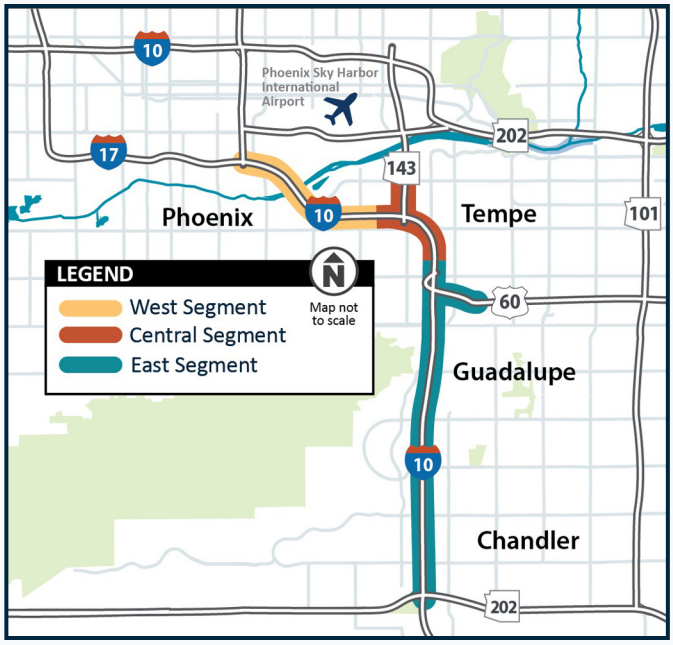
I-10 BROADWAY CURVE IMPROVEMENT PROJECT

NEWS from the CURVE

Volume 2 | Issue 1

January 2022

IN THIS ISSUE



Welcome to the Curve

Construction ramps up on the Interstate 10 Broadway Curve Improvement Project

The I-10 Broadway Curve Improvement Project includes 11 miles of I-10 and is divided into three segments. The West Segment runs between 24th and 40th streets. The Central Segment runs between 40th Street and approximately Southern Avenue, including State Route 143. The East Segment runs between approximately Southern Avenue and Ray Road, including US 60 (Superstition Freeway).

West Segment

Glare screen removal began in fall of 2021. Glare screens are the metal mesh mounted on median barrier walls to reduce glare from oncoming headlights. Once crews remove the glare screens, they increase the height of the median barrier walls and the glare screens are no longer necessary. Crews also began installing new light poles and overhead sign foundations.

continued on next page

PROJECT AREA

ADOT | Arizona Department of Transportation

i10BroadwayCurve.com

continued from page 1

Central Segment

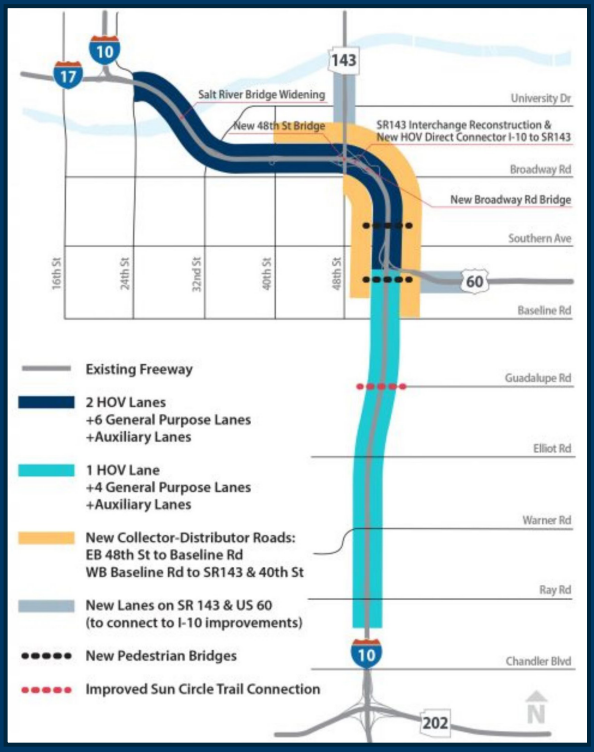
In December 2021, crews moved in cranes and drilling equipment to install the drilled-shaft foundations that will support the columns and abutments for the new 48th Street bridges over I-10. These bridges will have 10 drilled-shaft foundations: five per bridge, with each one approximately 50 to 60 feet deep.

East Segment

In fall 2021, crews focused on making room for new freeway lanes by clearing and grading the land adjacent to the existing I-10 travel lanes. In December 2021, crews built temporary access roads for cranes and drilling equipment to prepare for drilling the foundations that will support the columns and abutments for the widened Guadalupe Road bridge over I-10.

Crews assembled cranes in preparation for the drilled-shaft foundation installation at the 48th Street bridges over I-10.

PROJECT OVERVIEW



- 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.
- 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 Connection at Guadalupe Road.
- Building sound and retaining walls where warranted.

Learn About The Work Zone

You know when you drive under or over a freeway bridge that it's a massive structure.

There are the two abutments, which are the upright supporting structures at each end. They carry the load of the bridge span. There are usually center columns or piers, the girders and the bridge deck, which is the part you drive across.

But what you don't see is that buried beneath the bridge is part of the equally impressive substructure formed by rows of massive steel-and-concrete pillars that support and lock in place the abutments.

Crews begin by tying thousands of feet of rebar into massive steel cages that are then lifted with a crane, lowered into drilled shafts and filled with concrete. Several feet of rebar are left rising out of the ground. The abutments are ultimately secured to this rebar.

There is really no such thing as a "standard size" drilled shaft. The length and diameter of each one varies from bridge to bridge based on several factors, including the soil type and the amount of weight the bridge must support. With several bridges being built as part of the I-10 Broadway Curve Improvement Project, the depth of the drilled shafts will vary and, in some cases, will be as deep as 120 feet.

What to Expect

Construction activities will increase in 2022. I-10 will continue to have three lanes and an HOV lane flowing in each direction as much as possible throughout the project, especially during the heaviest travel times. Any work that requires a lane restriction, even for a short distance, will take place at night or on weekends, except in emergency situations.

REQUEST A SPEAKER

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 U.S. Centers for Disease Control 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
• Remove pavement. • Establish work zones. • Coordinate utility relocation. • Make roadway improvements. • Construct bridges at 48th Street and at Broadway Road. • Install new lighting.	• Make roadway improvements. • Reconfigure ramps. • Construct new walls. • Widen roadway. • Add CD roads. • Widen bridges. • Construct new bridges, including the US 60 to I-10 bridges.	• Complete CD roads. • Build SR 143 to I-10 direct connections. • Complete bridge construction, including US 60 to I-10 bridges.	• 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

Rideshare and Travel-Reduction Programs

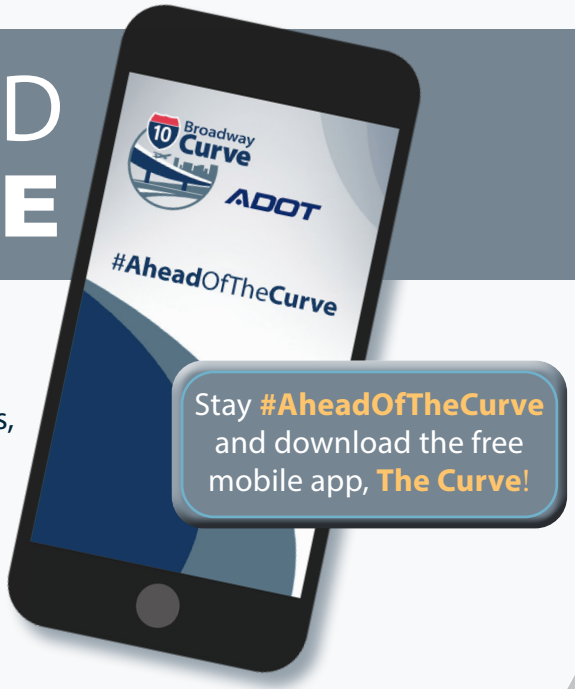
Never taken transit before? Now's the time to start! If you're worried about driving through Broadway Curve construction, get a ride with Valley Metro's bus or light rail system. Taking transit saves you gas money, and getting out of traffic will reduce your stress and speed up your commute. It's also easier than ever thanks to the new Valley Metro App, which plans trips for you and displays the location of your bus or train in real time. Learn more and download the app at **valleymetro.org/app.**

Valley Metro Commute Solutions works with Valley employers to implement and promote Travel-Reduction Programs that take more vehicles off the roads. When people vanpool, carpool, walk, bike, telework or work compressed workweek schedules, they reduce traffic congestion and improve air quality. To find a carpool partner visit **ShareTheRide.com**, Valley Metro's free and secure online ride matching service. Employers looking to reduce the impact their operations have on Valley roadways can call **Valley Metro's Travel Reduction Program** at **602.262.7433**.

Ridesharing and travel-reduction programs will help you *stay ahead of the curve!*

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

STAY AHEAD OF THE CURVE



VISIT OR WRITE:
3157 E. Elwood St., Suite 100, Phoenix, AZ 85034.
The Community Office is open during regular business hours, 8 a.m. to 5 p.m., Monday – Friday (except for holidays).

BILINGUAL PROJECT INFORMATION LINE: 602.501.5505

EMAIL: Info@i10BroadwayCurve.com

ONLINE: i10BroadwayCurve.com

Download on the App Store

GET IT ON Google Play

i10BroadwayCurve.com

ADOT Arizona Department of Transportation

ADOT Project No. 010 MA 149 F007201C Federal Aid No. 010-C(220)T