



I-10/Kortsen Road Traffic Interchange Project Public Open House

Thursday, February 12, 2015, 5:30 PM

City of Casa Grande

Council Chambers

510 E. Florence Blvd.



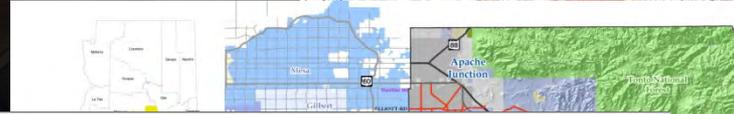
Project Goals and Objectives

MARICOPA ASSOCIATION of GOVERNMENTS I-8/I-10 Hidden Valley Transportation Framework Study



Recommended Framework

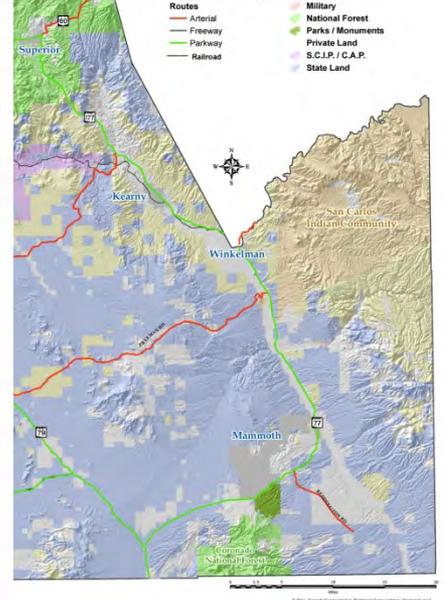
- Legend**
- Study Area Boundary
 - County Boundary
 - Existing Railroad
- Proposed Hidden Valley Network**
- Arterial
 - Arizona Parkway
 - Arizona Scenic Way
 - Improved/Proposed Freeway
 - Potential Freight Railroad
 - Safety and Operational Improvements Corridor
 - Existing Traffic Interchange
 - Potential Traffic Interchange
 - Funded System Interchange
 - Potential System Interchange



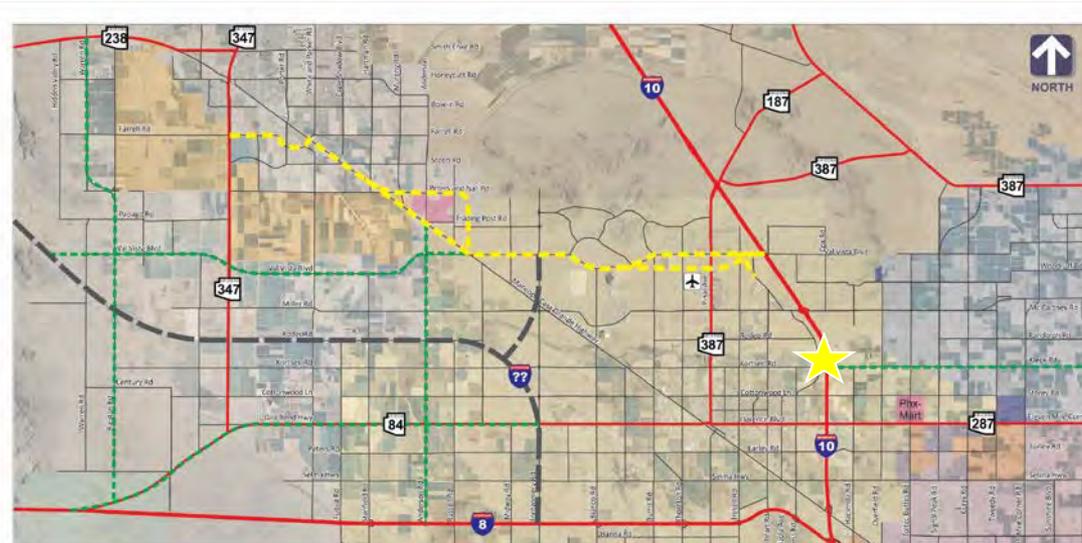
Regionally Significant Routes for Safety & Mobility

PINAL REGION

- Draft Corridor Concept
- State Corridor Concept
- Routes
- Arterial
- Freeway
- Railroad
- B.L.M.
- Indian Community
- Military
- National Forest
- Park(s) / Monuments
- Private Land
- S.C.J.P. / C.A.P.
- State Land



- Proposed Transit Network**
- Parkway Bus Transit Corridor
 - Proposed Commuter Rail
 - Local Transit Corridor
 - Local Transit Service Area (including service to support regional transit)
 - Park-and-Ride
 - High Occupancy Vehicle (HOV) Lane
- Note: The proposed network is for a build-out scenario.



- General Map Legends:**
- City of Maricopa Planning Area
 - City of Casa Grande Planning Area
 - AK-Chin Community Planning Area
 - Proposed Land / Facilities
 - Existing State Freeway / Highway
 - Proposed New Freeway Concept
 - Proposed New Parkways (Per Updated RSRs)
 - Proposed New EWC Parkway Concepts / Alternatives

- DRAFT -
12-19-2012
Preliminary Planning Document
Final Plan Multiple Disciplinary Reviews
Comments are preliminary and subject to management review.

0 2 Miles
Approximate Scale



East-West Corridor Study

Prepared by: **JACOBS**

Study Alternatives Map



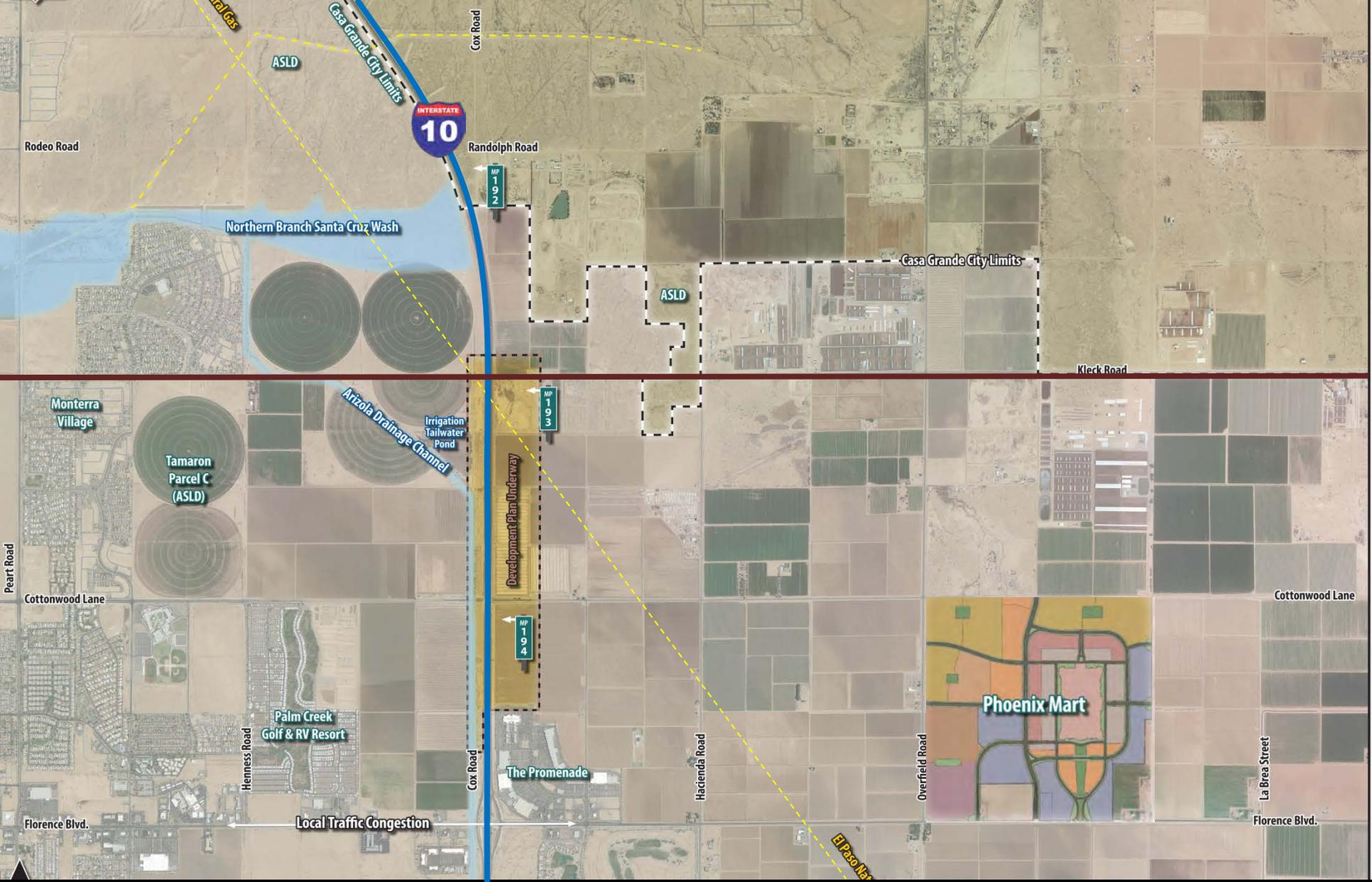
I-10/Kortsen Road Traffic Interchange

Project Goals and Objectives

The Kortsen traffic interchange would provide:

- Linkages between the east/west sides of I-10
- Uncongested local alternative to Florence Blvd.
- Improved access to Central Pinal County
- Smart growth for transit/multi-modal opportunities

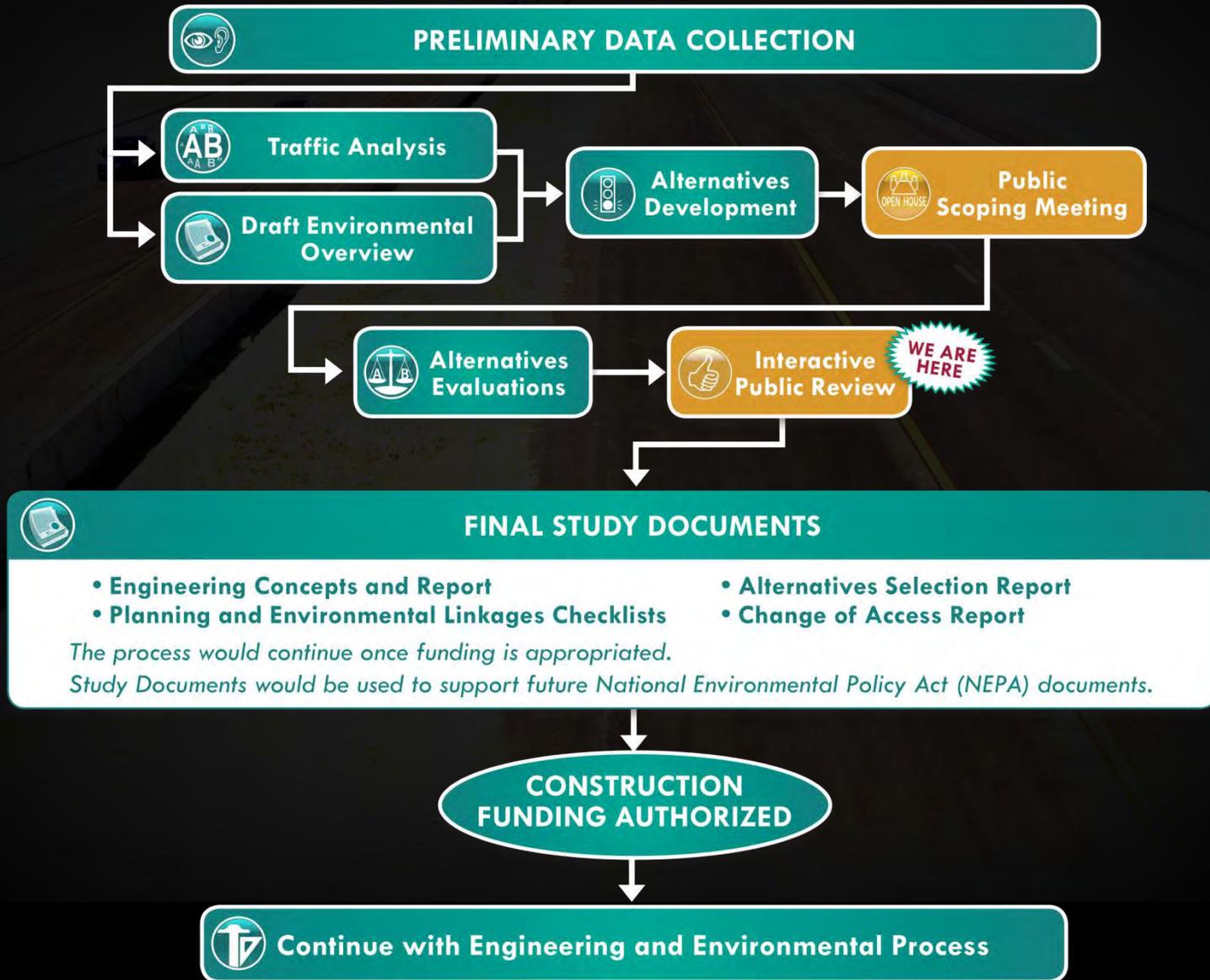




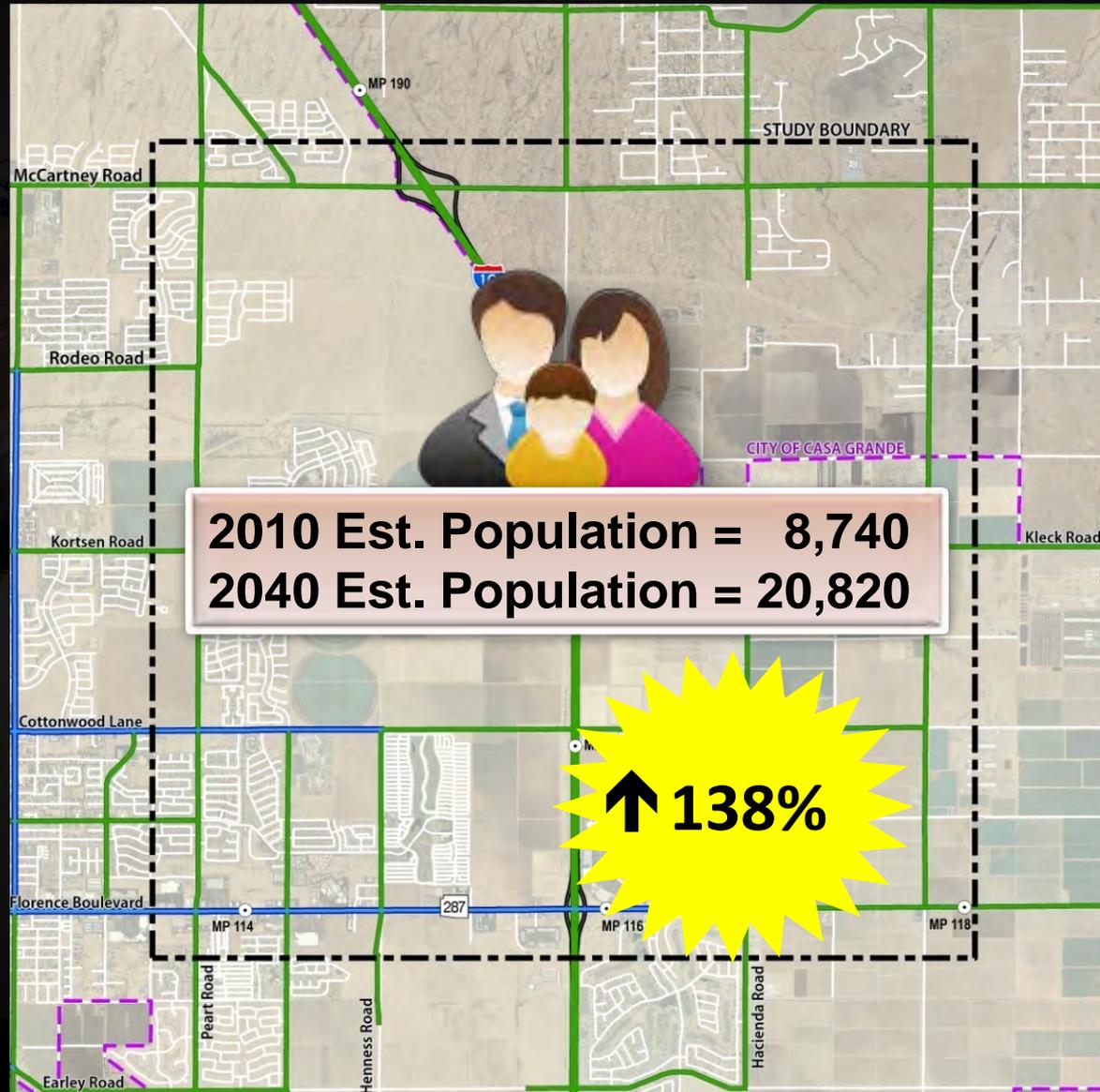
I-10/Kortsen Road Traffic Interchange



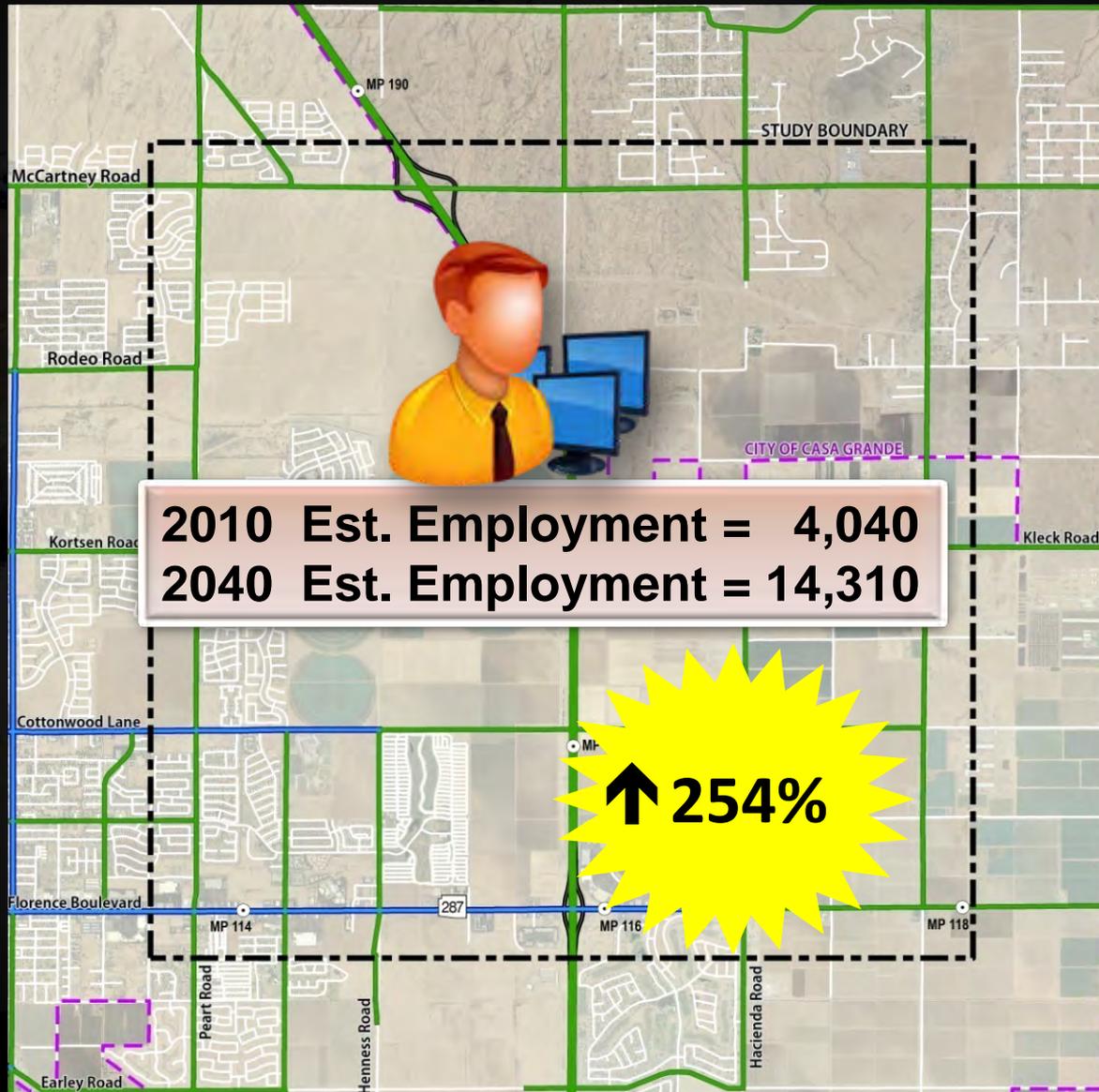
Process Overview



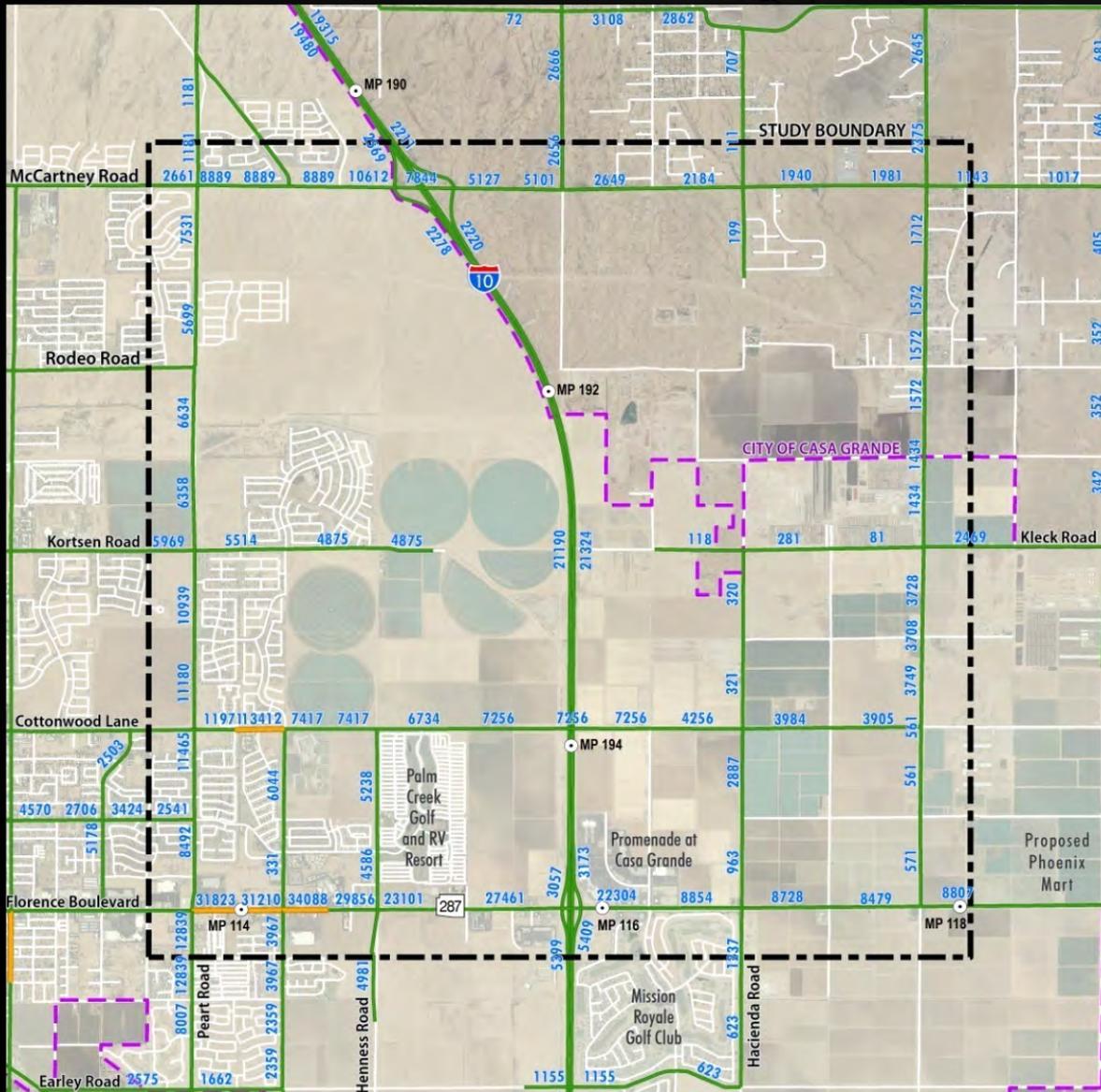
Study Area Population Forecast



Study Area Employment Forecast

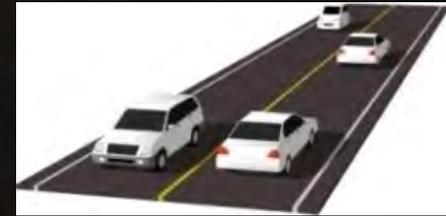


Today's Levels of Congestion



Levels Of Congestion

Low



Moderate



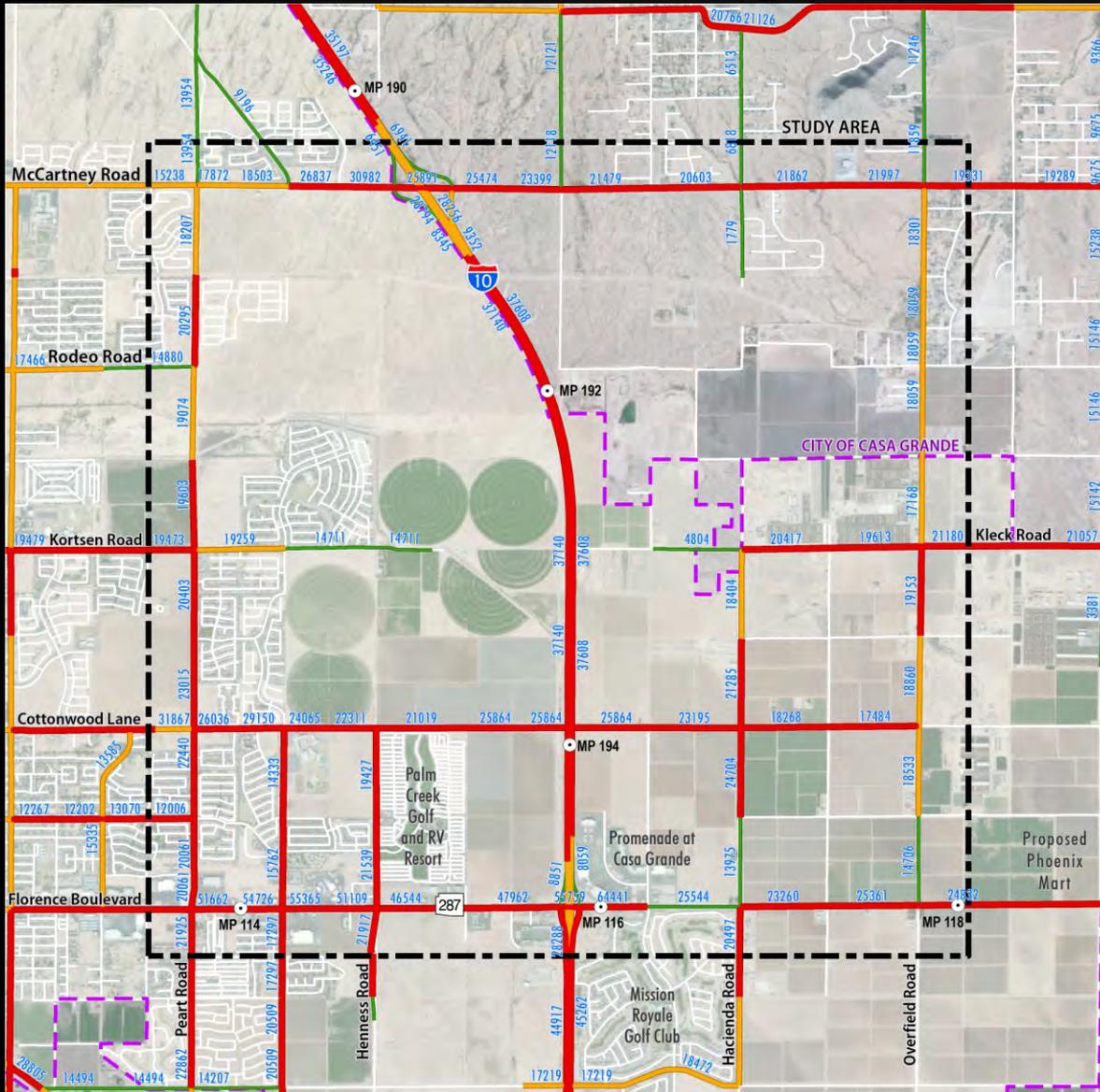
High



XXX Traffic Volumes

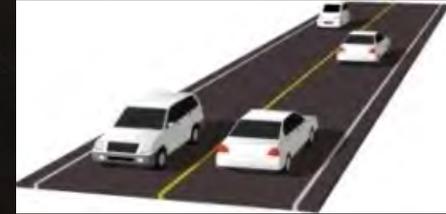


2040 Level of Congestion (No improvements)



Levels Of Congestion

Low



Moderate



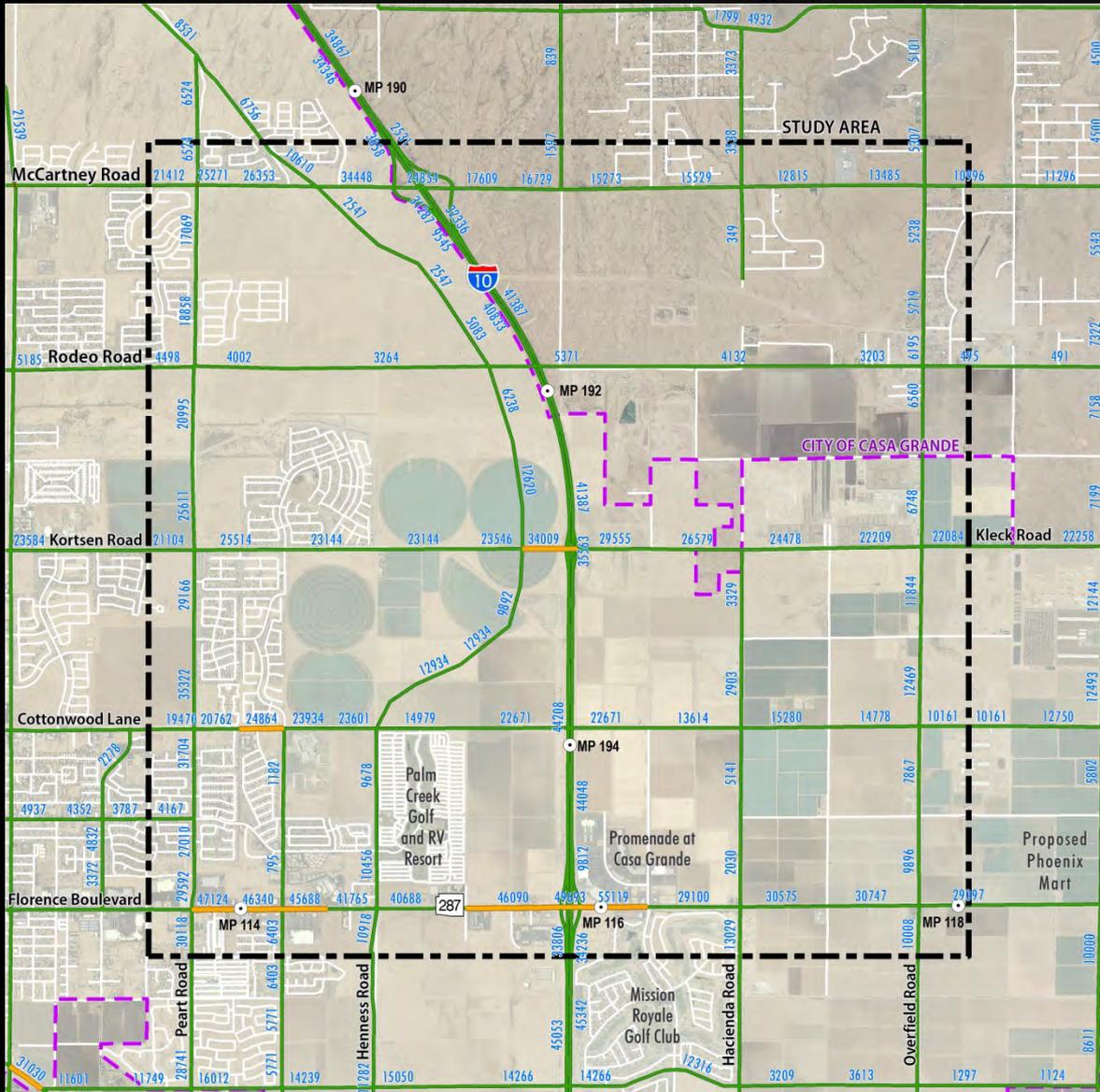
High



XXX Traffic Volumes



2040 Level of Congestion (with improvements)



Levels Of Congestion

Low



Moderate



High

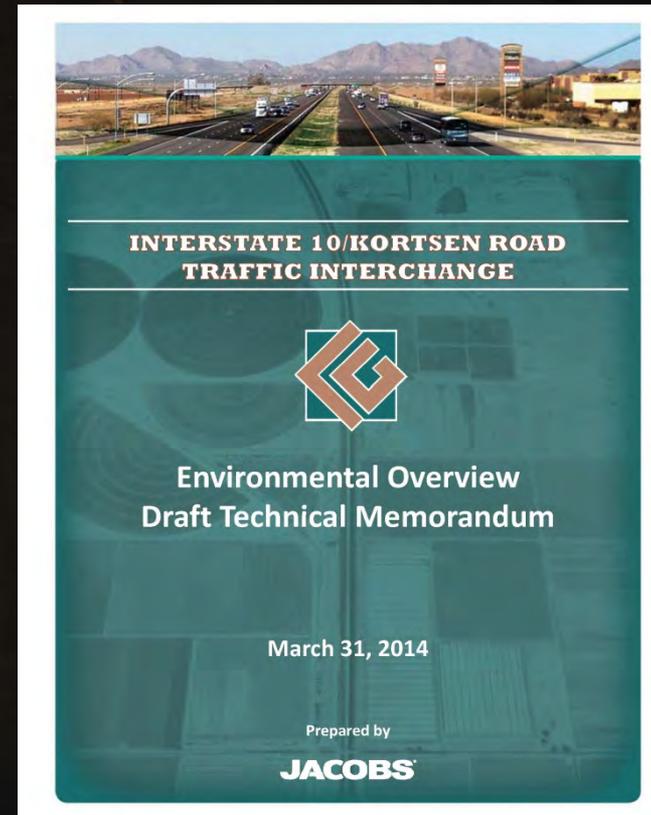


XXX Traffic Volumes



Environmental Elements

- Prepared an Environmental Overview
 - Describes the existing environment
 - Identifies potential issues in the study area
 - Contributes to decision-making at the alternatives analysis stage



Environmental Resources for Screening and Comparing Alternatives

- Air quality
- Compatibility with land use plans and zoning
- Cultural resources
- Native vegetation and plant communities
- Potential to displace residences or businesses
- Sensitive species
- Utilities
- Visual resources



Environmental Resources for Screening and Comparing Alternatives (cont.)

- Noise-sensitive locations
- Potential hazardous material sites
- Prime and unique farmland
- Protected populations
- Recreation areas
- Wetlands and floodplains



Potential Traffic Interchange Configurations

- Initially considered 9 concepts
 - 5 concepts eliminated prior to scoping phase
 - 4 concepts brought through to scoping phase for further evaluation



Concepts Eliminated for Better Options

- Spread diamond with roundabout ramp terminals
- Modified diamond with internal loop ramp
- Partial cloverleaf
- Overpass with frontage/collector-distributor roads
- Standard diamond with flyover ramp





CONCEPTS FOR ALTERNATIVE EVALUATION



Standard Diamond, Spread OR Compressed

- Spread:
 - Common interchange design
 - Moderate construction costs
 - **More right-of-way required**
- Compressed with dual left lanes:
 - Common interchange design
 - Lower construction costs than most alternatives
 - Less right-of-way required



Example of Compressed Diamond Interchange



Single Point Urban Interchange

- One traffic signal required for interchange
- Increased left-turn efficiency
- Larger structure required
- High construction cost



Example of Single Point Urban Interchange



Diverging Diamond

- Eliminate left-turn signal operation
- Fewer vehicular conflict points
- Narrow bridge structure
- Less right-of-way required
- Lower construction costs
- **Uncommon interchange design in Arizona**



Example of Diverging Diamond Interchange



Recommended Alternative: Compressed Diamond with dual left turns

- Common interchange design
- Most future capacity
- Less right-of-way required
- Lower cost than most alternatives



Example of Compressed Diamond Interchange



Crossroad Approach

- Kortsen roadway section:
 - 6-lane road with raised median
 - Access control
 - Relocate Arizola drainage canal

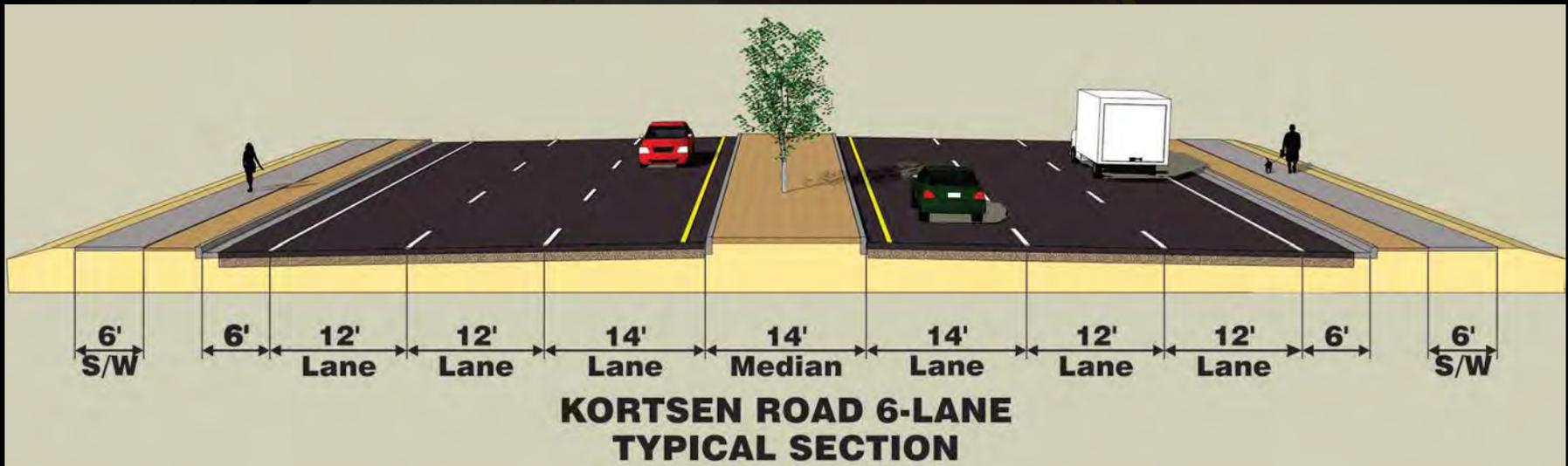
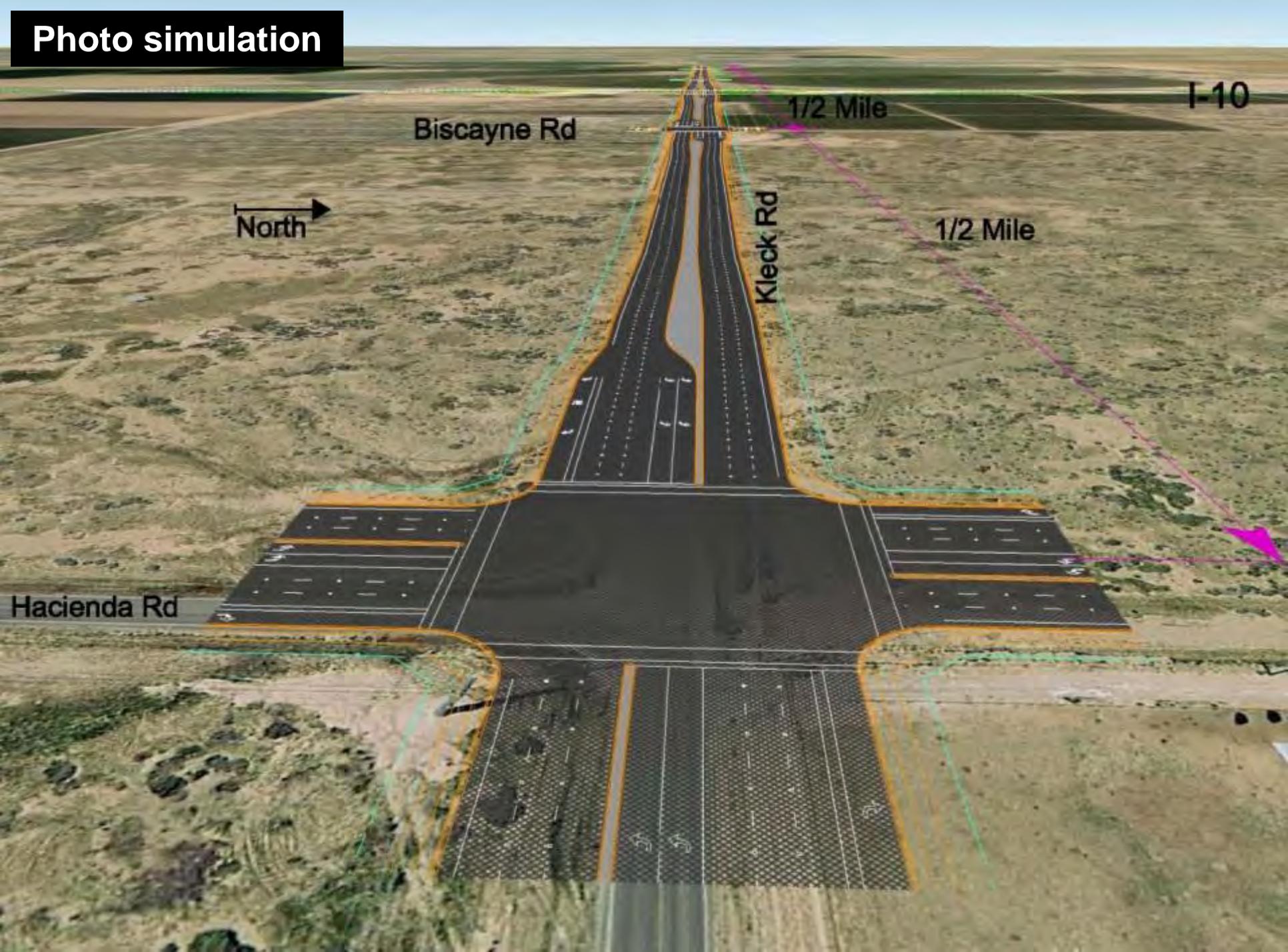


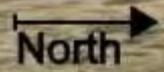
Photo simulation



Biscayne Rd

1/2 Mile

I-10



Kleck Rd

1/2 Mile

Hacienda Rd

Photo simulation

I-10

Relocated
Subdivision Collector
1/4 Mile
Subdivision Collector
1/4 Mile

1/4 Mile
1/4 Mile

Hennes Rd

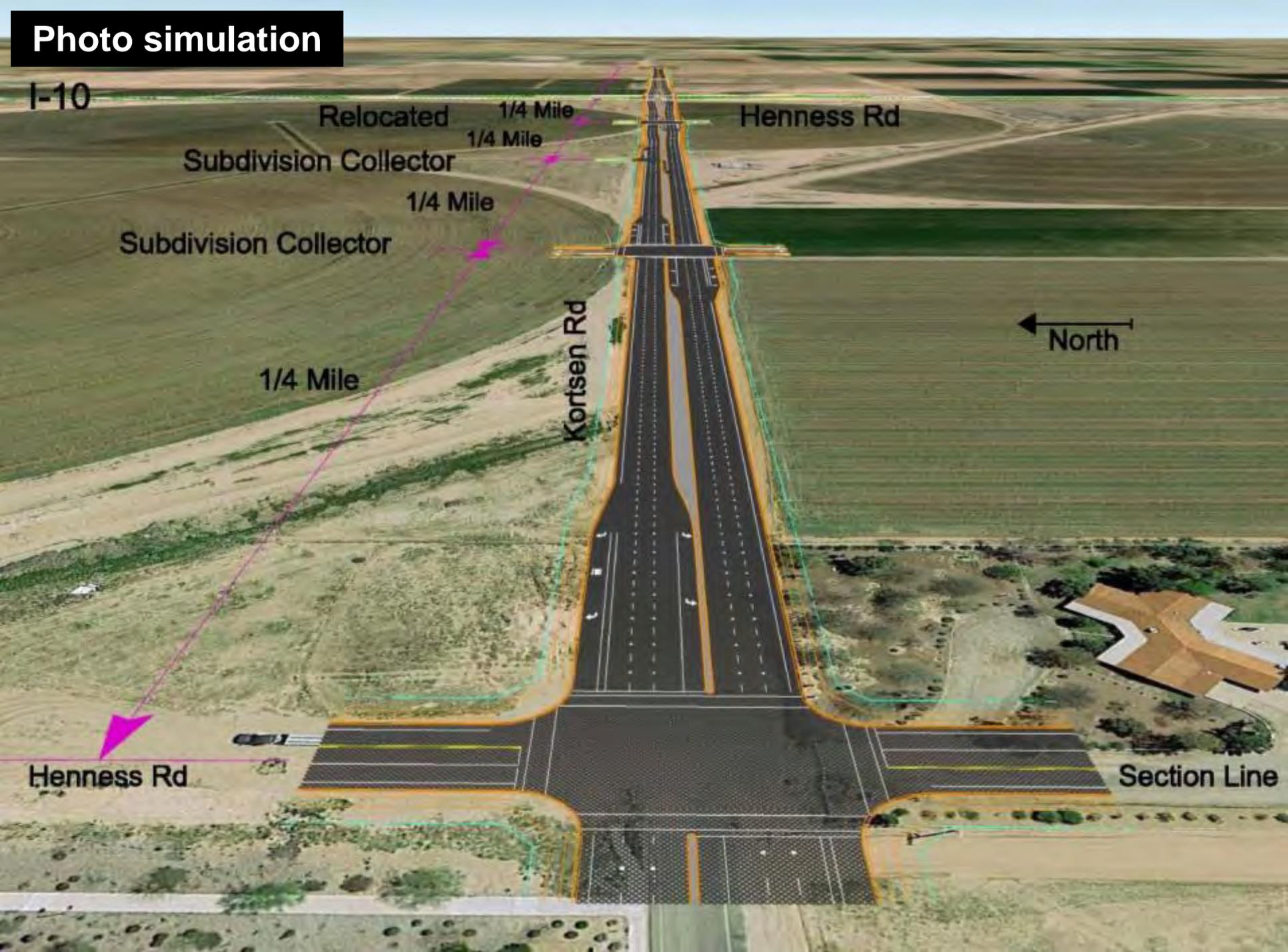
Kortsen Rd

North

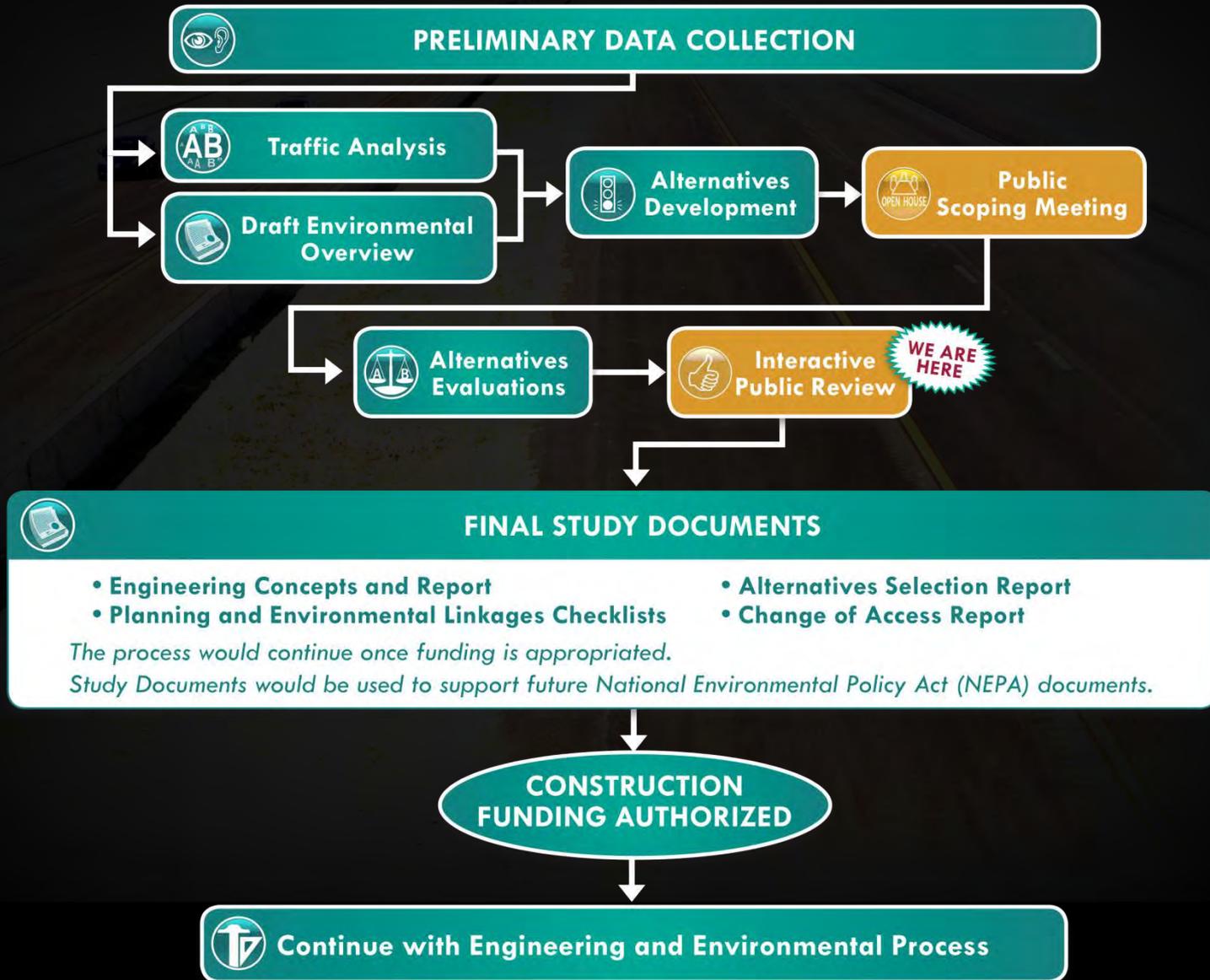
1/4 Mile

Hennes Rd

Section Line



Process Overview



How You Can Participate

- Complete a comment form
- Submit written comments to:
Alexandra Albert
Jacobs Engineering Group Inc.
101 N. 1st Avenue, Suite 2600
Phoenix, AZ 85003
- E-mail comments to:
alexandra.albert@jacobs.com
- Submit comments by February 28, 2015



Questions?

Thank you!

