

Public Scoping Meeting

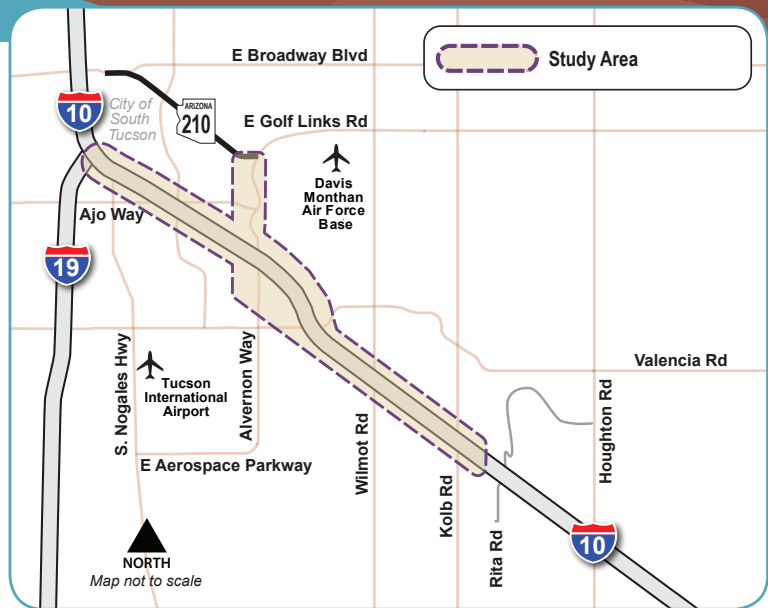
INTERSTATE 10 AND STATE ROUTE 210

Phase II

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 greater Tucson:

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



Beginning in 2011, Phase 1 of this study 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 proposed for additional study, as well as the No Build Alternative. Phase 2 of this study includes the preparation of 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 SR 210 with I-10 to provide commuters an additional route into 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 for SR 210 to connect with I-10.

ENVIRONMENTAL ASSESSMENT

The EA will describe the purpose and need for the proposed project, and analyze the alternatives that were considered for further study to evaluate the potential social, economic, and environmental impacts on multiple environmental resource categories such as: air quality, water quality, biological resources, land use, noise, and neighborhood and community impacts. As a result of input and analysis from Phase I, two proposed alternatives, System Alternative I and System Alternative IV, along with the No Build Alternative, are being carried forward for a more detailed analysis and study. System Alternatives I and IV are summarized on the reverse side of this fact sheet. With FHWA acting as the lead federal agency, the EA will be developed in accordance with the National Environmental Policy Act.

STUDY PROCESS

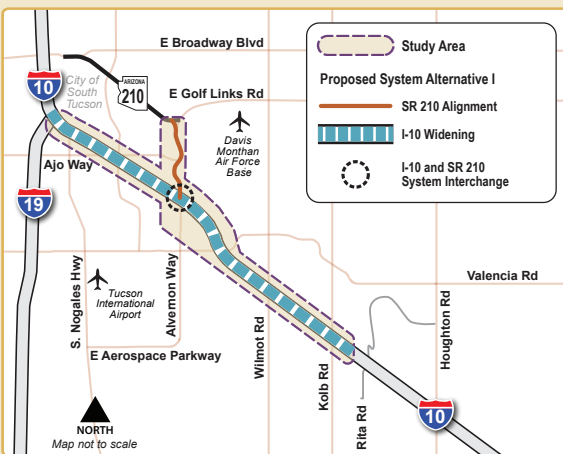
The next step is to begin data collection and technical analysis to evaluate and further develop the alternatives. ADOT will then prepare the DCR and EA, with an anticipated completion date of spring 2019. Community outreach is ongoing, and the public will have an opportunity to provide comments on the DCR and EA before they are final.

Public Scoping Meeting

INTERSTATE 10 AND STATE ROUTE 210 – Phase II

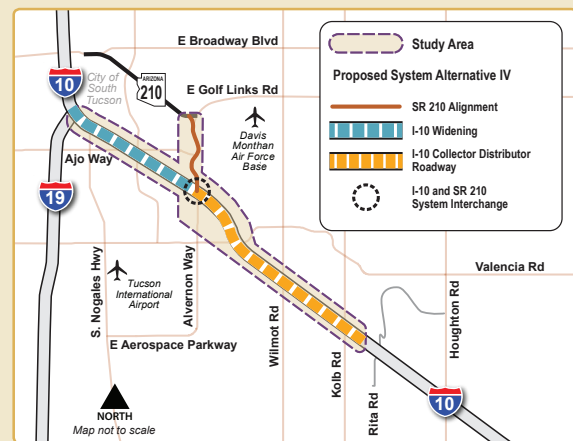
System Alternative I

- Designate Alvernon Way as SR 210 from Golf Links Road to I-10 and increase the number of travel lanes to four (4) in each direction
- Improve interchange at Alvernon Way to provide access to I-10
- Increase lanes in each direction up to four (4) (3 travel and 1 auxiliary) from I-10/I-19 interchange to Alvernon Way
- Increase lanes in each direction to six (6) (5 travel and 1 auxiliary) on I-10 from Alvernon Way to Kolb Road



System Alternative IV

- Designate Alvernon Way as SR 210 from Golf Links Road to I-10 and increase the number of travel lanes to four (4) in each direction
- Improve interchange at Alvernon Way to provide access to I-10
- Increase lanes in each direction up to four (4) (3 travel and 1 auxiliary) from I-10/I-19 interchange to Alvernon Way
- Increase lanes in each direction to six (6) (5 travel and 1 auxiliary) on I-10 from Alvernon Way to Kolb Road (see box below)



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.

A **collector-distributor (C-D) roadway** is a supplemental facility between freeway main lanes and the frontage roads (see representative example below). Their primary purpose is to move the weaving and lane changing traffic away from the high-speed traffic on the freeway. C-D roadways accommodate local traffic allowing the freeway main lanes to function as an express way for higher-speed through traffic. 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.



FOR MORE INFORMATION OR TO SUBMIT COMMENTS:



Mail: ADOT c/o I-10 and SR 210 Study
101 N. 1st Avenue, Suite 1950
Phoenix, AZ 85003



Toll-free Project Hotline: 1-888-692-2678



Email: i10SR210Study@hdrinc.com



Website: www.azdot.gov/i10SR210study