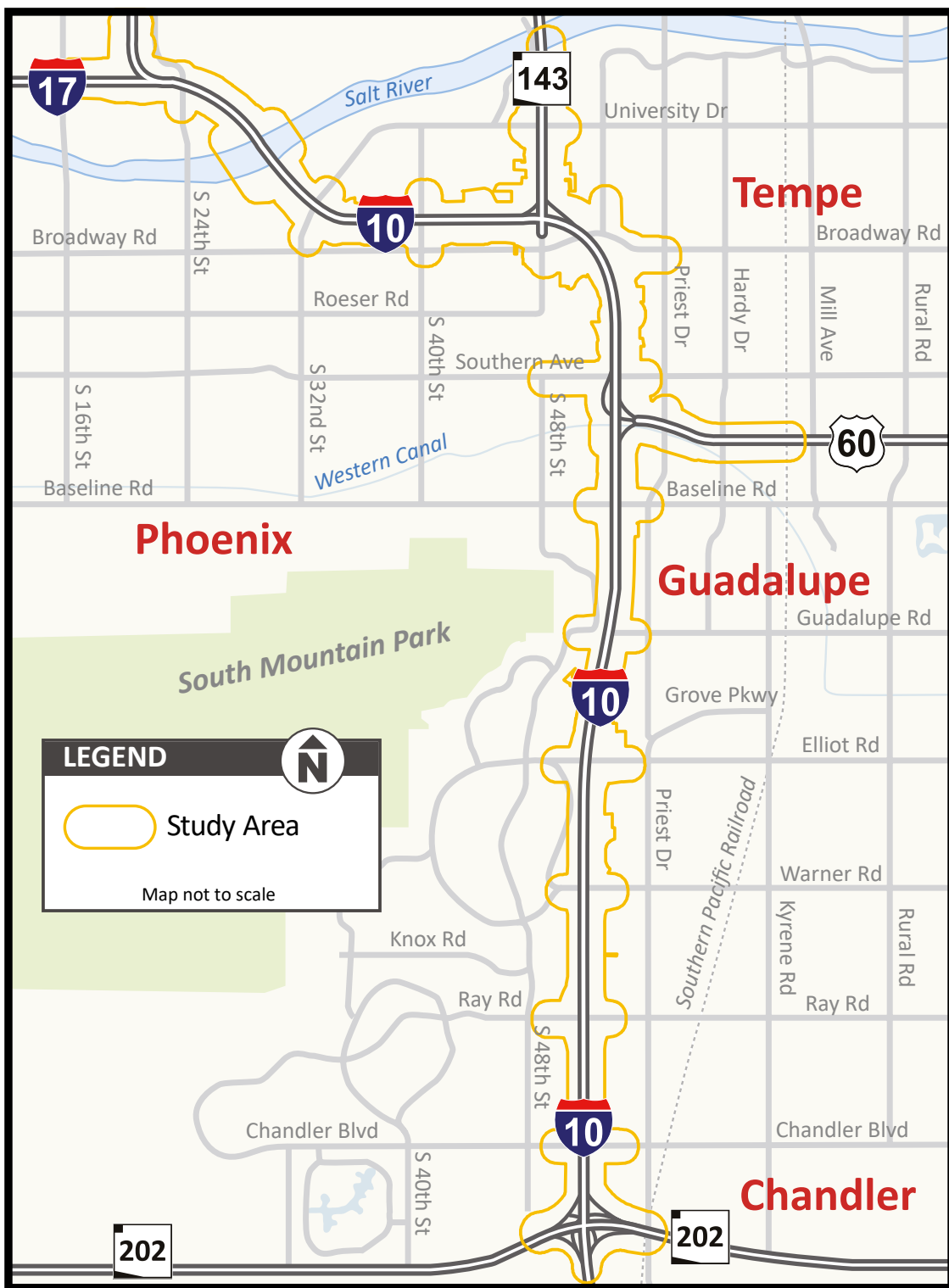


Study Area



Previous Studies



- **2009** I-10 Corridor Improvement Study
- **2014** I-10/I-17 Maricopa Association of Governments “Spine” Corridor Master Plan
- **2014** I-10 Near-Term Improvement Study
- **2019** I-10 Broadway Curve Study

These previous studies have informed the current I-10 Broadway Curve Study. Some of the I-10 Broadway Curve proposed improvements were initially identified in these earlier studies.

What is NEPA?



The National Environmental Policy Act of 1969 (NEPA) requires an analysis of impacts to the natural and human environment for all federally funded projects, and a description of ways to avoid, minimize or mitigate these impacts.

NEPA's goal is to protect, restore, and enhance the natural and human environment while engaging the public and stakeholders through the decision-making process.

The current study is known as an **Environmental Assessment** (EA) and is required by NEPA.

ADOT was granted NEPA assignment in April 2019.

Purpose and Need



The purpose of the I-10 Broadway Curve project is to improve traffic operations and reduce congestion on I-10 while maintaining regional mobility and access for economic centers and providing an improved transportation system linkage.



The Preferred Alternative would address the needs in the study area by:

- Maintaining the current functionality and mobility of the I-10 corridor
- Providing regional mobility and access for economic centers
- Accommodating current and planned system linkages for bus services using I-10



Study Outcomes

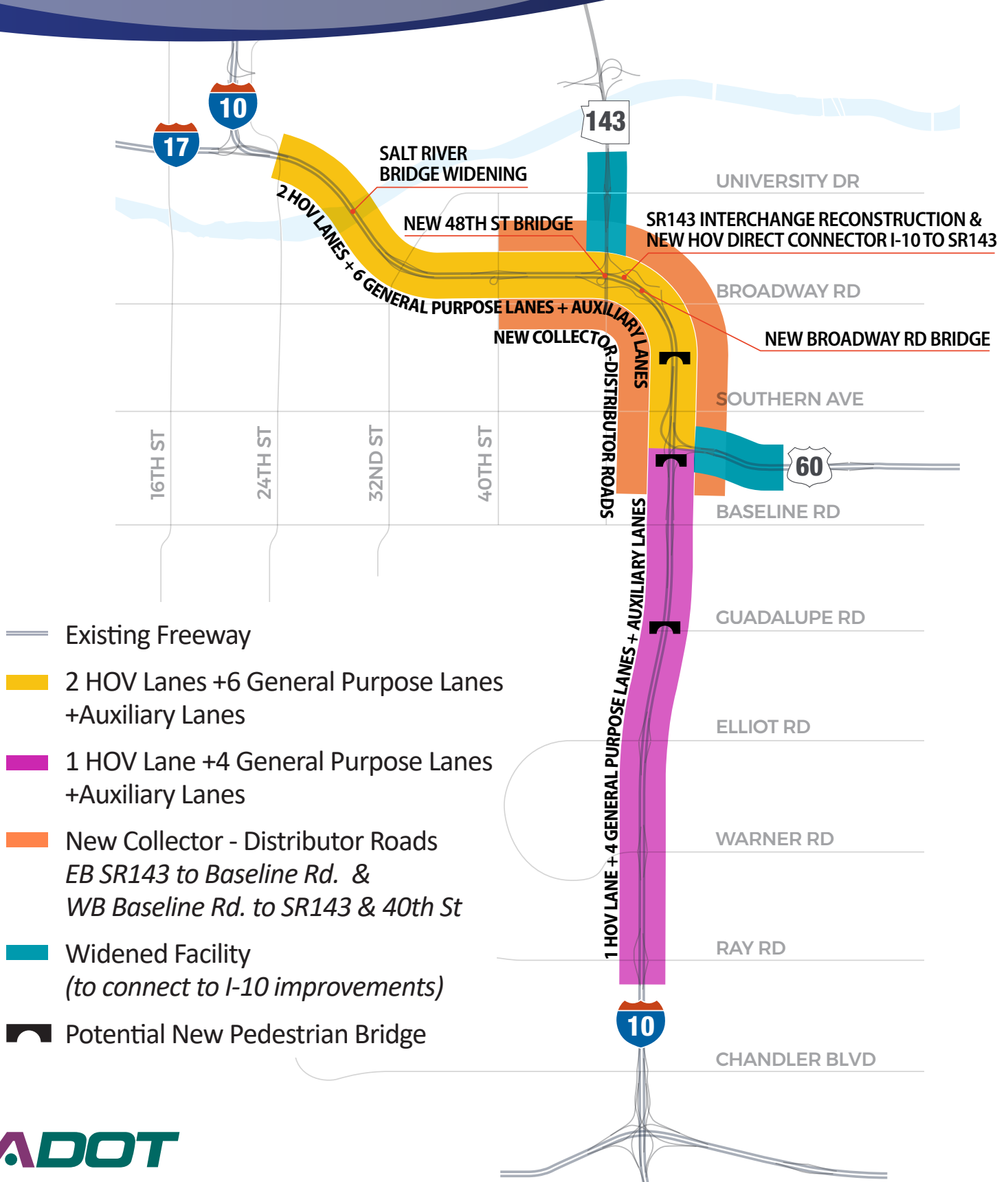


The study outcome is for ADOT to choose an alternative. There are two potential alternatives:

- Preferred Alternative
- No Build Alternative – The Condition that would exist if ADOT did nothing (used for comparison).

After the comment period for the Draft EA, a Final EA will be prepared that will respond to all comments and identify ADOT's selected alternative.

Preferred Alternative



Environmental Resources



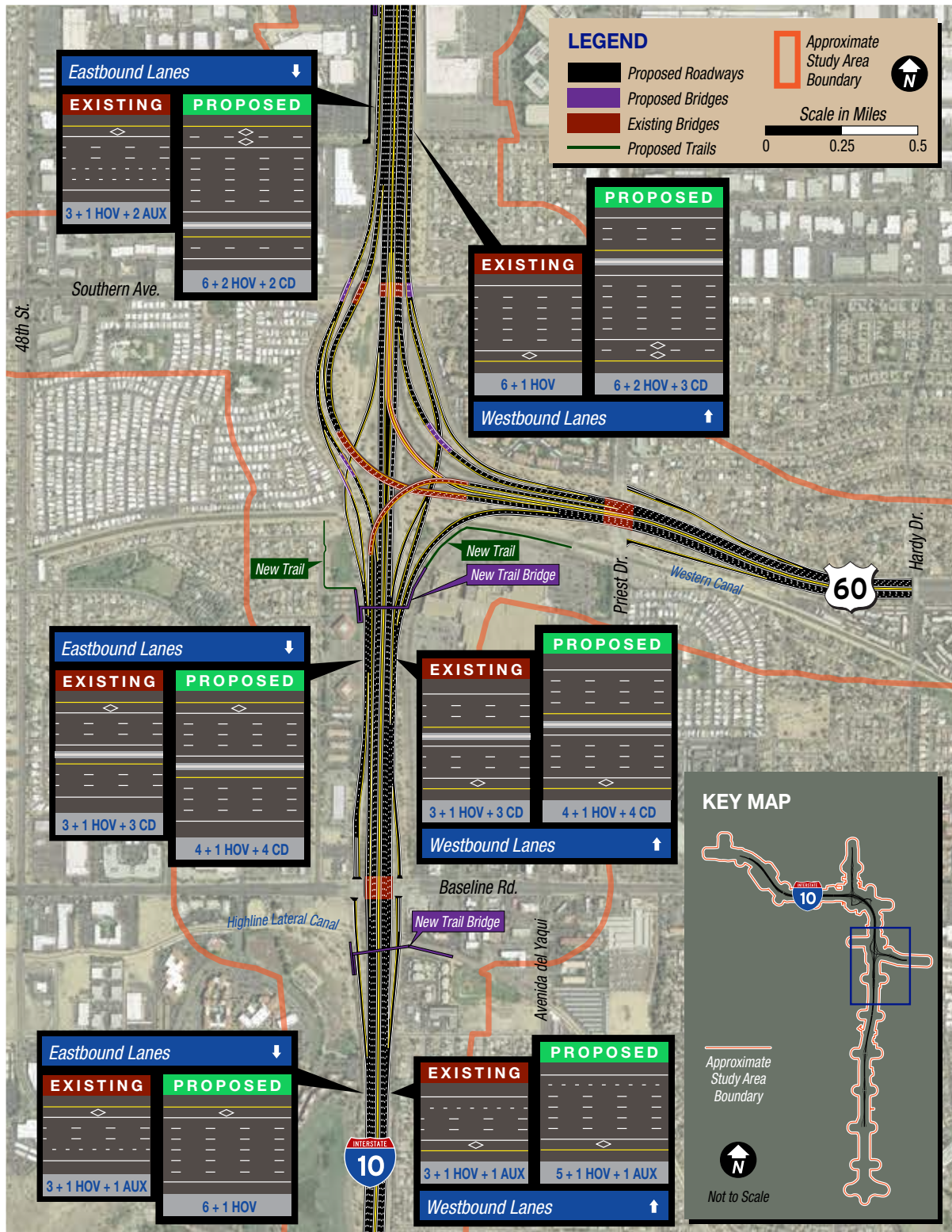
The following environmental resources have been studied as part of the Draft EA:

- Air Quality
- Biological Resources
- Cultural Resources
- Drainage and Floodplain Considerations
- Hazardous Materials
- Land Ownership, Jurisdiction, and Land Use
- Noise
- Section 4(f) Resources
- Secondary and Cumulative Impacts
- Social and Economic Considerations
- Title VI and Environmental Justice
- Traffic and Transportation
- Utilities
- Visual Resources
- Wetlands and Waters of the U.S.

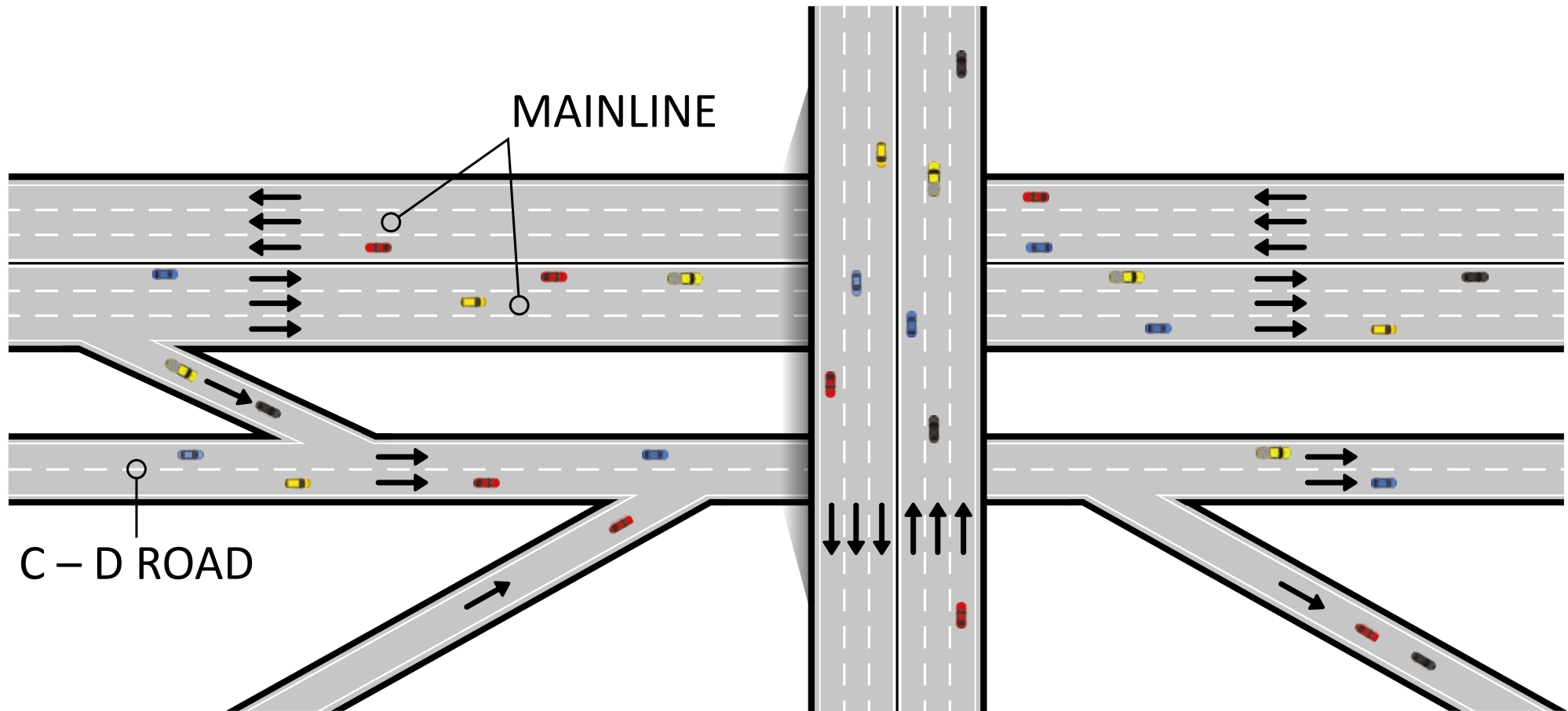




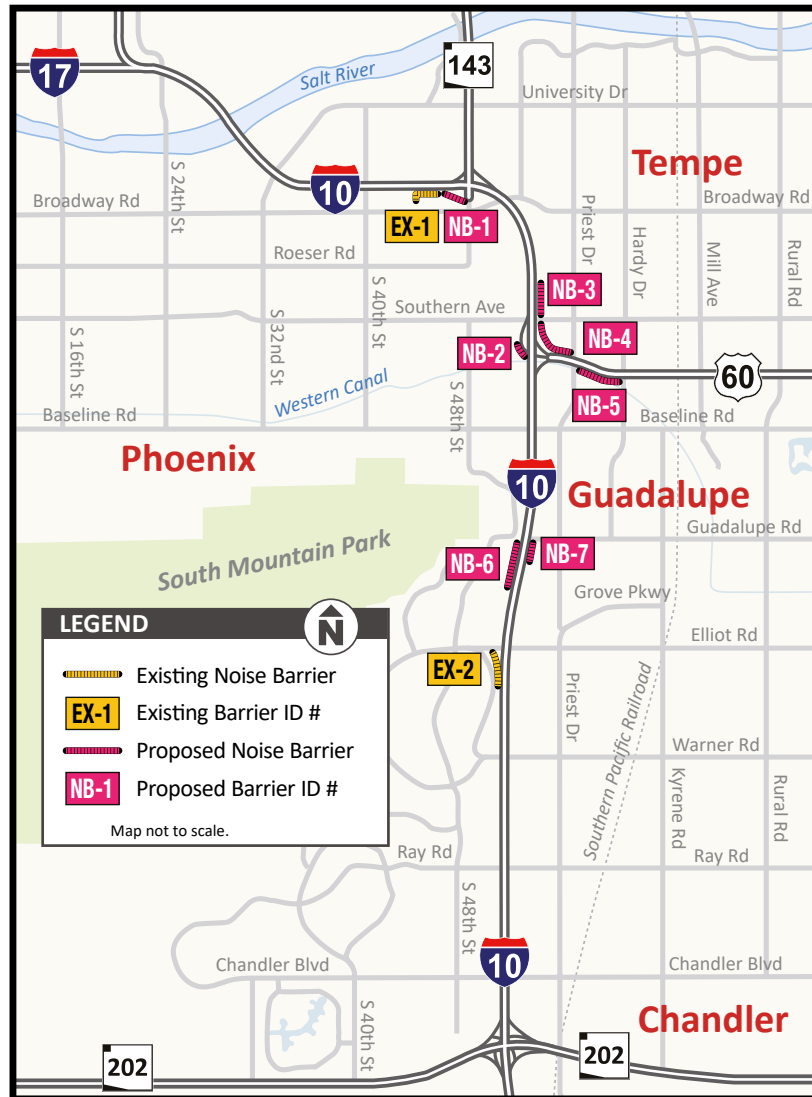
Proposed Improvements at US 60



Collector-Distributor (C-D) Roads



Noise Mitigation



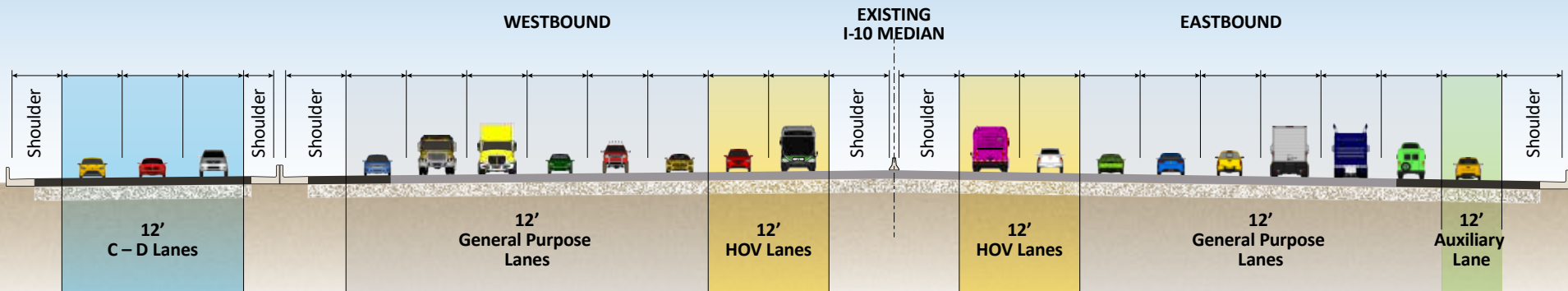
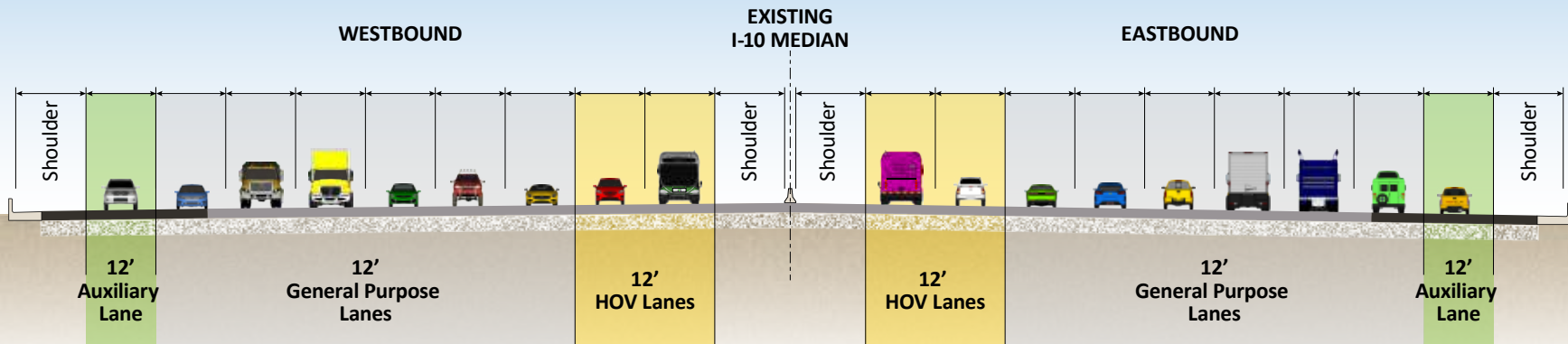
- A noise analysis was conducted to determine locations where noise levels are projected to exceed state and federal standards.
- As a result, seven new proposed noise barriers are recommended, where feasible and reasonable, to provide noise reduction.

Proposed Lanes



PRELIMINARY
CONCEPTS

I-10, Salt River to 40th Street

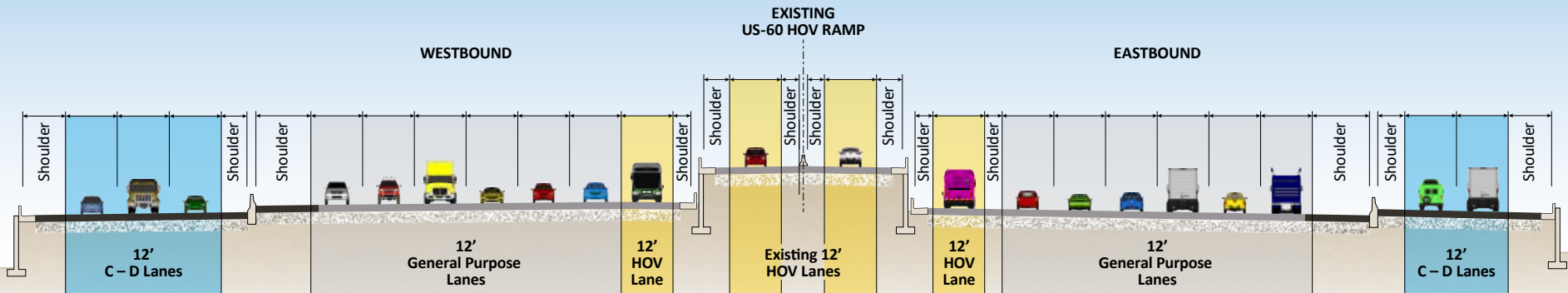
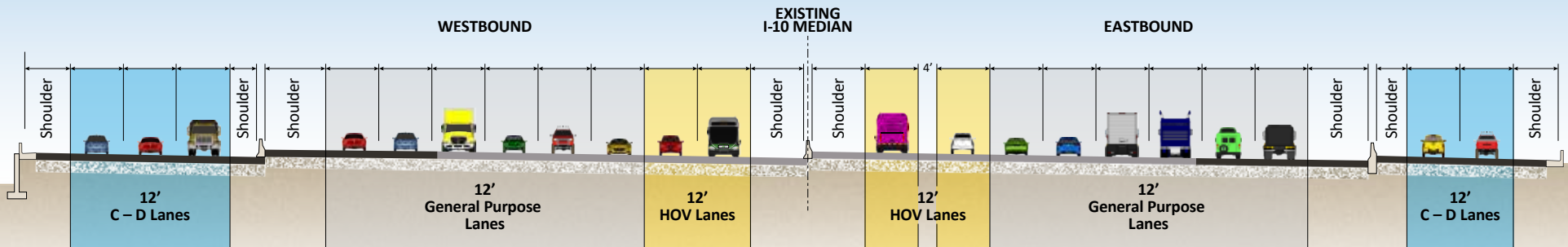


Proposed Lanes



PRELIMINARY
CONCEPTS

I-10, Broadway Road to Alameda Drive



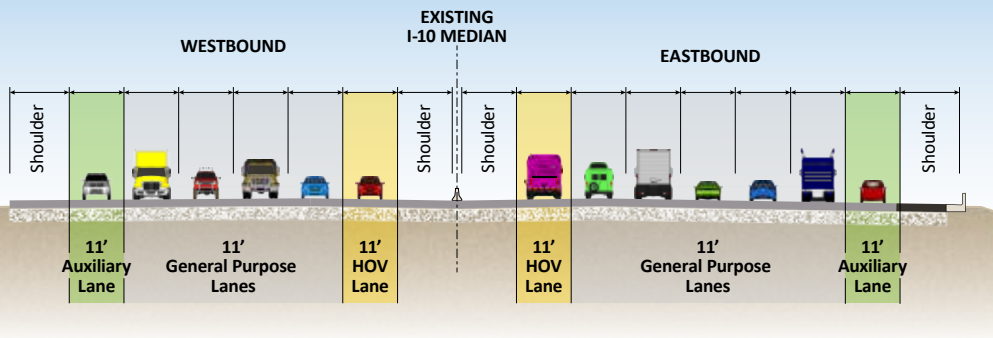
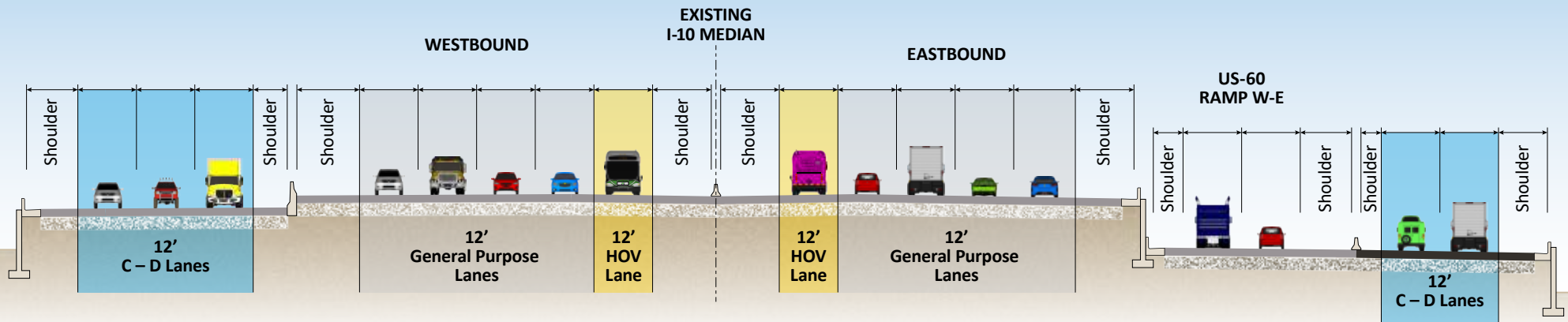
I-10, Alameda Drive to US-60

Proposed Lanes

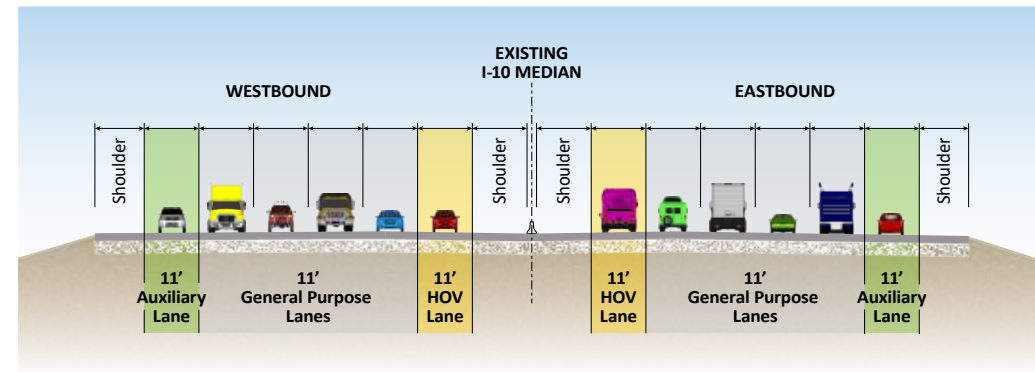


PRELIMINARY CONCEPTS

I-10, US-60 to Baseline Road



I-10, Baseline Road to Elliot Road



I-10, Elliot Road to Ray Road

Next Steps



For the Study...

- Incorporate comments into Final EA
- Prepare Final EA
- ADOT will determine if Finding of No Significant Impact (FONSI) is issued

