of Understanding dated January 4, 2021 [April 16, 2019], and executed by FHWA and ADOT.

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Hazardous Materials Evaluation Report

FOR

I-10 and Koli Road Traffic Interchange

ADOT Project No. 010 MA 166 F0701 01L

Prepared for:

Arizona Department of Transportation
Environmental Planning
205 S. 17th Avenue, EM02
Phoenix, Arizona 85007

Prepared by:

AZTEC Engineering Group, Inc.
501 North 44th Street, Suite 300
Phoenix, Arizona 85008)

March 26, 2025

All information contained in this document is the property of ADOT. ADOT approval is required prior to reproduction or distribution.

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602.454.0402
602.454.0403 (fax)

AZTEC Engineering Group, Inc. (AZTEC) is providing this Hazardous Materials Evaluation Report (HMER; HAZMAT survey) to document the results of the surveys for Asbestos-Containing Materials (ACM) and Lead-Based Paint (LBP) conducted for an interstate highway improvement project along Interstate 10 (I-10) between milepost (MP) 162.30 and MP 164.90, located within the Gila River Indian Community (Community) in Chandler, Maricopa County, Arizona (Project Area). The general scope of work for the improvements primarily includes construction of a new Traffic Interchange (TI) between the existing Wild Horse Pass Boulevard TI and the State Route (SR) 347/Queen Creek Road TI. The Project would provide better public access to the Community land, improve emergency vehicle response time, and improve traffic management for future anticipated population and employment growth. Work will require a new easement

The following attachments are appended to this HMER:

- Attachment 1 contains the project figures, including the State Location Map (Figure 1), Project Vicinity Map (Figure 2), and Sample Locations (Figure 3).
- Attachment 2 contains a photographic log depicting selected suspect ACMs sampled.
- Attachment 3 contains a photographic log depicting selected suspect LBP sampled.
- Attachment 4 contains the certificates for Jonathan Gelen and Steven Sutherland, who are Asbestos Hazard Emergency Response Act (AHERA)-certified Building Inspectors and EPA-certified Lead Inspectors.
- Attachment 5 contains the ACM laboratory report and associated chain-of-custody.
- Attachment 6 contains the LBP laboratory report and associated chain-of-custody.

This HMER has been completed to support the National Environmental Policy Act (NEPA) clearance for this project. Note that a Preliminary Initial Site Assessment (PISA) survey report has been completed for this project and is presented under separate cover.

Project Location

The Project Area is located on I-10 at approximately MP 163.5, between the existing Wild Horse Pass Boulevard TI and the SR 347/Queen Creek Road TI in Maricopa County, Arizona (Figures 1 and 2). The cadastral location of the project is Township 2 South, Range 4 East, in portions of Sections 8, 9, 16, and 17. The project would occur within the Community on existing ADOT easement and would require additional easements from the Community or the Bureau of Indian Affairs (BIA). Through the BIA, there will be acquisition of allotted land (no tribal lands).

Project Description

At this time, ADOT is conducting an environmental assessment (EA) that examines the purpose and The proposed project would generally include the following construction-related activities:

- Constructing a new TI between the existing Wild Horse Pass Boulevard TI and SR 347 TI, including new roadway pavement, curb and gutter, sidewalks, and median improvements
- Constructing new exit and entrance access ramps along I-10

- Acquiring new easement from the Gila River Indian Community through the BIA
- Constructing new TI drainage features
- Relocating utilities, where necessary
- Installing or modifying signs, pavement striping, and lighting
- Installing a box culvert between the racetrack parking and the racetrack
- Clearing and grubbing vegetation, including trees (as needed), prior to construction and revegetating areas after construction

Approximately 28.5 acres of new long-term easement would be required for the new TI. Staging and stockpiling would occur within the new or existing temporary construction easements (TCEs). The construction footprint would include I-10 approximately one-half mile north and south of the proposed TI, new easement, and any temporary construction easements.

Permanent impacts are defined as ground disturbance that converts a permeable surface to an impermeable surface or ground disturbance that does not return the ground to preexisting conditions. Permanent impacts would occur where the new Koli Road TI would be installed across I-10. Additionally, new on- and off-ramps would be installed, and the future Koli Road alignment roads would be extended west of I-10 approximately 670 feet. They would also be extended east of I-10 approximately 830 feet. This new construction is for the Community to tie-into the TI (i.e., ADOT is not constructing Koli Road beyond the planned TI).

Purpose

The purpose of the HAZMAT survey is to identify and evaluate for the presence of hazardous materials (i.e., ACM and LBP) that may be located in areas anticipated to be affected by the proposed project and may adversely affect the completion of the project, especially large-scale environmental concerns that might result in a significant delay of the project. The methodology and analytical results of the HAZMAT survey are discussed in the following sections.

Sampling Methodology

AZTEC conducted a visual reconnaissance of the Project Area on February 25, 2025, for suspect ACM and painted surfaces that may be anticipated to be affected by the project (Attachments 2 and 3). The reconnaissance was conducted on foot and via automobile. Suspect materials throughout the Project Area included white and blue paint stripes, and various concrete features.

A total of 9 ACM samples and 4 LBP samples were collected as part of the HAZMAT survey. All sample locations are depicted on Figure 3 in Attachment 1, and the sample names and descriptions are included in the laboratory reports and chain-of-custody documentation in Attachments 5 and 6.

ACM Methodology

The suspect ACM samples were collected by striking the surface using a hammer and decontaminated chisel, removing a small piece of suspect material, and placing the sample into a

dedicated plastic bag. Each sample bag was labeled with unique sample identification for submittal to the laboratory. All samples were collected and preserved in accordance with approved chain-of-custody procedures (Attachment 5). The bulk samples were submitted to EMC Labs Inc. (EMC) in Phoenix, Arizona for asbestos analysis via Polarized Light Microscopy (PLM), performed in general accordance with the procedures outlined in the EPA "Method for the Determination of Asbestos in Bulk Building Materials" (EPA 600/R-93/116). EMC is licensed by the Arizona Department of Health Services (ADHS) under license number AZ0912 for bulk asbestos fiber analysis and is an accredited laboratory under the National Voluntary Laboratory Accreditation Program (NVLAP) for analysis of bulk samples by PLM (No. 101926-0).

LBP Methodology

Paint chip samples were collected either by striking the painted surface with a pre-cleaned steel chisel or using a cleaned flat razor blade. The material was then placed into a dedicated plastic bag with unique sample identification for submittal to the laboratory. All samples were collected and preserved in accordance with approved chain-of-custody procedures (Attachment 6), and the procedures required by the analytical laboratory. The samples were submitted to EMC and analyzed by a qualified analyst using EPA SW 846 Method 7420. EMC is accredited by the American Industrial Hygiene Association (AIHA) for environmental lead in paint (AIHA Lab No. 101586).

Analytical Results

Asbestos

Under 40 CFR 61, Subpart M, and 40 CFR 763, Subpart E, the EPA considers any material product which contains greater than 1% asbestos to be ACM. Under 29 CFR 1926.1101, the Occupational Safety and Health Administration (OSHA) regulates material products that contain any concentration of asbestos above 'non-detect' (i.e., 'trace' or 'less than 1%' and higher test results).

Asbestos was not detected in any of the samples submitted to the laboratory for analysis.

Lead Paint

Under 40 CFR 745, the EPA considers LBP to be any paint or surface coating that contains lead at a level equal to or greater than 0.5 percent (%) by weight. Under 29 CFR 1926.62, OSHA also regulates paints having any laboratory-reportable concentration of lead. Therefore, paints having no laboratory-reportable lead concentration are considered to be non-lead containing (NLC) and are not regulated either by the EPA or OSHA.

Lead-Based Paint was not detected in any of the samples submitted to the laboratory for analysis.

Conclusions and Recommendations

AZTEC has performed this Hazmat survey in general conformance with ADOTs typical approach for environmental evaluations and has concluded that ACM was not detected in the samples collected from the structures that may potentially be affected by the proposed project improvements. LBP was also not identified in the samples collected from the structures that may be potentially affected by the proposed project improvements.

No mitigation measures are recommended.

As standard practice, AZTEC recommends that during construction activities all contractors should be instructed to follow all applicable regulations regarding discovery and response for hazardous materials encountered during the construction process, and to stop all subsurface activities in the event that suspect stained soil or noxious odors are encountered, or if other suspect buried materials are encountered. Additionally, if previously unidentified suspect ACMs or LBPs are encountered on components subject to disturbance, work should stop in that area until assessed by an Asbestos and/or Lead Inspector with the appropriate credentials.

AZTEC appreciates the opportunity to serve ADOT and the project team on this important project. If you have any questions or comments, please feel free to contact me at 602.290.4774 or ssutherland@aztec.us.

Respectfully,

AZTEC ENGINEERING GROUP, INC.

Jonathan D. Gelen
Environmental Scientist II

Steven P. Sutherland, RG, PG, CEM, ENV SP
Hazardous Materials Group Manager

Distribution: One electronic copy to Addressee

Attachments:
Attachment 1 – Figures
Attachment 2 – Asbestos-Containing Materials Sampled Material Photolog
Attachment 3 – Lead-Based Paint Sampled Material Photolog
Attachment 4 – AHERA and EPA Certifications
Attachment 5 – ACM Laboratory Analytical Report & Chain-of-Custody Documentation
Attachment 6 – LBP Laboratory Analytical Report & Chain-of-Custody Documentation

ATTACHMENT 1

Figures

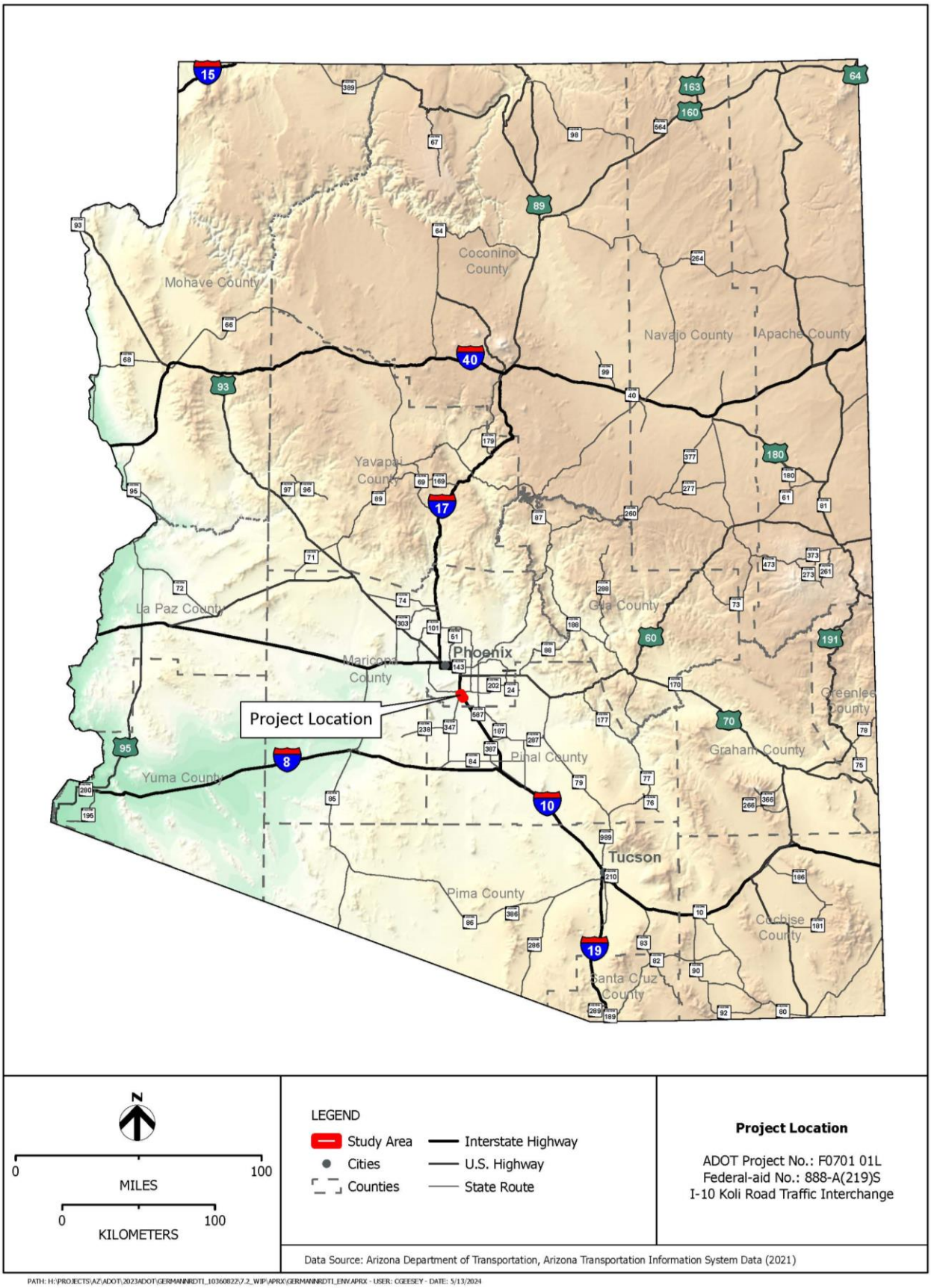


Figure 1: State Location Map
ADOT Project No. 010 MA 166 F0701 01L
Maricopa County, Arizona

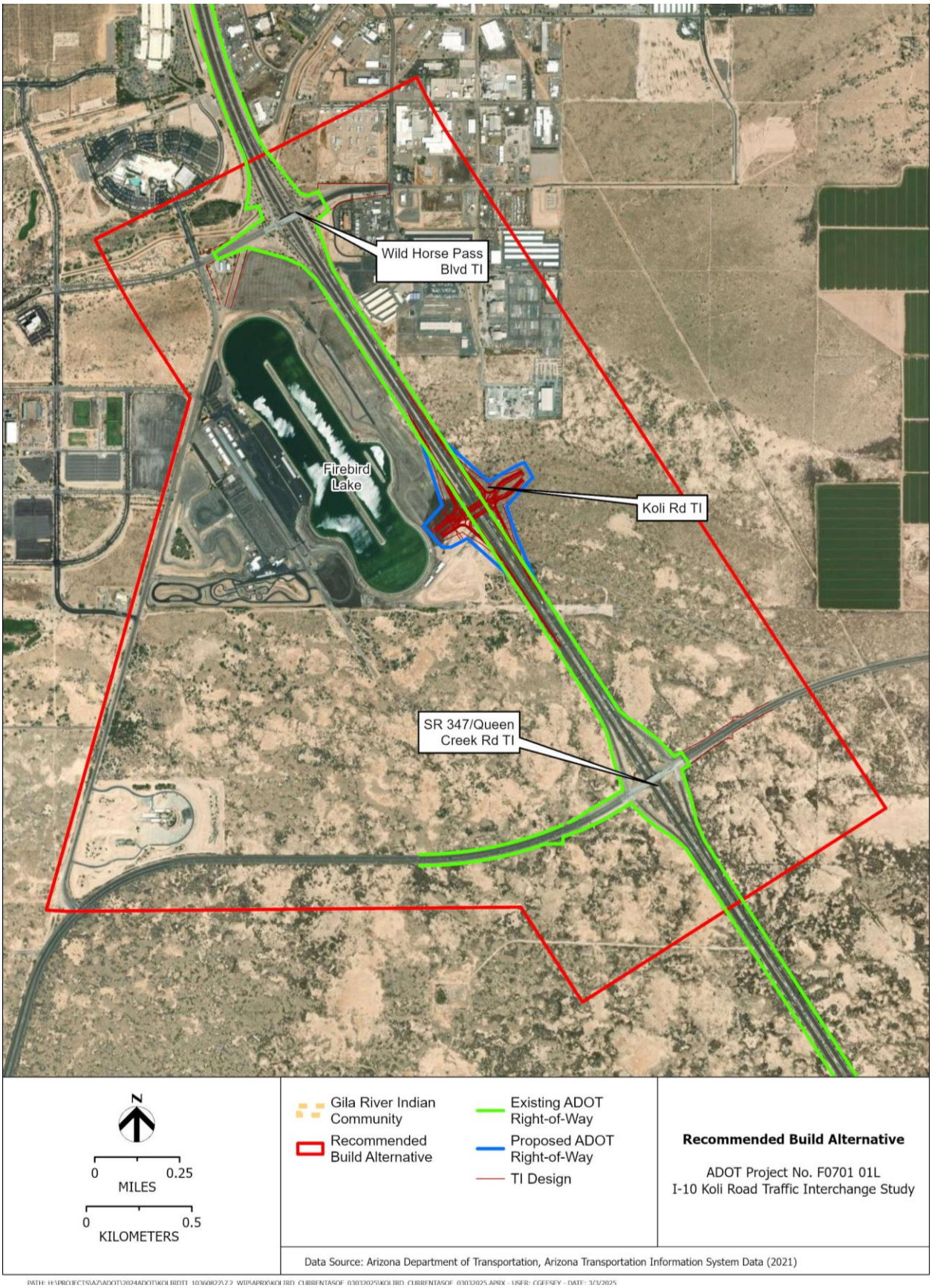


Figure 2: Project Vicinity Map
ADOT Project No. 010 MA 166 F0701 01L
Maricopa County, Arizona



Figure 3: Sample Locations

ADOT Project No. 010 MA 166 F0701 01L

Maricopa County, Arizona

Source: Google Imagery (2023)

- Project Limits
- Existing ADOT Right-Of-Way
- Asbestos Containing Materials Sample Location (Non-Detect)
- Lead-Based Paint Sample Location (Non-Detect)

N

Feet

0 200 400

AZTEC TYPSA

Map Disclaimer: this map is intended for general sitting purposes only. (20250317 jroos)

ATTACHMENT 2

Asbestos-Containing Material Sampled Material Photolog

Photo 1:
Concrete Pad.



Photo 2:
Concrete Pad.





Photo 3:
Concrete Footer.



Photo 4:
Tan and Blue Paint.



Photo 5:
Orange and Rust Color Paint.



Photo 6:
White Paint Stripe.

Photo 7:
Blue Paint Stripe.



Photo 8:
Concrete Ramp.



ATTACHMENT 3

Lead-Based Paint Sampled Material Photolog



Photo 1:
Tan and Blue Paint.

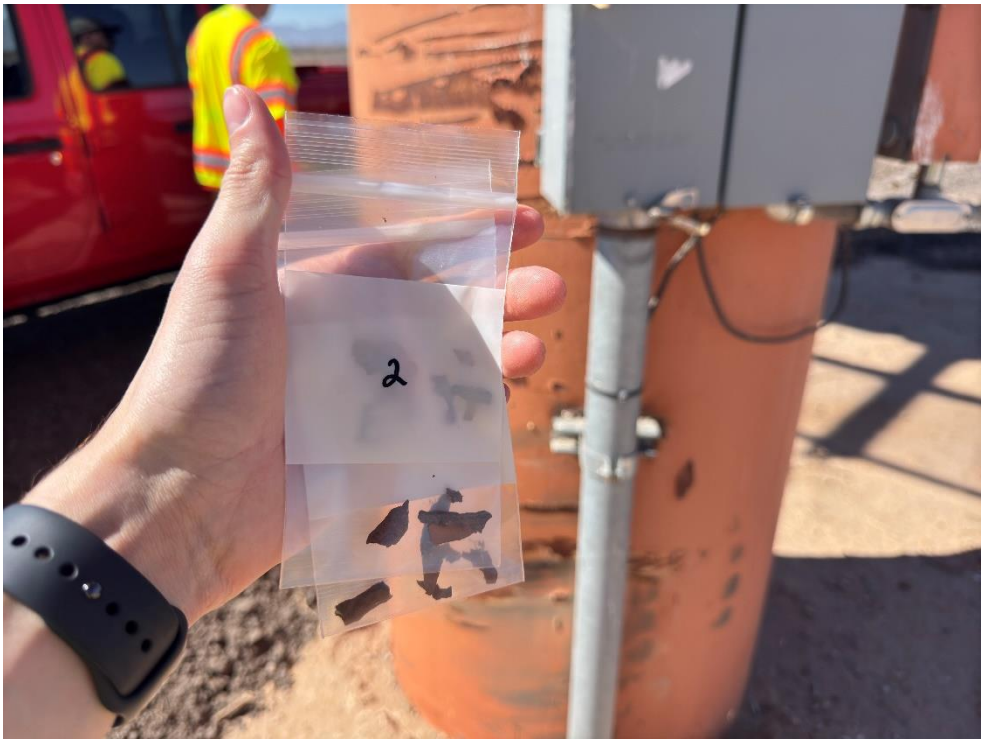


Photo 2:
Orange and Rust Colored Paint.



Photo 3: White Paint Stripe.



Photo 4: Blue Paint Stripe.

ATTACHMENT 4

AHERA and EPA Certifications

THE ASBESTOS INSTITUTE

Certifies that

Jonathan Gelen

has attended and received instruction in the EPA approved course

AHERA Building Inspector Refresher

on

June 10, 2024

and successfully completed and passed the competency exam.

Certificate:
ON-188748-18211-061024

Date of Examination:
10-Jun-2024
Date of Expiration:
10-Jun-2025

William T. Cavness
Director

Approved Instructor

THE ASBESTOS INSTITUTE
20033 N. 19th Ave, Building 6, Phoenix, AZ 85027
602-864-6564 – www.theasbestosinstitute.com

The person receiving this certificate has completed the requisite training for asbestos accreditation under TSCA Title II.

Certificate Of Completion

Asbestos Building Inspector Refresher Course

DOSH #:CA-015-06

Steven Sutherland

ABIR0117250002N44307

David Wallach
Principal Instructor

Michael W. Horner
Training Director

1/17/2025	1/17/2025	1/17/2025	1/17/2026
Course Start Date	Course End Date	Exam Date	Expiration Date

This course satisfies the education requirements for Asbestos accreditation under the Toxic Substances Control Act, Title II. This course has been approved by the Department of Industrial Relations, Division of Occupational Safety and Health of the State of California

NATEC INTERNATIONAL

NATEC International, Inc.
National Association of Training and Environmental Consulting
1100 Technology Circle, Suite A, Anaheim, CA 92805 • www.natecintl.com • 800-969-3228

Important Industry Contacts

CAL-OSHA: Ph# (916) 574-2993
(916) 483-0572 Fax Notification
Web: www.dir.ca.gov or calosha.com

CDPH/CLPPB: Ph# (510) 620-5600
Web: www.cdph.ca.gov/programs/CLPPB

SCAQMD: Ph# (909) 396-3739
Fax#(909) 396-3342

BAAQMD: Ph# (415) 749-4762

NATEC International, Inc.
National Association of Training and Environmental Consulting
Asbestos • Lead • Mold • HAZWOPER
PO Box 8657, Fountain Valley, CA 92728
(714) 678-2750, (800) 969-3228, Fax (714) 678-2757
www.natecintl.com

NATEC International, Inc.
National Association of Training and Environmental Consulting

*Note: Card is not suitable substitute for certificate and is not accepted by SCAQMD as proof of certification

This Card Acknowledges That
Steven Sutherland

Holds Training Certification For
Asbestos Building Inspector Refresher Course

Expiration: 1/17/2026

Training Date 1/17/2025
Certificate No. ABIR0117250002N44307

Michael W. Horner
Training Director

United States Environmental Protection Agency

This is to certify that



Jonathan D Gelen

has fulfilled the requirements of the Toxic Substances Control Act (TSCA) Section 402, and has received certification to conduct lead-based paint activities pursuant to 40 CFR Part 745.226 as:

Inspector

In the Jurisdiction of:

All EPA Administered Lead-based Paint Activities Program States, Tribes and Territories

This certification is valid from the date of issuance and expires February 21, 2028

LBP-I-I282549-1

Certification #

February 07, 2025

Issued On

Adrienne Priselac, Deputy Director

Land, Chemicals & Redevelopment Division

United States Environmental Protection Agency

This is to certify that



Steven P Sutherland

has fulfilled the requirements of the Toxic Substances Control Act (TSCA) Section 402, and has received certification to conduct lead-based paint activities pursuant to 40 CFR Part 745.226 as:

Inspector

In the Jurisdiction of:

All EPA Administered Lead-based Paint Activities Program States, Tribes and Territories

This certification is valid from the date of issuance and expires June 13, 2026

LBP-I-I215599-2

Certification #

June 13, 2023

Issued On

Adrienne Priselac, Manager, Toxics Office

Land Division

ATTACHMENT 5

ACM Laboratory Analytical Report and Chain-of-Custody Documentation

EMC LABS, INC.

9830 S. 51st Street, Suite B109, Phoenix, AZ 85044
Phone: 800-362-3373 or 480-940-5294 - Fax: (480) 893-1726

Laboratory Report
0327280

Bulk Asbestos Analysis by Polarized Light Microscopy

NVLAP# 101926-0

Client:	AZTEC	Job# / P.O. #:	AZFWY2209
Address:	501 NORTH 44TH STREET, SUITE 300	Date Received:	03/03/2025
	PHOENIX, AZ 85008	Date Analyzed:	03/05/2025
Collected:	02/25/2025	Date Reported:	03/06/2025
Project Name:	F0701 KOLI ROAD	Submitted By:	JON GELEN
Address:		Collected By:	
		EPA Method:	App.E to Sub.E of 40 CFR Part 763 and EPA/600/R-93

Lab ID / Client ID	Sample Location	Layer Name / Sample Description	Asbestos Detected	Asbestos Type (%)	Non-Asbestos Constituents
0327280-001 A-1		Concrete Pad, Gray/ Beige	No	None Detected	Quartz Gypsum Non-Fibrous Binder/Filler 100%
0327280-002 B-1		Concrete Pad, Gray/ Beige	No	None Detected	Quartz Gypsum Non-Fibrous Binder/Filler 100%
0327280-003 C-1		Concrete Footer, Gray/ Beige	No	None Detected	Quartz Gypsum Non-Fibrous Binder/Filler 100%
0327280-004 D-1		Paint, Tan / Blue / Silver	No	None Detected	Cellulose Fiber <1% Carbonates Quartz Non-Fibrous Binder/Filler 99%
0327280-005 E-1		Paint, Orange / Rust	No	None Detected	Carbonates Quartz Non-Fibrous Binder/Filler 100%
0327280-006 F-1		Paint / Asphalt, White / Black Note: Difficult to separate adjacent layer	No	None Detected	Quartz Gypsum Non-Fibrous Binder/Filler 100%

EMC LABS, INC.

9830 S. 51st Street, Suite B109, Phoenix, AZ 85044
Phone: 800-362-3373 or 480-940-5294 - Fax: (480) 893-1726

Laboratory Report
0327280

Bulk Asbestos Analysis by Polarized Light Microscopy

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Collected:	02/25/2025	Date Reported:	03/06/2025
Project Name:	F0701 KOLI ROAD	Submitted By:	JON GELEN
Address:		Collected By:	
		EPA Method:	App.E to Sub.E of 40 CFR Part 763 and EPA/600/R-93

Lab ID / Client ID	Sample Location	Layer Name / Sample Description	Asbestos Detected	Asbestos Type (%)	Non-Asbestos Constituents
0327280-007 G-1		Paint / Asphalt, Blue / Black Note: Difficult to separate adjacent layer	No	None Detected	Quartz Gypsum Non-Fibrous Binder/Filler 100%
0327280-008 H-1		Concrete Ramp, Gray/ Beige	No	None Detected	Quartz Gypsum Non-Fibrous Binder/Filler 100%
0327280-009 I-12		Concrete Base, Gray	No	None Detected	Quartz Gypsum Non-Fibrous Binder/Filler 100%

Analyst - Matt Kettler

Signatory - Lab Director - Kurt Kettler

Distinctly stratified, easily separable layers of samples are analyzed as subsamples of the whole and are reported separately for each discernible layer. All analyses are derived from calibrated visual estimate and measured in area percent unless otherwise noted. The report applies to the standards or procedures identified and to the sample(s) tested. The test results are not necessarily indicative or representative of the qualities of the lot from which the sample was taken or of apparently identical or similar products, nor do they represent an ongoing quality assurance program unless so noted. This report is for the exclusive use of the addressed client and will not be reproduced wholly or in part for advertising or other purposes over our signature or in connection with our name without special written permission. The report shall not be reproduced except in full, without written approval by our laboratory. The samples not destroyed in testing are retained a maximum of sixty days. The laboratory measurement of uncertainty for the test method is approximately less than 1 by area percent. Accredited by the National Institute of Standards and Technology, Voluntary Laboratory Accreditation Program for selected test method(s) for asbestos. The Client/Customer supplies the following information for this report: The Project Name, Address, Collection Date/Time, Sample Collector, Job/PO Number, Client Sample Identification and Sample Location. The accreditation or any reports generated by this laboratory in no way constitutes or implies product certification, approval, or endorsement by the National Institute of Standards and Technology. The report must not be used by the client to claim product certification, approval, or endorsement by NVLAP, NIST, or any agency of the Federal Government.

CHAIN OF CUSTODY

EMC Labs, Inc.
9830 S. 51st St., Ste B-109
Phoenix, AZ 85044

(800) 362-3373 Fax (480) 893-1726

LAB#: 327280
TAT: 3 day
Rec'd: MAR 0 3 PM

COMPANY NAME:	AZTEC Engineering Group, Inc.	BILL TO:	(If Different Location)
	501 North 44th Street, Suite 300		Same
	Phoenix, AZ 85008		
CONTACT:	Steve Sutherland	Jon Gelen	
Phone/Fax:	(602) 290-4774	(480) 299-6255	
Email:	ssutherland@aztec.us	jgelen@aztec.us	

Now Accepting: VISA – MASTERCARD **Price Quoted:** $_____ / Sample $_____ / Layers

COMPLETE ITEMS 1-4: (Failure to complete any items may cause a delay in processing or analyzing your samples)

1. **TURNAROUND TIME:** [4hr rush] [8hr rush] [1-Day] [2-Day] (3-Day) [5-Day] [6-10 Day]

****Prior confirmation of turnaround time is required**
****Additional charges for rush analysis (please call marketing department for pricing details)**
****Laboratory analysis may be subject to delay if credit terms are not met**

2. **TYPE OF ANALYSIS:** (Bulk-PLM) [Air-PCM] [Lead] [Point Count] [Fungi: AOC, W-C, Bulk, Swab, Tape]
3. **DISPOSAL INSTRUCTIONS:** (Dispose of samples at EMC) / [Return samples to me at my expense]

(If you do not indicate preference, EMC will dispose of samples 60 days from analysis.)

4. **Project Name:** F0701 Koli Road

P.O. Number: _____ **Project Number:** AZFWY2209

EMC SAMPLE #	CLIENT SAMPLE #	DATE & TIME SAMPLED	LOCATION/MATERIAL TYPE	Samples Accepted Yes / No	AIR SAMPLE INFO / COMMENTS ON	OFF	FLOW RATE
1	A-1	02/25/2025	Concrete Pad	(Y) N			
2	B-1	02/25/2025	Concrete Pad	Y N			
3	C-1	02/25/2025	Concrete Footer	Y N			
4	D-1	02/25/2025	Tan/Blue Paint	Y N			
5	E-1	02/25/2025	Orange/Rust Paint	Y N			
6	F-1	02/25/2025	White Paint Stripe	Y N			
7	G-1	02/25/2025	Blue Paint Stripe	Y N			
8	H-1	02/25/2025	Concrete Ramp	Y N			
9	I-1	02/25/2025	Concrete Base	Y N			

SPECIAL INSTRUCTIONS: _____

Sample Collector: (Print) Jon Gelen (Signature) _____

Relinquished by: _____ Date/Time: 03-3-25 1630 Received by: Doreen Celaya Date/Time: 3/3/25

Relinquished by: Doreen Celaya Date/Time: 3/3/25 Received by: _____ Date/Time: MAR 0 3 2025

ATTACHMENT 6

LBP Laboratory Analytical Report and Chain-of-Custody Documentation

EMC LABS, INC.

9830 South 51st Street, Suite B-109 / PHOENIX, ARIZONA 85044 / 480-940-5294 or 800-362-3373 / FAX 480-893-1726
emclab@emclabs.com

LEAD (Pb) IN PAINT CHIP SAMPLES

EMC SOP METHOD #L01/1 EPA SW-846 METHOD 7420

EMC LAB #:	L108857	**DATE RECEIVED:**	03/04/2025
CLIENT:	AZTEC Engineering Group, Inc.	**REPORT DATE:**	03/07/2025
		DATE OF ANALYSIS:	03/06/2025
CLIENT ADDRESS:	501 North 44th St, Suite 300 Phoenix, AZ 85008	**P.O. NO.:**	
PROJECT NAME:	F0701 Koli Road	**PROJECT NO.:**	AZFWY2209

EMC # L108857-	SAMPLE DATE /25	CLIENT SAMPLE #	DESCRIPTION	REPORTING LIMIT (%Pb by weight)	%Pb BY WEIGHT
1	02/25	1	Tan/Blue Paint	0.017	0.259
2	12/20/24	2	Orange/Rust Paint	0.016	0.129
3	12/20/24	3	White Paint Stripe	0.010	BRL
4	12/20/24	4	Blue Paint Stripe	0.010	BRL

^ = Dilution Factor Changed ***** = Excessive Substrate May Bias Sample Results **BRL** = Below Reportable Limits **#** = Very Small Amount Of Sample Submitted, May Affect Result

This report applies to the standards or procedures identified and to the samples tested only. The test results are not necessarily indicative or representative of the qualities of the lot from which the sample was taken or of apparently identical or similar products, nor do they represent an ongoing quality assurance program unless so noted. Unless otherwise noted, all quality control analyses for the samples noted above were within acceptable limits.

Where it is noted that a sample with excessive substrate was submitted for laboratory analysis, such analysis may be biased. The lead content of such sample may, in actuality, be greater than reported. EMC makes no warranty, express or implied, as to the accuracy of the analysis of samples noted to have been submitted with excessive substrate. Resampling is recommended in such situations to verify original laboratory results. EMC Labs, Inc. (ID 101586) is accredited by the AIHA Laboratory Accreditation Programs, LLC (AIHA-LAP, LLC) in the Environmental Lead accreditation program(s) for Paint, Settled Dust by Wipe, Soil and Airborne Dust Fields of Testing as documented by the Scope of Accreditation Certificate and associated Scope. AIHA-LAP, LLC accreditation complies with the ISO/IEC Standard 17025**:2017** requirements. The customer provides the Project number, name, address, sampling date, identification, and description. EMC Labs, Inc. is an EPA Recognized Testing Lab.

These reports are for the exclusive use of the addressed client and are rendered upon the condition that they will not be reproduced wholly or in part for advertising or other purposes over our signature or in connection with our name without special written permission. Samples not destroyed in testing are retained a maximum of sixty (60) days.

ANALYST: Jason Thompson

QA COORDINATOR: Kurt Kettler

CHAIN OF CUSTODY

EMC Labs, Inc.
9830 S. 51st St., Ste B-109
Phoenix, AZ 85044
(800) 362-3373 Fax (480) 893-1726

LAB#: L108857
TAT: 3DAY
Rec'd: 03/4/25

COMPANY NAME:	AZTEC Engineering Group, Inc.	BILL TO:	(If Different Location)
	501 North 44th Street, Suite 300		Same
	Phoenix, AZ 85008		
CONTACT:	Steve Sutherland Jon Gelen		
Phone/Fax:	(602) 290-4774 (480) 299-6255		
Email:	ssutherland@aztec.us jgelen@aztec.us		

Now Accepting: VISA – MASTERCARD **Price Quoted:** $_____ / Sample $_____ / Layers

COMPLETE ITEMS 1-4: (Failure to complete any items may cause a delay in processing or analyzing your samples)

1. **TURNAROUND TIME:** [4hr rush] [8hr rush] [1-Day] [2-Day] (3-Day) [5-Day] [6-10 Day]

****Prior confirmation of turnaround time is required
****Additional charges for rush analysis (please call marketing department for pricing details)
****Laboratory analysis may be subject to delay if credit terms are not met

2. **TYPE OF ANALYSIS:** [Bulk-PLM] [Air-PCM] (Lead) [Point Count] [Fungi: AOC, W-C, Bulk, Swab, Tape]
3. **DISPOSAL INSTRUCTIONS:** (Dispose of samples at EMC) [Return samples to me at my expense]

(If you do not indicate preference, EMC will dispose of samples 60 days from analysis.)

4. **Project Name:** F0701 Koli Road

P.O. Number: _____ **Project Number:** AZFWY2209

EMC SAMPLE #	CLIENT SAMPLE #	DATE & TIME SAMPLED	LOCATION/MATERIAL TYPE	Samples Accepted Yes / No	AIR SAMPLE INFO / COMMENTS ON	OFF	FLOW RATE
1	1	02/25/2025	Tan/Blue Paint	Y N			
2	2	12/20/2024	Orange/Rust Paint	Y N			
3	3	12/20/2024	White Paint Stripe	Y N			
4	4	12/20/2024	Blue Paint Stripe	Y N			

SPECIAL INSTRUCTIONS: _____

Sample Collector: (Print) Jon Gelen (Signature) _____

Relinquished by: _____ Date/Time: 1630 3-3-25 Received by: SB Date/Time: 3/3/25

Relinquished by: SB Date/Time: 3/4/25 Received by: _____ Date/Time: MAR 05 2025

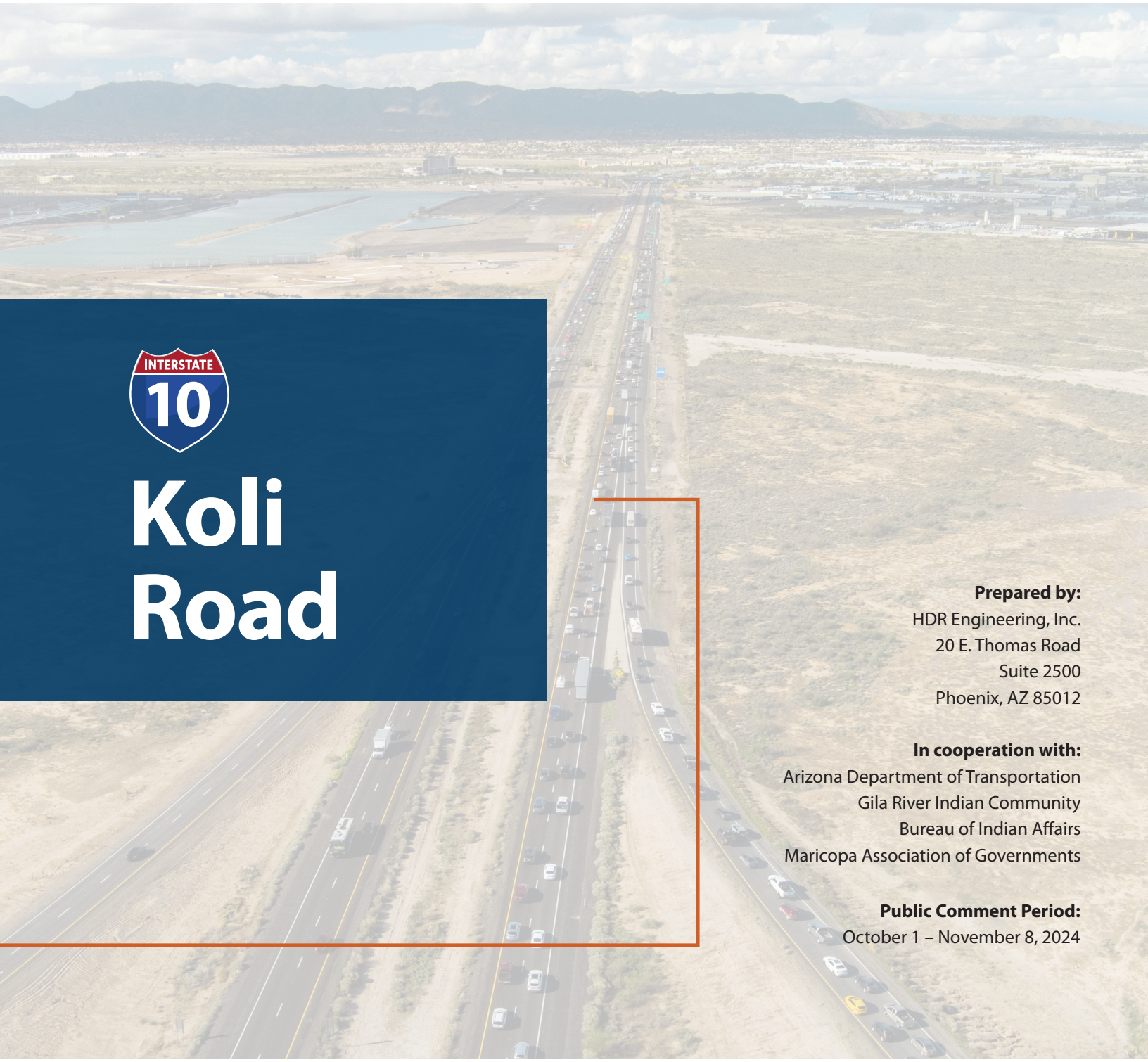
Relinquished by: _____ Date/Time _____ Received by: _____ Date/Time: _____

** In the event of any dispute between the above parties for these services or otherwise, parties agree that jurisdiction and venue will be in Phoenix, Arizona and prevailing party will be entitled to attorney's fees and court costs. Rev. 09/01/08

Appendix K. Agency and Public Involvement

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



INTERSTATE 10

Koli Road

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

In cooperation with:
Arizona Department of Transportation
Gila River Indian Community
Bureau of Indian Affairs
Maricopa Association of Governments

Public Comment Period:
October 1 – November 8, 2024

ARIZONA DEPARTMENT OF TRANSPORTATION

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

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Introduction

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

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

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

Title VI Accommodations

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

Public Review and Comment

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

- **Public Meetings:** Attendees had the opportunity to provide written/verbal comments at the in-person Scoping and Alternatives Community Meeting on October 1, 2024, on the Gila River Indian Community, and the virtual Scoping and Alternatives Public Meeting on October 8, 2024.
- **Study website:** Online through a comment form www.azdot.gov/koliroad
- **Email:** koliroad@azdot.gov
- **Phone:** (855) 712-8530
- **Mail:** I-10/Koli Road Traffic Interchange Study Office
  6515 South Rural Road, Suite 107
  Tempe, AZ 85283

Community and Public Meetings

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

Table 1. Public Meeting Dates and Locations

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

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

Community and Public Meetings Notification

Newspaper Advertisements

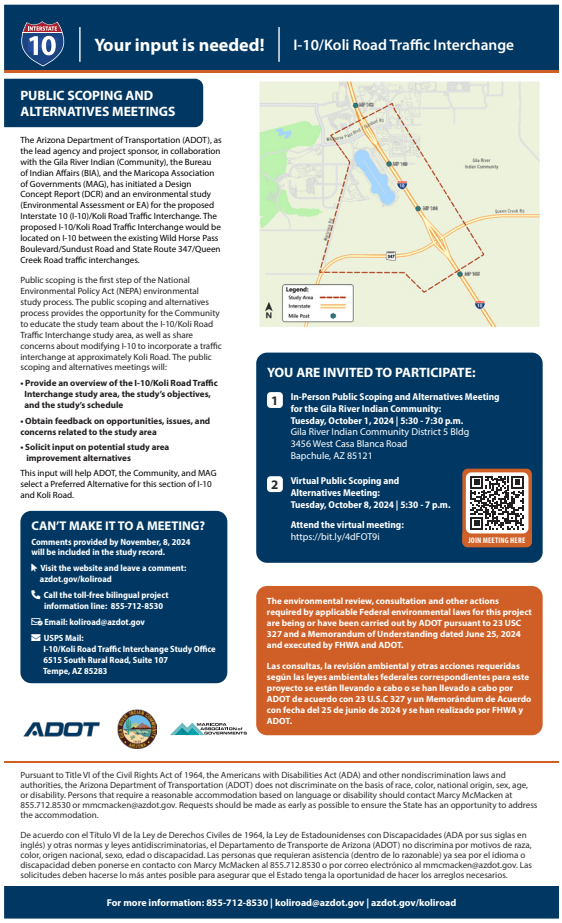
The Public Involvement (PI) team prepared and arranged for the publication of print advertisements that described the proposed I-10/Koli Road TI Study, provided information about how to submit comments and invited the public to attend the meetings.

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

The advertisements were placed in the following publications:

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

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



Flyer and Poster Distribution

The PI team designed and printed 150 flyers and 25 posters promoting both the Oct. 1 Community meeting and the Oct. 8 virtual meeting. The flyers and posters were delivered to the Gila River Indian Community Government Office and District Offices during the week of Sept. 9 for distribution to Community members and for display on Community bulletin boards.

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

News Release and GovDelivery

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

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

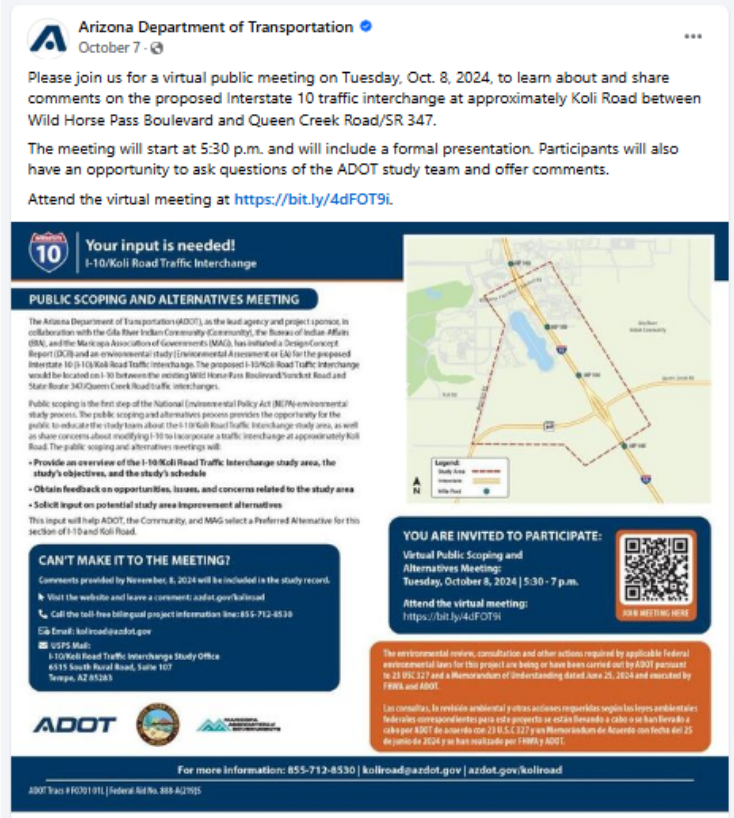
- The Oct. 2 notification was sent to 162,013 emails
- The Oct. 8 notification was sent to 173,313 emails

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

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

Social Media

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



Posts were shared on the following dates:

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

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

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

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

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

Digital Media

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

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

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

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

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

Community and Public Meetings Format

In-Person Community Meeting Format

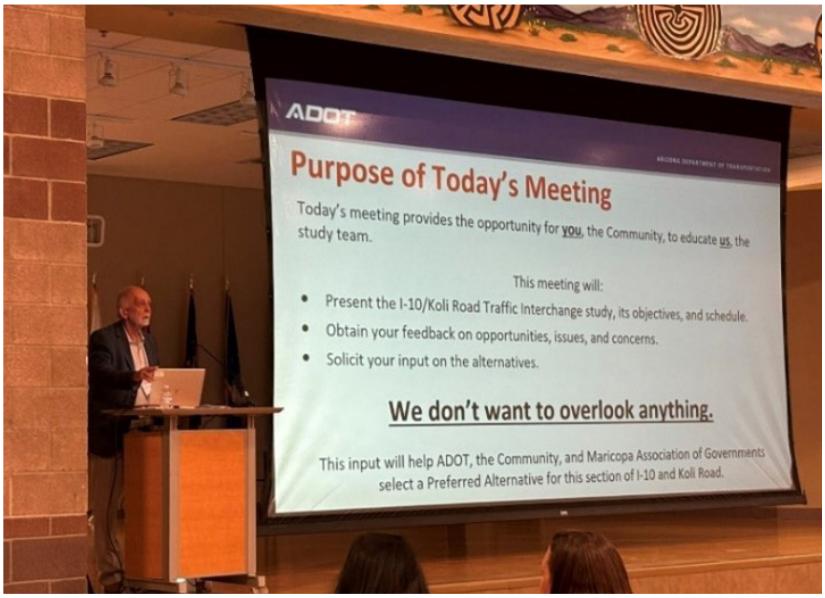
The in-person Community meeting was held on Oct. 1, 2024, at the Gila River Indian Community District 5 Multipurpose Building. The purpose of the Community meeting was to provide an overview of I-10/ Koli Road TI need, purpose and alternatives, and accept public comments. In addition, an update was provided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

Table 2. In-Person Community Meeting Agenda

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



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



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

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

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

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

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

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

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

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

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

Virtual Public Meeting Format

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

Table 3. Virtual Public Meeting Agenda

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

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

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

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

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

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

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

Community and Public Meetings Materials

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

These materials include:

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

Display Boards



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

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

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

Fact Sheet

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

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

Formal Presentation

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

Public Comments and Responses

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

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

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

- Proximity to Wild Horse Pass Blvd TI and Queen Creek Road/SR 347 TI
  - Concerns about need for three TI close together
  - Concerns about traffic flow through the area
- Improvements to SR 347 between I-10 and Maricopa
  - Concerns that I-10/Koli Road TI will have no impact or negative impact on SR 347 safety and capacity
  - Concerns that funding for I-10 Koli/Road TI will take funding from SR 347 improvements
- Firebird Motorsports Park
  - Concerns that the I-10/Koli Road TI will impact the facility and its future
- Traffic Interchange Alternative Preference
  - No consensus on a preferred alternative

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

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Appendix L. Public Hearing Report

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[Note: Public hearing report will be provided in the final EA.]

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