

# **Interstate 10 (I-10) Broadway Curve Interstate 17 (Split) to Loop 202 (Santan Freeway)**



**Draft Environmental Assessment (EA)  
Public Hearing  
October 24, 2019**

# Public Hearing Format



Area 1: Sign-in and register to speak

**Area 2: View Study video and displays**

Area 3: Attend a presentation



**Area 4: Provide verbal comments**

**Outside of Area 4:**



- Provide comments online
- Fill out a comment form

# Public Hearing Area



## Please...

Remain quiet.

Silence cell phones.



Do not interrupt a speaker.

Leave the area for side discussions.



Keep comments within the allotted 3 minutes so everyone has time to speak.

# Public Hearing Guidelines



**Register** – All speakers are required to check-in at the Speaker Registration table.

**Order of speakers** – Speakers will be called forward based on the order in which they sign up.



**Time limit for public comments** – To allow equal opportunity, each speaker will be allotted a maximum of 3 minutes. Yielding time to another person will not be allowed.

**No demonstrations** – Demonstrations are not allowed inside the public hearing.



**Hearing schedule** – All speakers registered to speak by the close of this hearing will have the opportunity to speak. Registration will not be allowed past closing time.

*The moderator has the authority to amend these procedures, if necessary.*

# The I-10 Broadway Curve Environmental Assessment

## “The Study”



# 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.



# 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





# What is National Environmental Policy Act of 1969 (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.*

# Environmental Resources



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

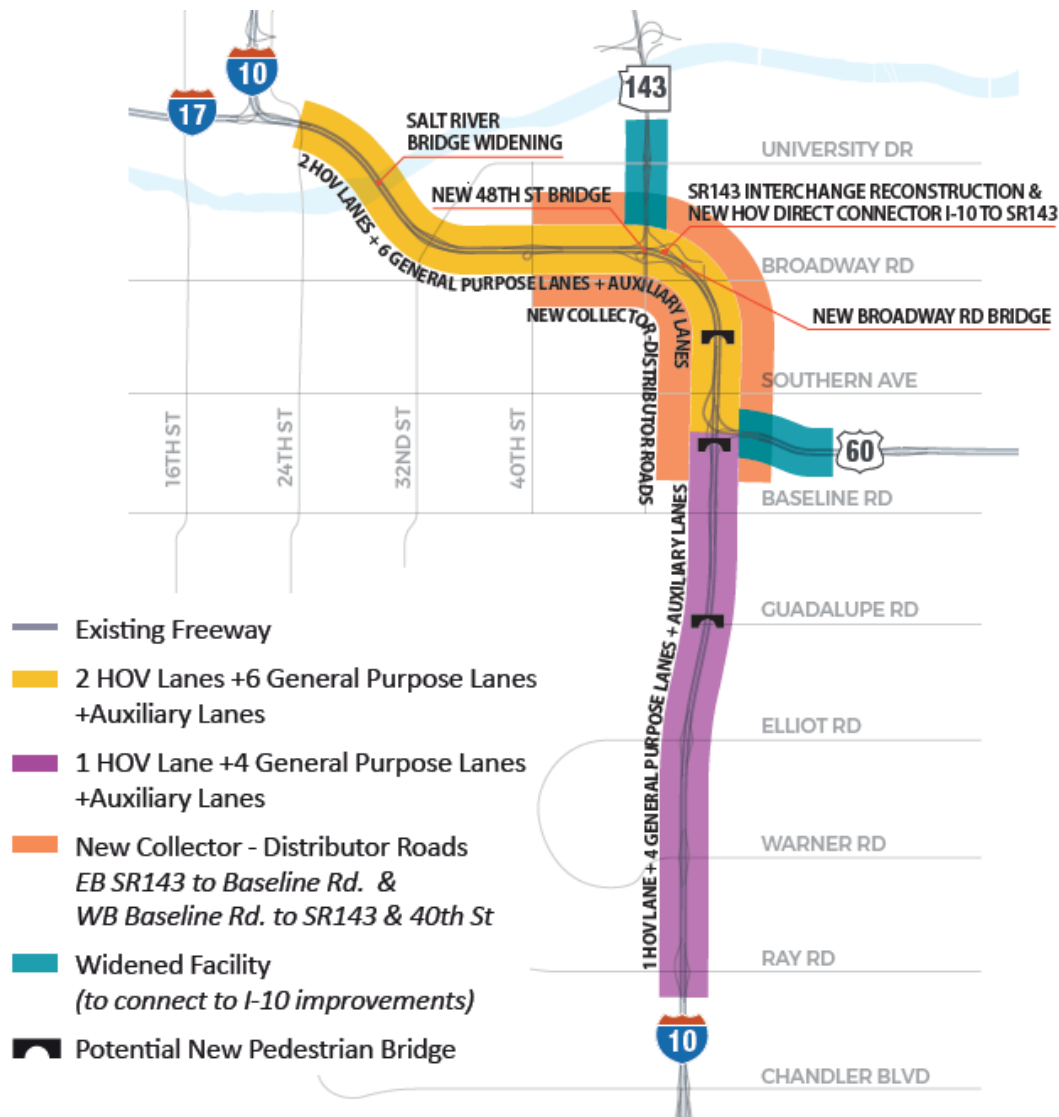


- Air Quality
- Biological Resources
- Cultural Resources
- Drainage and Floodplain Considerations
- Hazardous Materials
- Land Ownership, Jurisdiction, and Land Use
- Noise
- Section 4(f) Resources
- Secondary and Cumulative Impacts
- Social and Economic Considerations
- Title VI and Environmental Justice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

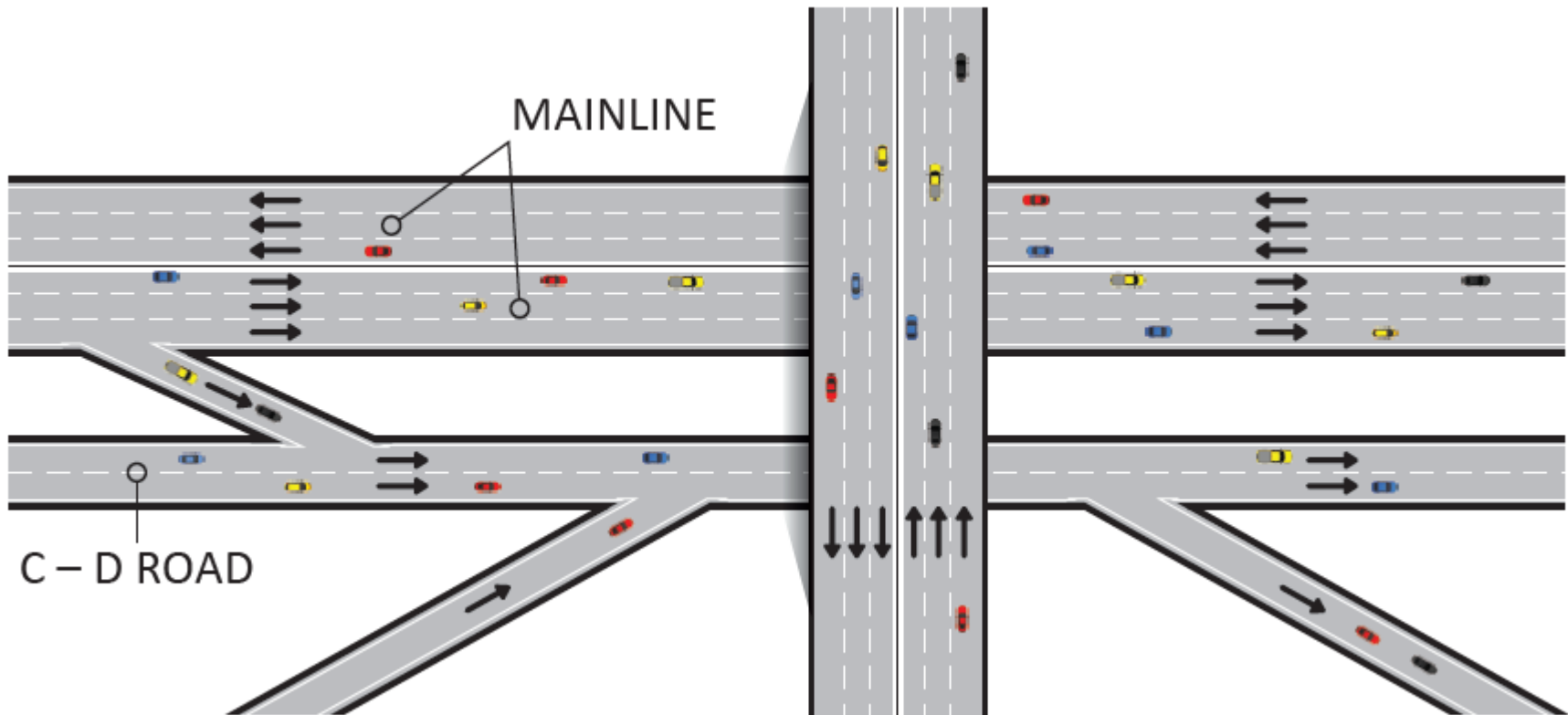
# Key Environmental Factors

- Noise impacts will be mitigated with noise barriers where feasible and reasonable
- Impacts to Wetlands and Waters of the US requiring coordination with USACE and Section 404 Permit
- No effects to Section 4(f) historic properties anticipated
- Air quality analysis completed
- Hazardous materials assessments completed

# Preferred Alternative



# Collector-Distributor System



# Study Outcome

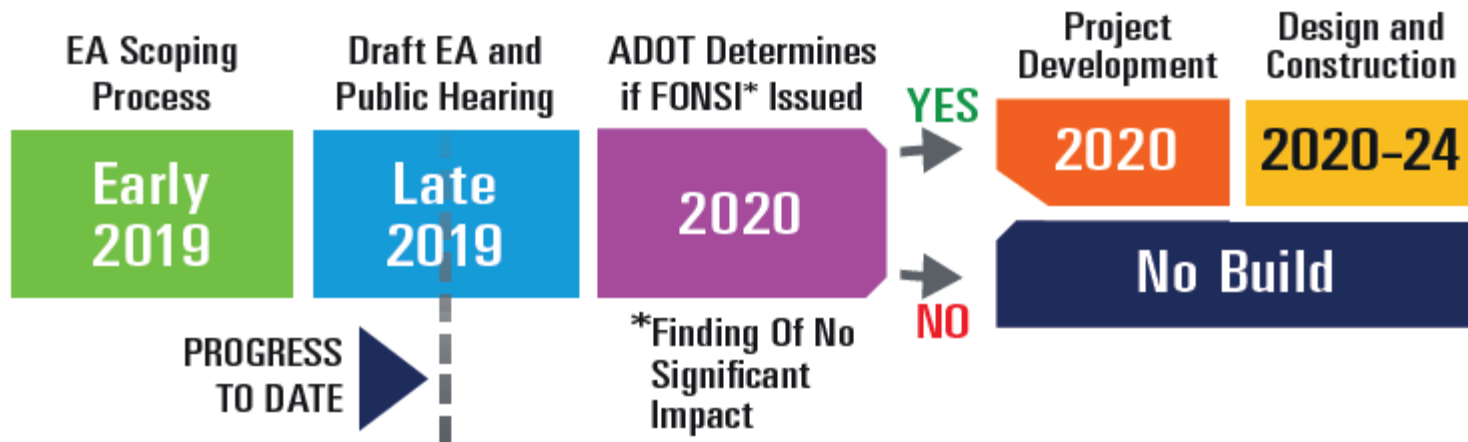
**The study outcome is for ADOT to choose an alternative. There are two potential alternatives:**

- 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.*

# Schedule

- Comment period ends on November 18, 2019
- Incorporate and respond to comments
- Prepare Final EA
- ADOT will determine if Finding of No Significant Impact (FONSI) is issued





[azdot.gov/I10BroadwayCurve](http://azdot.gov/I10BroadwayCurve)