

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



Previous Studies

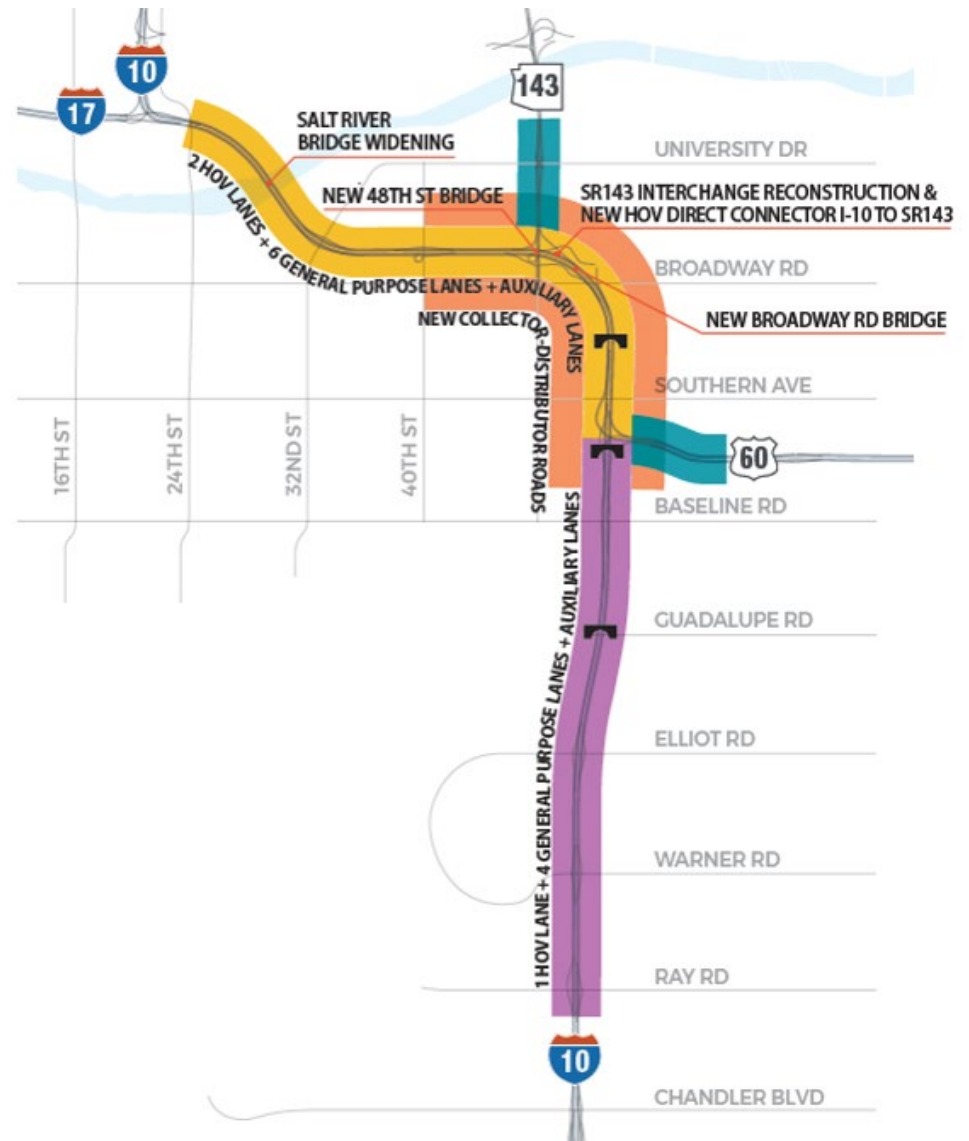
- **2009** I-10 Corridor Improvement Study
- **2014** I-10/I-17 Maricopa Association of Governments “Spine” Corridor Master Plan
- **2014** I-10 Near-Term Improvement Study
- **2019** I-10 Broadway Curve Study

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.



Preferred Alternative

-  Existing Freeway
-  2 HOV Lanes + 6 General Purpose Lanes + Auxiliary Lanes
-  1 HOV Lane + 4 General Purpose Lanes + Auxiliary Lanes
-  New Collector - Distributor Roads
EB SR143 to Baseline Rd. & WB Baseline Rd. to SR143 & 40th St
-  Widened Facility
(to connect to I-10 improvements)
-  Potential New Pedestrian Bridge



Schedule of Events

- September 4, 2019 – Draft RFP to Proposers
- December 6, 2019 – FINAL RFP to Proposers
- December 2019 – June 2020:
 - One-on-one meetings (DBE, Utility, Etc.)
 - Questions / responses
 - Addenda
 - Utility/ROW/Local Government/Business/Public Outreach
- June 11, 2020 - Proposals Due
- August 21, 2020 – Anticipated Announcement of Apparent Preferred Proposer
- October 26, 2020 – Anticipated Close of Business (NTP 1)
- April 1, 2021 – Anticipated Start of Construction (NTP 2)
- June 24, 2024 – Anticipated End of Construction (Substantial Completion) (NTP 1 + 1339 days)



Proactive Project Development Efforts

- Public/Business Engagement
 - Current Project Efforts
 - Public Scoping Meeting – February 26, 2019
 - Business Forum – August 28, 2019
 - Public Hearing (EA) – October 24, 2019
 - Website (<https://azdot.gov/I10BroadwayCurve>)
 - E-mail (BroadwayCurve@azdot.gov)
 - Hotline (602.501.5505)
 - 3rd Party coordination – Phoenix, Tempe, Chandler, Guadalupe
 - Current Utility Coordination
 - Early Design/Relocation of Key Conflicts
 - Regional Traffic Studies (MAG)

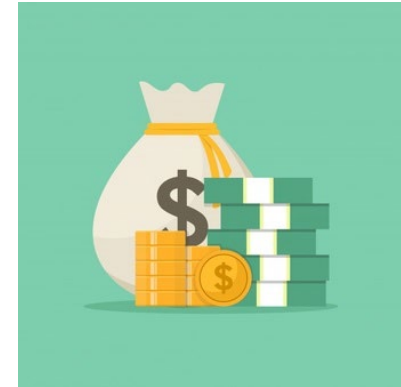
Incentives / Disincentives

Incentives

Early Completion Incentive (\$50,000/day)

Considering Public Messaging

Considering Smart Work Zones



Disincentives



Contractual Noncompliance

Liquidated Damages

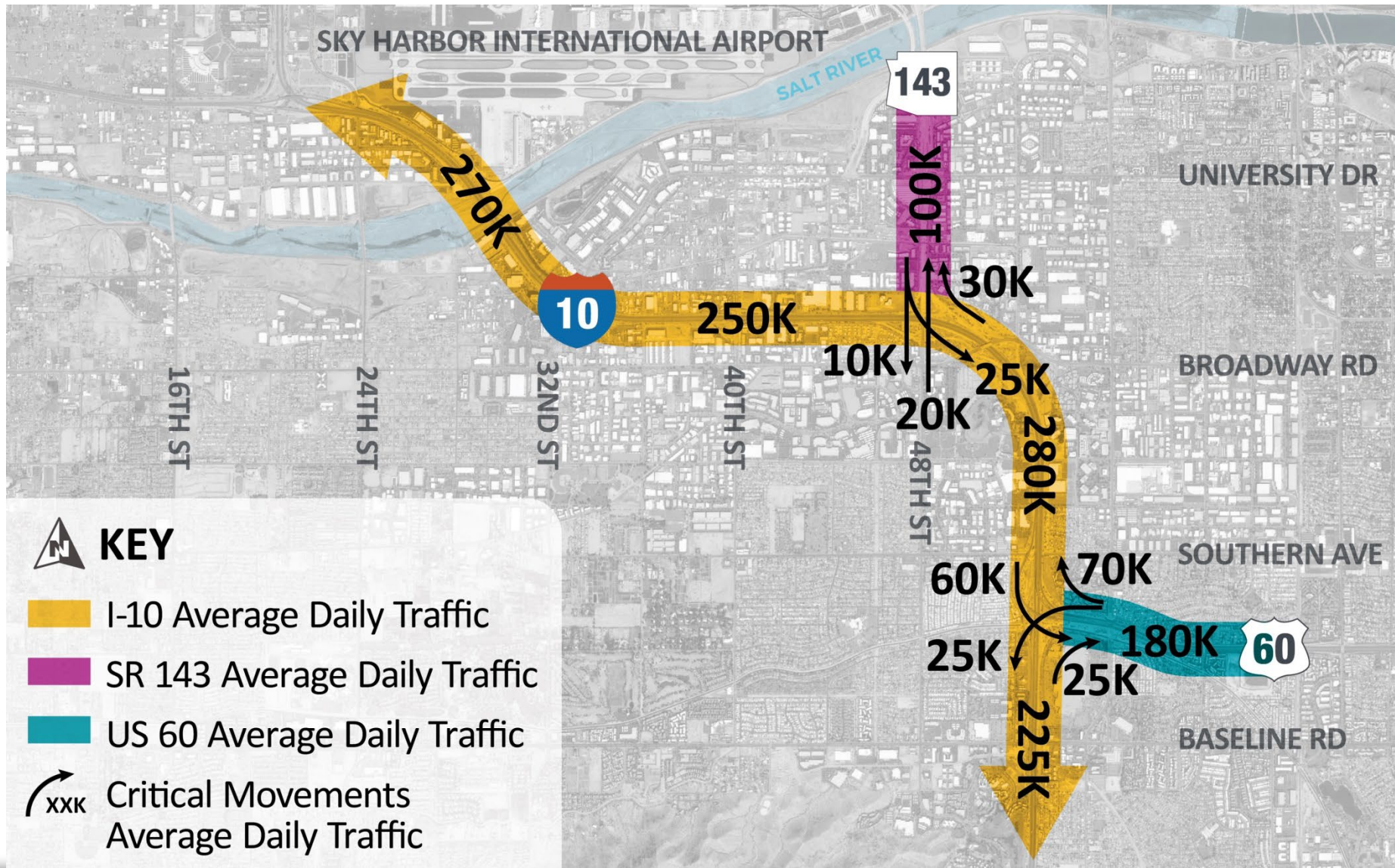
Project Completion

Delayed traffic closure
opening

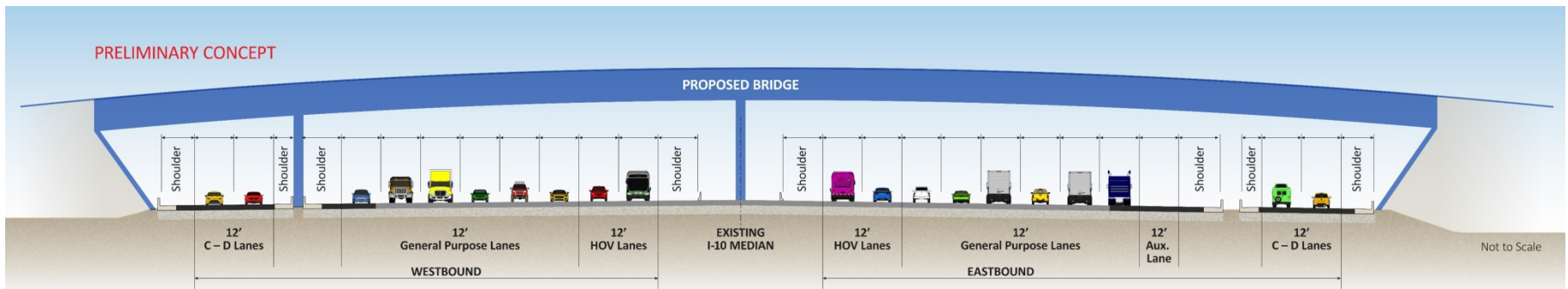
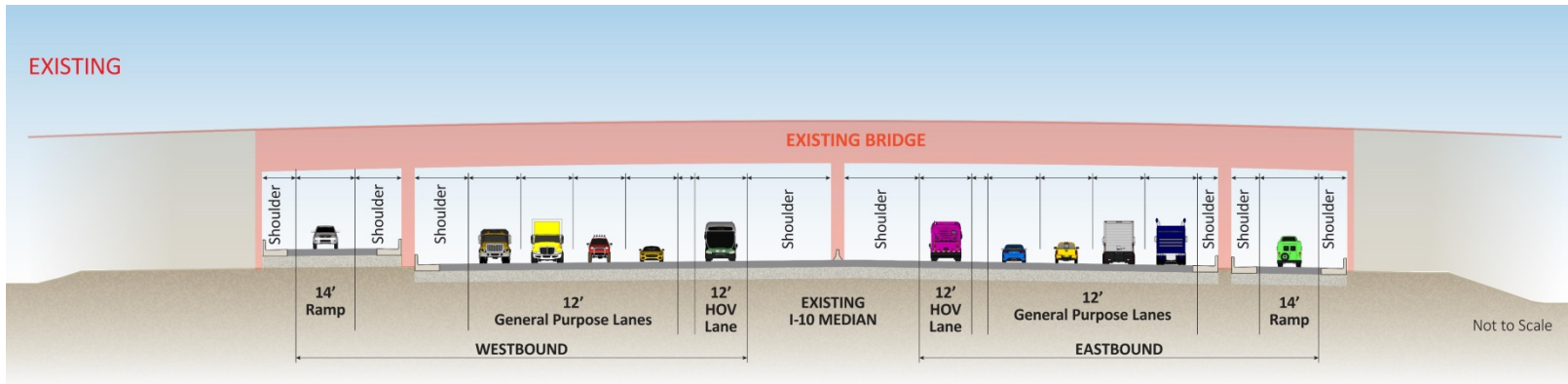
Specific Project Disincentives

- Liquidate Damages
 - \$73,100/day Substantial Completion Delay
 - \$25,000/day Final Completion Delay
 - \$200,200/15-minute I-10 WB Closure Delay
 - \$129,500/15-minute I-10 EB Closure Delay
 - \$18,000/15-minute US 60 WB Closure Delay
- Noncompliance
 - \$9,000 failure to follow environmental plan (1 day)
 - \$9,000 failure to complete punch list items (10 days)
 - \$9,000 failure to remedy ITS disruption (4 hours)
 - \$6,000 failure to maintain access (4 hours)
 - \$1,000 failure to respond to ADOT management (4 hours)

Where is everyone going?

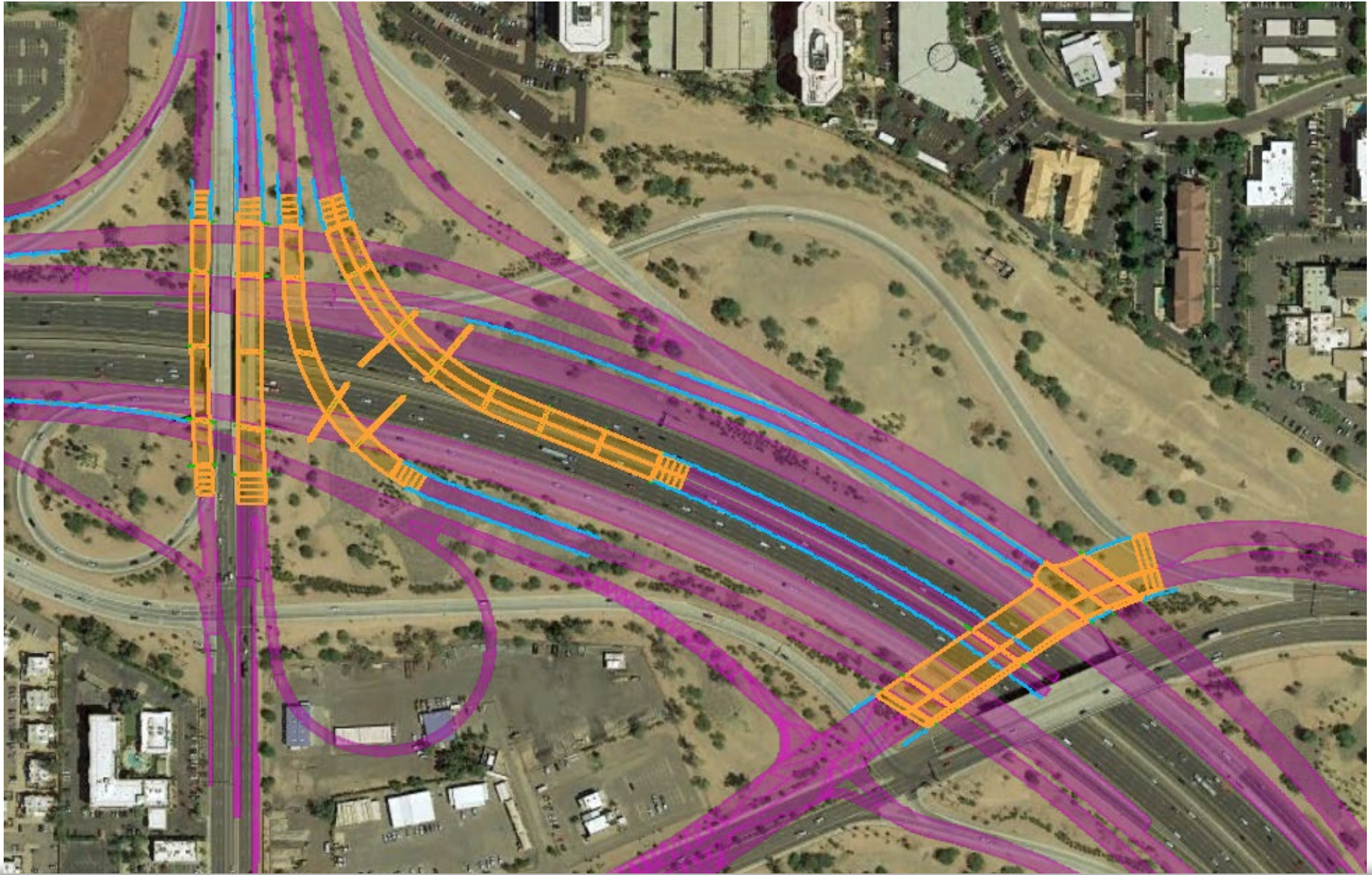


Typical Cross Section



Baseline Road – 40th Street

SR 143 INTERCHANGE



What to expect

Final schedule / work phasing up to Developer

Preliminary concepts:

Construction April 1, 2021 – June 24, 2024 (3+ years)

Only 66 available weekend closures

Contract limits to 50 in Broadway Curve area

Estimated 43 needed for Bridge construction alone

25% of available weekend closures in first 4 months of construction

Developer shall maintain all lanes / movements during week days

No closures during Holiday Moratorium & Special Events



Thank You!
Questions?