

I-10 BROADWAY CURVE IMPROVEMENT PROJECT

NEWS from the CURVE

Volume 1 | Issue 1

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Welcome to the Curve

The Interstate 10 Broadway Curve Improvement Project is underway

WHERE: The I-10 Broadway Curve Improvement Project includes 11 miles of Interstate 10 between the Loop 202 (Santan/South Mountain Freeway) and Interstate 17 near Phoenix Sky Harbor International Airport. Additional work will occur on approximately one mile of east- and westbound US 60 (Superstition Freeway) between I-10 and Hardy Drive and on approximately one mile of north- and southbound State Route 143 between I-10 and the southern end of the SR 143 bridge over the Salt River.

WHAT:

- Widening I-10 to six general purpose lanes and two high-occupancy vehicle (HOV) lanes in each direction between US 60 and I-17.
- Adding a fourth general purpose lane in each direction between Ray Road and US 60.

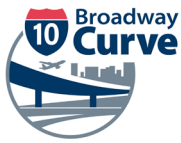
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PROJECT AREA

ADOT

Arizona Department
of Transportation

i10BroadwayCurve.com



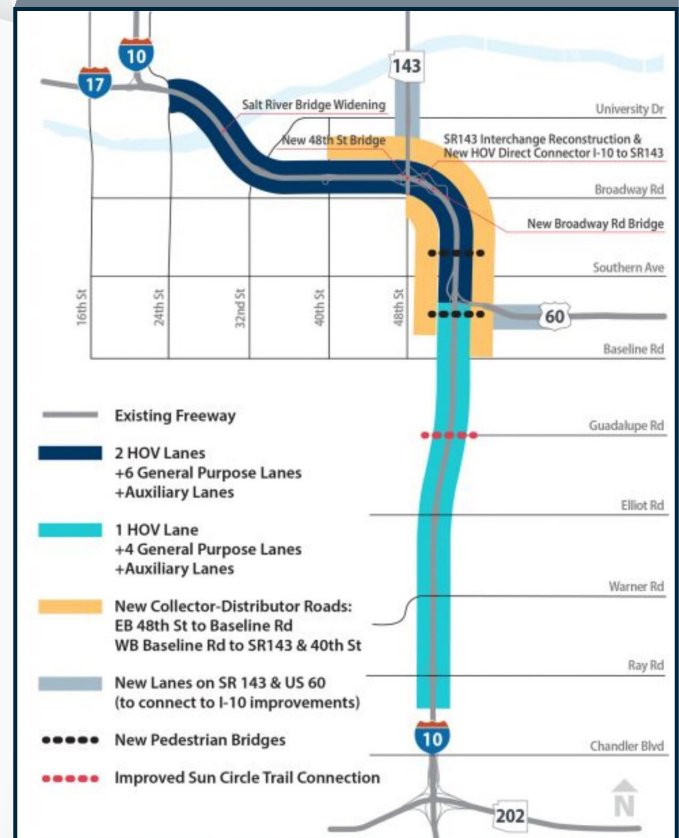
NEWS

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- Adding Collector-Distributor (CD) roads parallel to I-10 between Baseline Road and 40th Street to separate through-traffic on I-10 from local traffic entering or exiting the highway.
- Rebuilding the I-10 interchange with SR 143 to improve traffic flow and create direct connections to and from SR 143 for drivers in the I-10 HOV lanes.
- Replacing the Broadway Road bridge and 48th Street bridges over I-10.
- Widening the I-10 bridges over the Salt River.
- Building two bridges for pedestrians and bicyclists over I-10 between Baseline and Broadway roads.
- Improving the Sun Circle Trail crossing at Guadalupe Road.
- Building sound and retaining walls where warranted.

WHY: The Broadway Curve is the section of I-10 between Baseline Road and 40th Street. With over 300,000 vehicles on average traveling through it each weekday, it is a critical connection for the region. The improvements will increase safety, efficiency and travel-time reliability, and traffic will be less congested during peak travel times. Access to employment, retail centers, schools and universities and the airport will be improved. Pedestrians and bicyclists will also have improved access across the freeway.

PROJECT IMPROVEMENTS



PROJECT HISTORY



The opening of I-10 in 1968

The section of I-10 now known as the Broadway Curve was first opened in 1968. The population of the Phoenix metropolitan area at that time was approximately 730,000. Today, the population is more than 4.5 million and the Broadway Curve is one of the busiest sections of highway in the state. It is how thousands of motorists access work, retail centers, Phoenix Sky Harbor International Airport, schools and universities and other destinations. The I-10 Broadway Curve Improvement Project was identified in the Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP), which is funded by the half-cent sales tax Maricopa County voters approved in 2004 through Proposition 400. MAG recognized the need to reduce travel times on I-10 during peak hours, improve airport access, support ride sharing and transit and prepare the region for future growth projections. The MAG "Spine" Study was conducted between April 2014 and May 2017 and helped to define the improvements.

f r o m t h e C U R V E

LEARN ABOUT THE WORK ZONE

Since spring, the Broadway Curve Constructors (BCC) have been working on pre-construction activities such as geotechnical investigation, potholing, surveying, pavement removal and coordinating utility relocations. The BCC has established a work zone throughout the project area.

Why was the rubberized asphalt from I-10 and the US 60 removed before construction began?

Removing the top layer of rubberized asphalt is important for construction crews to establish work zones and shift travel lanes as required throughout construction. For a project of this size and scope, dozens of work zones and travel lane shifts will be necessary. Applying and removing temporary lane striping each time would create significant wear and tear on the pavement surfaces. Removing the rubberized asphalt also allows workers to inspect



the concrete pavement and repair areas that are cracking or beginning to break before final road-surface treatments are applied.

R E Q U E S T A S P E A K E R



Interested in having a project team member present information to your group, organization or event? Speakers can provide updates and information at virtual or in-person meetings and events, and in compliance with CDC guidelines.

SUBMIT YOUR REQUEST:

VISIT: i10BroadwayCurve.com/contact/

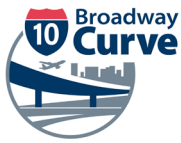
CALL: 602.501.5505

EMAIL: Info@i10BroadwayCurve.com

2021-2024 DESIGN AND CONSTRUCTION SCHEDULE*

| PHASE 1 Spring 2021 – Mid-2022 | PHASE 2 Mid-2022 – Late 2023 | PHASE 3 Late 2023 – Summer 2024 | PHASE 4 Summer 2024 – Late 2024 |
|---|---|---|--|
| <ul style="list-style-type: none">• Remove pavement.• Establish work zones.• Coordinate utility relocation.• Make roadway improvements.• Construct bridges at 48th Street and at Broadway Road.• Install new lighting. | <ul style="list-style-type: none">• Make roadway improvements.• Reconfigure ramps.• Construct new walls.• Widen roadway.• Add CD roads.• Widen bridges.• Construct new bridges. | <ul style="list-style-type: none">• Complete CD roads.• Build SR 143 to I-10 direct connections. | <ul style="list-style-type: none">• Finalize lighting.• Finalize signage.• Install landscaping.• Install final roadway surface.• Add striping.• Complete project. |

**schedule is subject to change*



I-10 BROADWAY CURVE IMPROVEMENT PROJECT



Sign up to receive traffic alerts and updates: i10BroadwayCurve.com

STAY AHEAD OF THE CURVE



IN PERSON: Stop by Monday through Friday
8 a.m. - 5 p.m. (except on holidays)
3157 E. Elwood St., Suite 100, Phoenix 85034



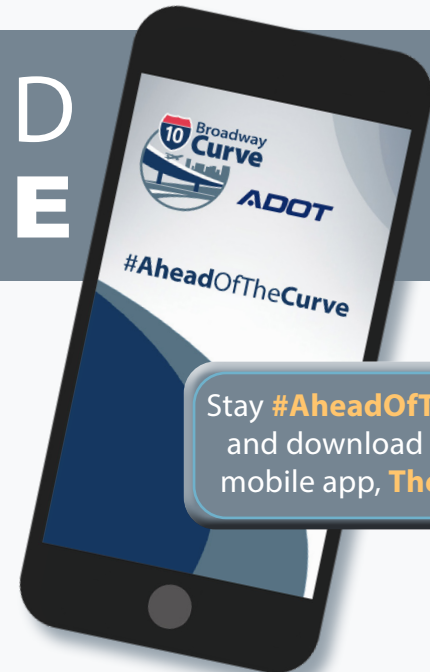
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