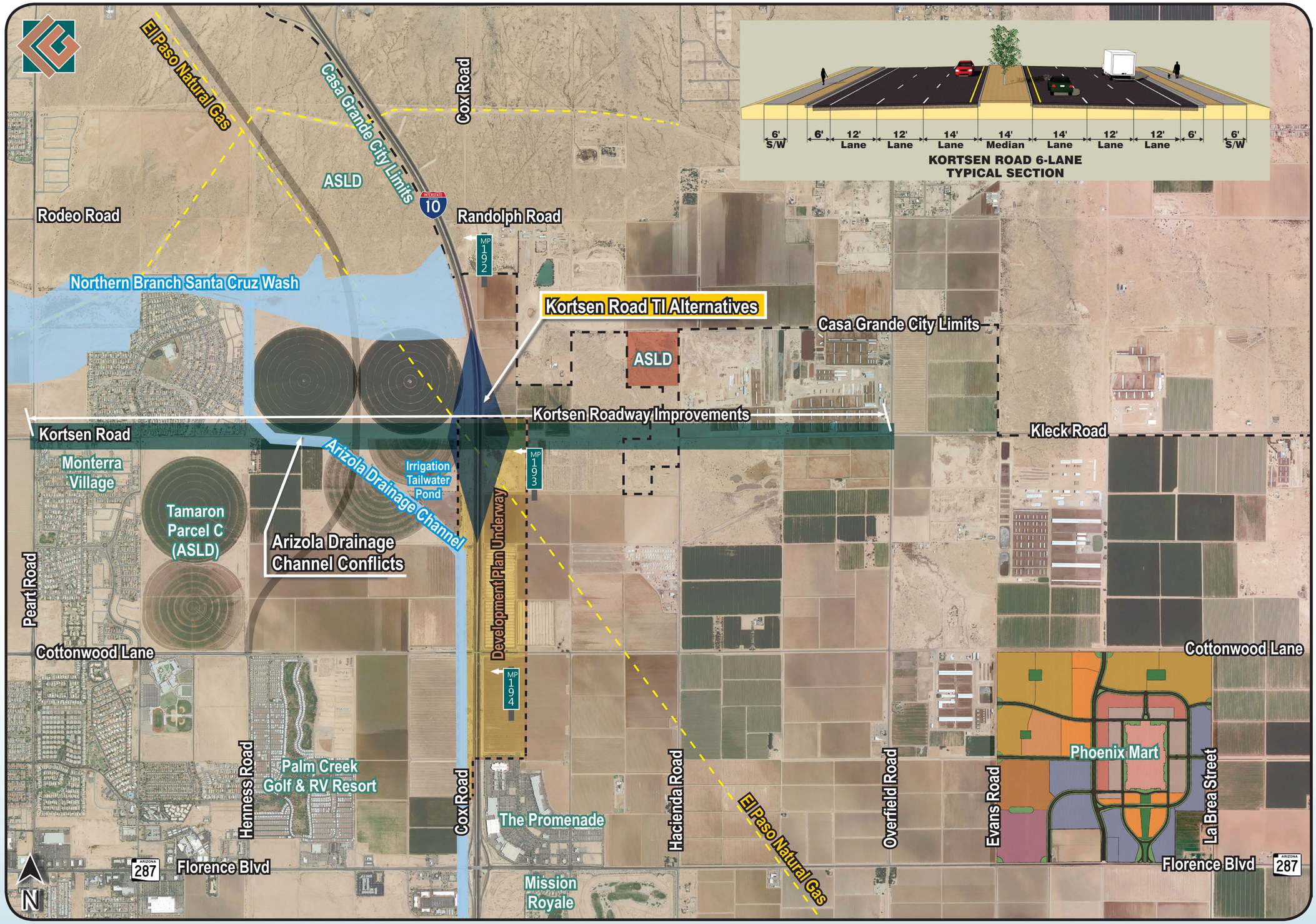
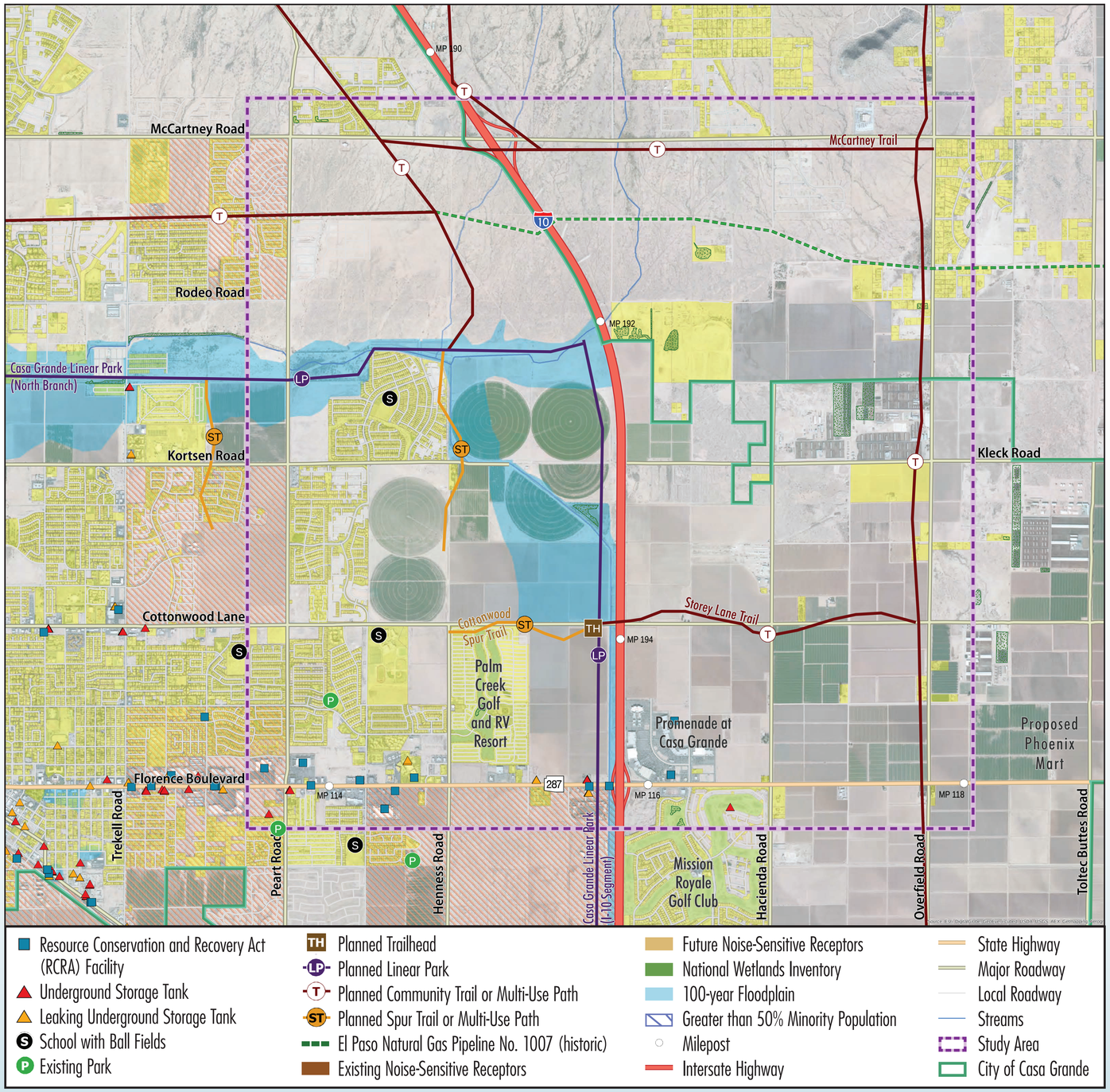
KORTSEN TRAFFIC INTERCHANGE STUDY AREA



INTERSTATE 10/KORTSEN ROAD TRAFFIC INTERCHANGE

ENVIRONMENTAL SENSITIVITIES



Environmental resources shown are those that differentiate among potential traffic interchange locations within the study area.

Other sensitive resources:

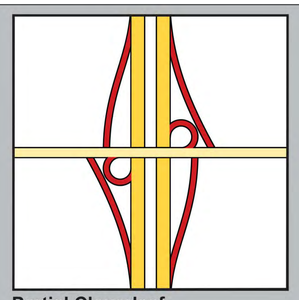
- Presence of protected species or their suitable habitat
- Prime or unique farmland
- Existing land use
- Historic and prehistoric sites

Other resources evaluated:

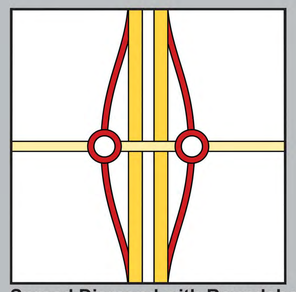
- Fissures
- Soils suitable for roadway construction
- Native plant communities
- Wildlife connectivity linkage zones
- Registered wells
- Air quality
- Scenic and sensitive viewpoints

KORTSEN TRAFFIC INTERCHANGE ALTERNATIVES

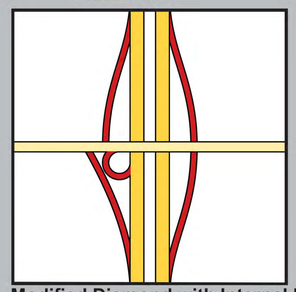
ROUND 1: INITIALLY ELIMINATED ALTERNATIVES



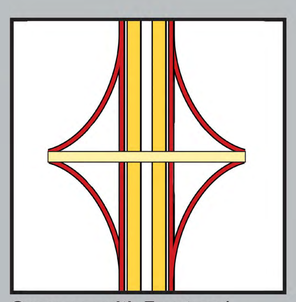
Partial Cloverleaf
·Eliminate some left-turn movements
·Narrower bridge structure
·Suitable for high left-turn movements
CONS
·Increased R/W requirements
·Historically increased vehicular conflicts (Cloverleaf)



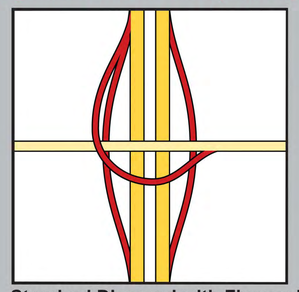
Spread Diamond with Roundabout Ramp Terminals
·No traffic signals required
·Narrow bridge structure
·Suitable for high demand directional movements
CONS
·Increased R/W requirements
·Negative public reception of roundabouts
·Inefficient for cross traffic



Modified Diamond with Internal Loop Ramp
·Eliminate some left-turn movements
·Narrower bridge structure
·Suitable for high demand directional movements
CONS
·Increased R/W requirements
·Historically increased vehicular conflicts (Cloverleaf)

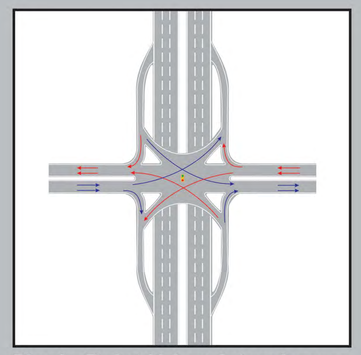


Overpass with Frontage/ Collector-Distributor Roads
·Reduced mainline conflicts as traffic departs mainline before interchange
·Minimal bridge over I-10
CONS
·High R/W requirements
·Limited Access
·Added congestion to adjacent interchanges (Florence Blvd. / McCartney Road)

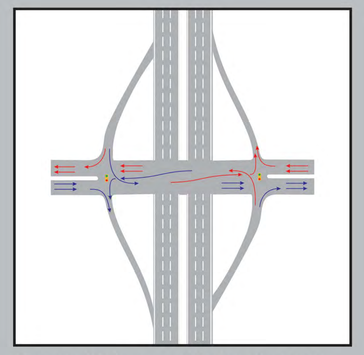


Standard Diamond with Flyover Ramp
·High efficiency for flyover movement
·Narrow crossroad structure
CONS
·High construction costs
·Multiple structures required
·Increased R/W requirements

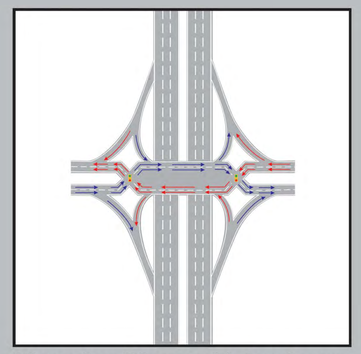
ROUND 2: ALTERNATIVES CONSIDERED, BUT ELIMINATED



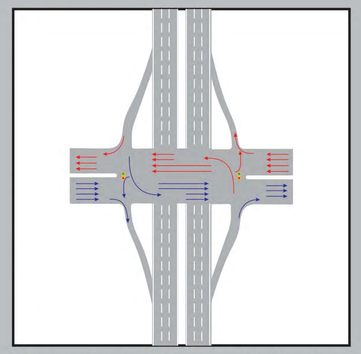
Single-Point Urban Interchange
PROS
·One traffic signal required for interchange
·Increased left-turn efficiency
CONS
·Larger structure required
·High construction costs



Spread Diamond Interchange
PROS
·Common interchange design
·Narrower bridge structure
·Increased left-turn Capacity
·Moderate construction costs
CONS
· More R/W required

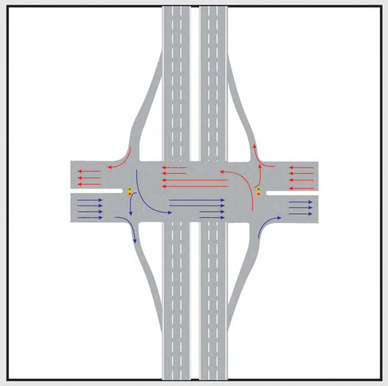


Diverging Diamond Interchange
PROS
·Eliminate left-turn signal operation
·Fewer vehicular conflict points
·Narrower bridge structure
·Lower construction costs
CONS
·Uncommon interchange design in Arizona
·More R/W required



Compressed Diamond Interchange with dual left turns
PROS
·Common interchange design
·Less R/W required
·Most future capacity
·Lower construction costs

RECOMMENDED ALTERNATIVE



Compressed Diamond Interchange with dual left turns
PROS
·Common interchange design
·Less R/W required
·Most future capacity
·Lower construction costs

STUDY PROCESS AND SCHEDULE

Preliminary Data Collection	**Early–Mid 2014**
Traffic Analysis	**Spring 2014**
Draft Environmental Overview	
Alternatives Development	**Spring/Summer 2014**
Public Open House	**Summer 2014**
Alternatives Evaluations	**Summer/Fall 2014**
Interactive Public Review	**Early 2015**
Final Study Documents • Engineering Concepts and Report • Planning and Environmental Linkages Checklists • Alternatives Selection Report • Change of Access Report *The process would continue once funding is appropriated. Study Documents would be used to support future National Environmental Policy Act (NEPA) documents.*	**Early 2015**

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