

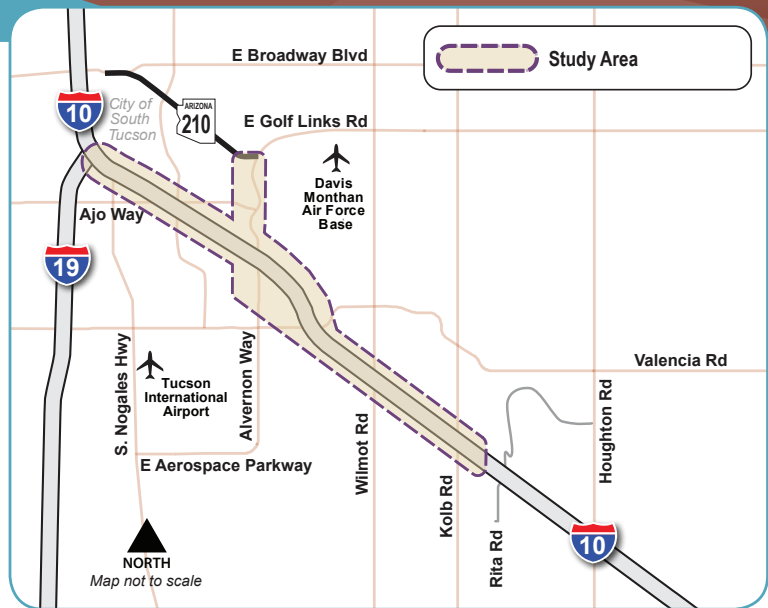
# INTERSTATE 10 AND STATE ROUTE 210

## Design Concept Report and Environmental Assessment

### STUDY OVERVIEW

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), has initiated a Design Concept Report (DCR) and an Environmental Assessment (EA) regarding potential improvements to two important corridors that serve the Tucson area:

- Interstate 10 (I-10) from the I-10/Interstate 19 (I-19) interchange to Kolb Road
- State Route 210 (SR210) (Barraza-Aviation Parkway) from Golf Links Road to a future connection with I-10 along Alvernon Way



Beginning in 2011, Phase 1 of the long-range planning process for these corridors included a Feasibility Study and Environmental Overview. The Feasibility Study examined future transportation needs and potential improvements, and the Environmental Overview identified potential environmental issues in the study area. Based on the Feasibility Study, two alternatives are being studied in Phase 2, which includes a DCR and EA.

### DESIGN CONCEPT REPORT

The DCR will further refine the two alternatives identified in the Feasibility Study. The purpose of the proposed alternatives is to relieve congestion and improve traffic flow on I-10, and to connect SR210 with I-10 to provide an additional route into and out of the downtown Tucson area. The proposed alternatives were developed based on public and agency input received during Phase 1 as well as the technical analysis of multiple connection points between SR210 and I-10.

### ENVIRONMENTAL ASSESSMENT

The purpose of the EA is to identify any potential significant environmental impacts of the proposed build alternatives, including a No Build alternative. The EA will evaluate potential social, economic, and natural environmental impacts on multiple environmental resource categories such as air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. Ultimately, the EA will determine if this project will result in a Finding of No Significant Impact or not. The EA will be prepared in accordance with the National Environmental Policy Act.

### STUDY PROCESS

The next step is to review public comments on the build alternatives and adjust the alternatives, if necessary. An Initial DCR and Draft EA will then be prepared with an anticipated completion date of spring 2019. Community outreach is ongoing, so the public will continue to have an opportunity to provide input as the project progresses. Later a public hearing will be held during the 30-day review period of the Draft EA to receive comments on the recommended alternative. Subsequently, both the DCR and EA will get finalized and the selected alternative will be identified.

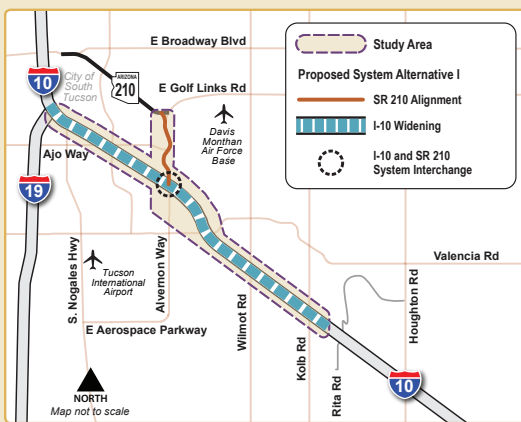
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The following two proposed alternatives, plus a No Build alternative, are being carried forward for more detailed analysis and study:

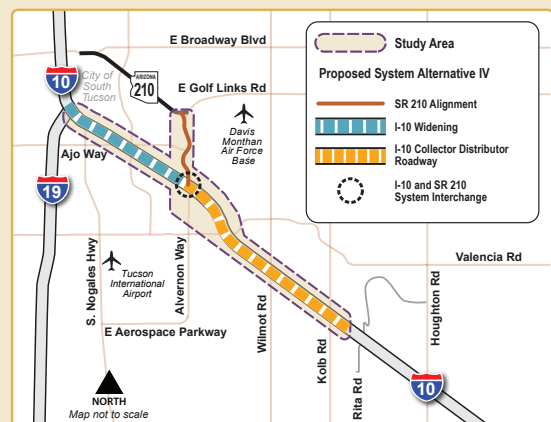
### System Alternative I

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10
- Add a new system interchange to provide access from SR210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Add up to four (4) lanes in each direction on I-10 from Alvernon Way to Kolb Road

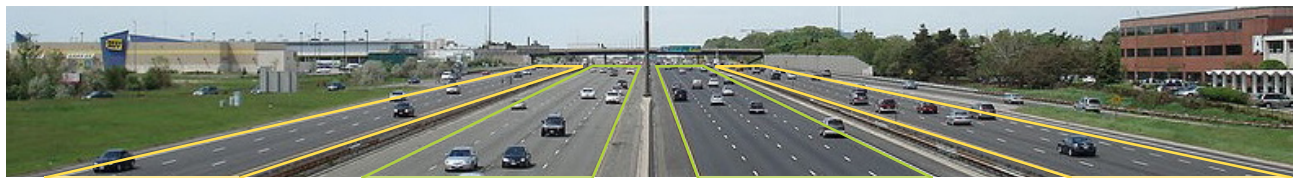


### System Alternative IV

- Designate Alvernon Way as SR210 from Golf Links Road to the I-10
- Add a new system interchange to provide access from SR210 to I-10
- Add up to two (2) lanes in each direction on I-10 from the I-10/I-19 interchange to Alvernon Way
- Modify I-10 from Alvernon Way to Kolb Road to serve as a collector-distributor roadway, adding up to four (4) lanes in each direction (see inset)



**Collector-distributor (C-D) roadways** are supplemental lanes between freeway main lanes and the frontage roads. Their primary purpose is to move the weaving and lane changing traffic away from the high-speed traffic on the freeway. C-D roadways are the location where weaving occurs as vehicles move from the freeway to the frontage road or local streets (and vice-versa). C-D roadways can improve traffic flow on freeways and their entrance and exit ramps, as well as improve safety by reducing freeway merging and weaving movements.



### No-Build Alternative

- Do nothing

Both proposed system alternatives will add or improve interchanges, widen or replace existing bridges, and remove some existing interchange ramps to improve spacing and traffic flow on I-10. If the No-Build alternative is chosen, no action will be taken.

## FOR MORE INFORMATION OR TO SUBMIT COMMENTS:



**Website:** [www.azdot.gov/i10SR210study](http://www.azdot.gov/i10SR210study)



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