I-10: State Route 85 to Verrado Way
Public Information Meeting

WELCOME

Thursday, June 21, 2018
5-7 p.m. (presentation at 6:15 p.m.)
Coyote Branch Library

Agenda

- Welcome/ Team Introductions
  Gaby Kemp, ADOT Community Relations Project Manager
- Project Overview
  Madhav Mundle, P.E., ADOT Project Manager
- Traffic Analysis
  Michael Grandy, P.E., Kimley-Horn
- Questions/ Comments After Presentation
  Project Team

ADOT Self Identification Cards

- Self-identification survey cards available
- Fill one out and turn it in before you leave
- The information helps ADOT fulfill federal reporting requirements from the Federal Highway Administration (FHWA)
- Information is anonymous
- **Participating is voluntary**

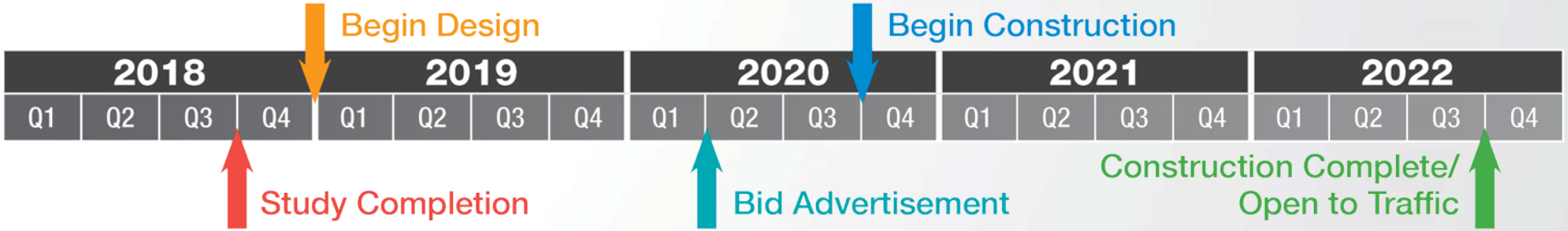
Title VI of the Civil Rights Act of 1964

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, or disability. Persons who require a reasonable accommodation based on language or disability should contact me right away. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con El Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con migo. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

Project Overview

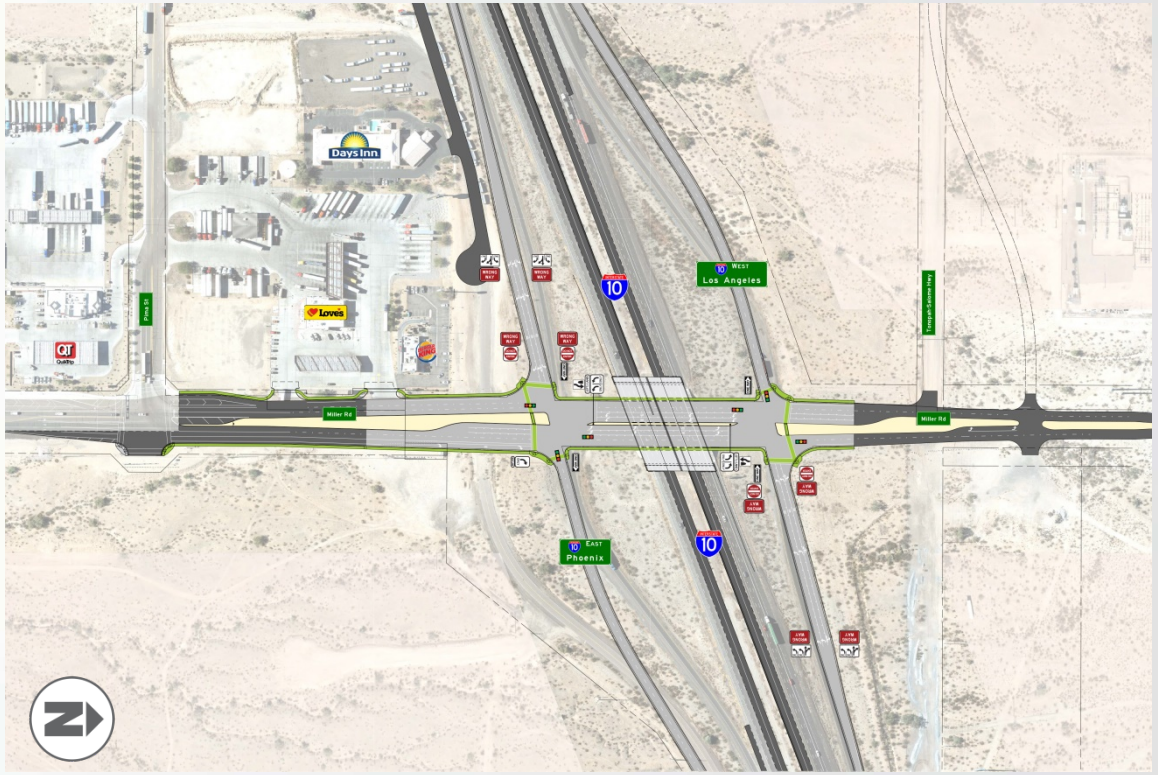
- Additional lane on I-10 between SR 85 and Verrado Way
- Reconstruct traffic interchanges at Miller Road and Watson Road



Miller Road Traffic Interchange

Existing

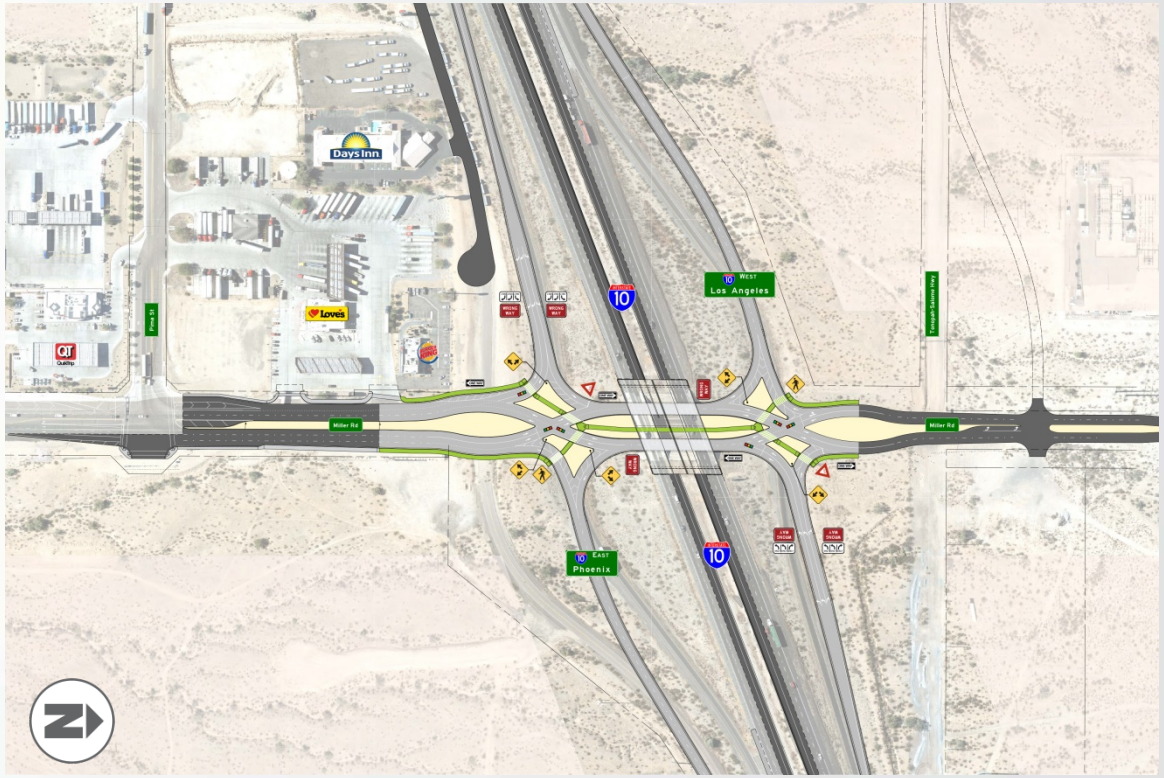
Compact Diamond Interchange



Miller Road Traffic Interchange

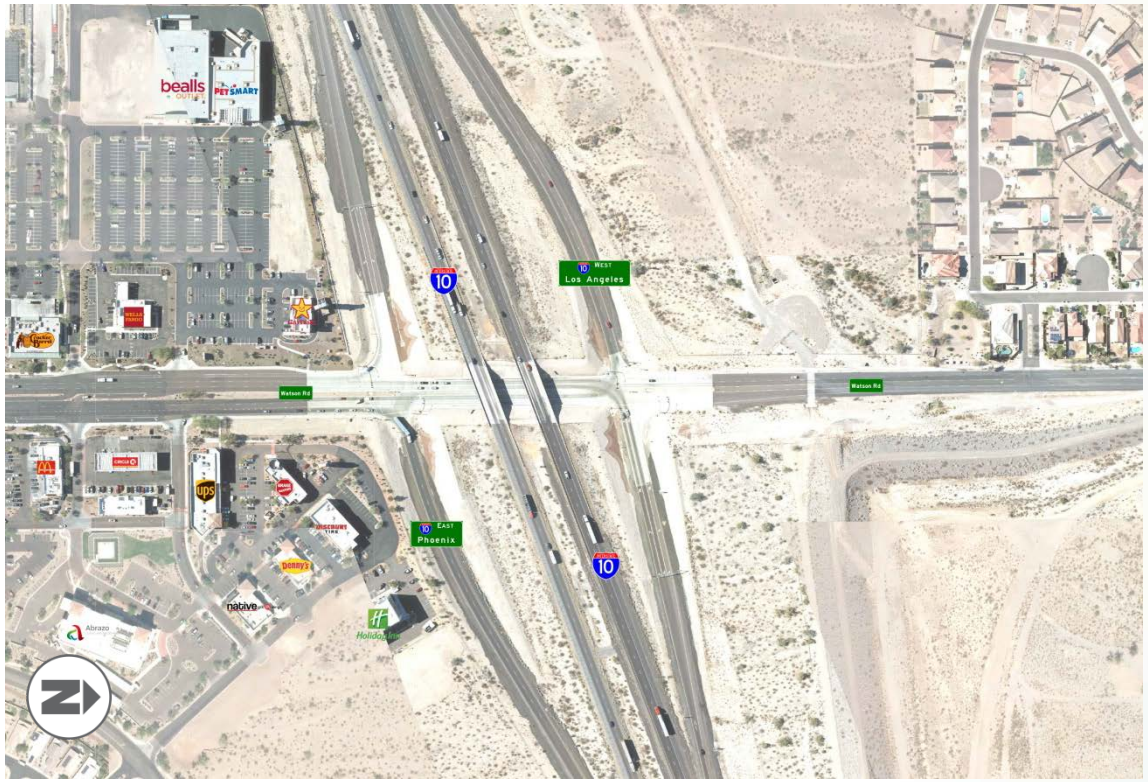
Existing

Diverging Diamond Interchange

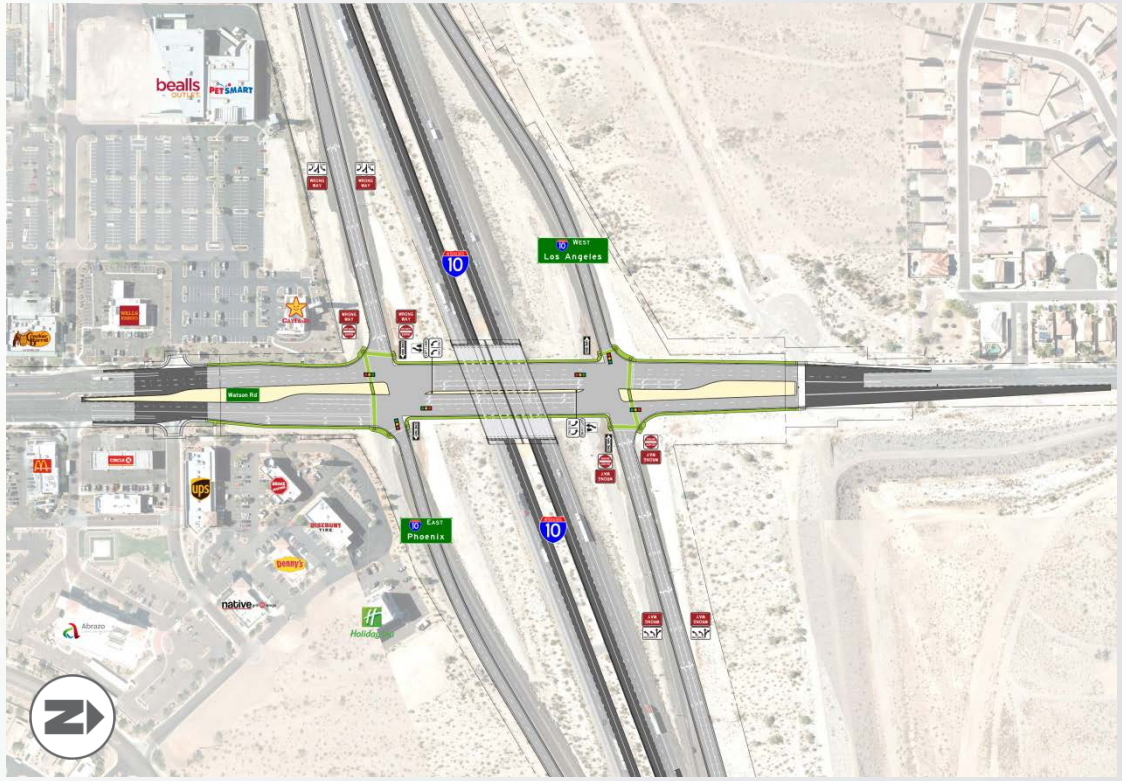


Watson Road Traffic Interchange

Existing

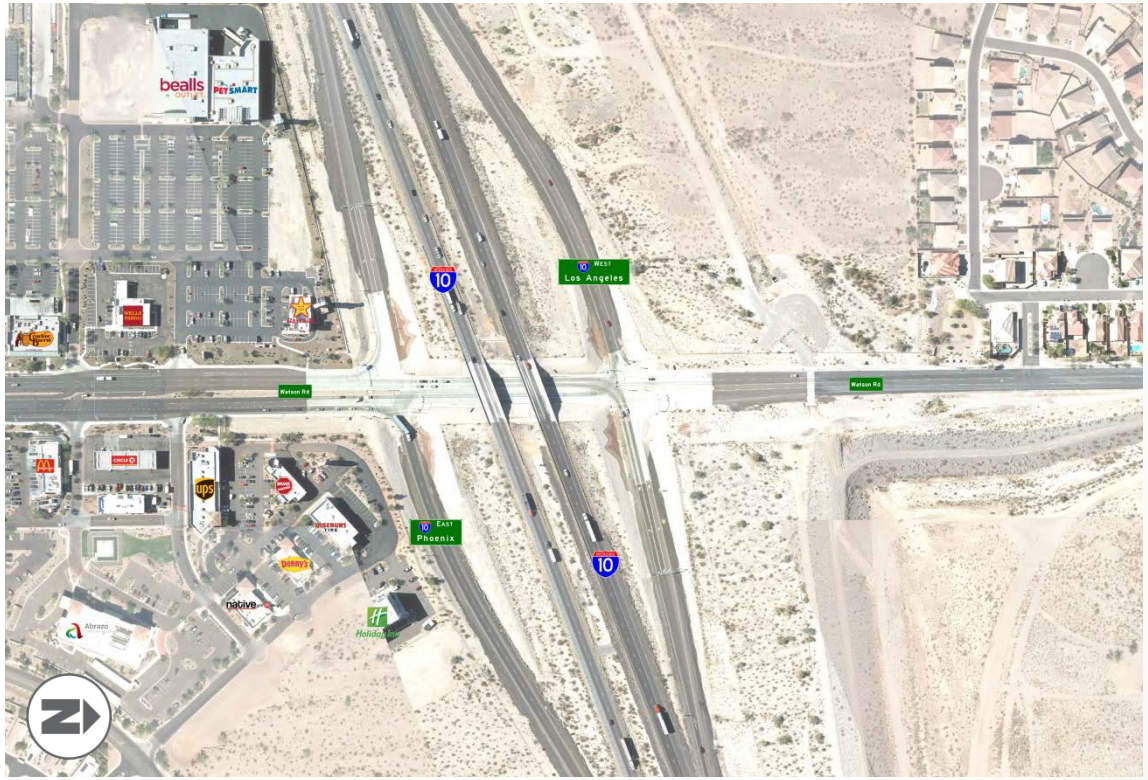


Compact Diamond Interchange

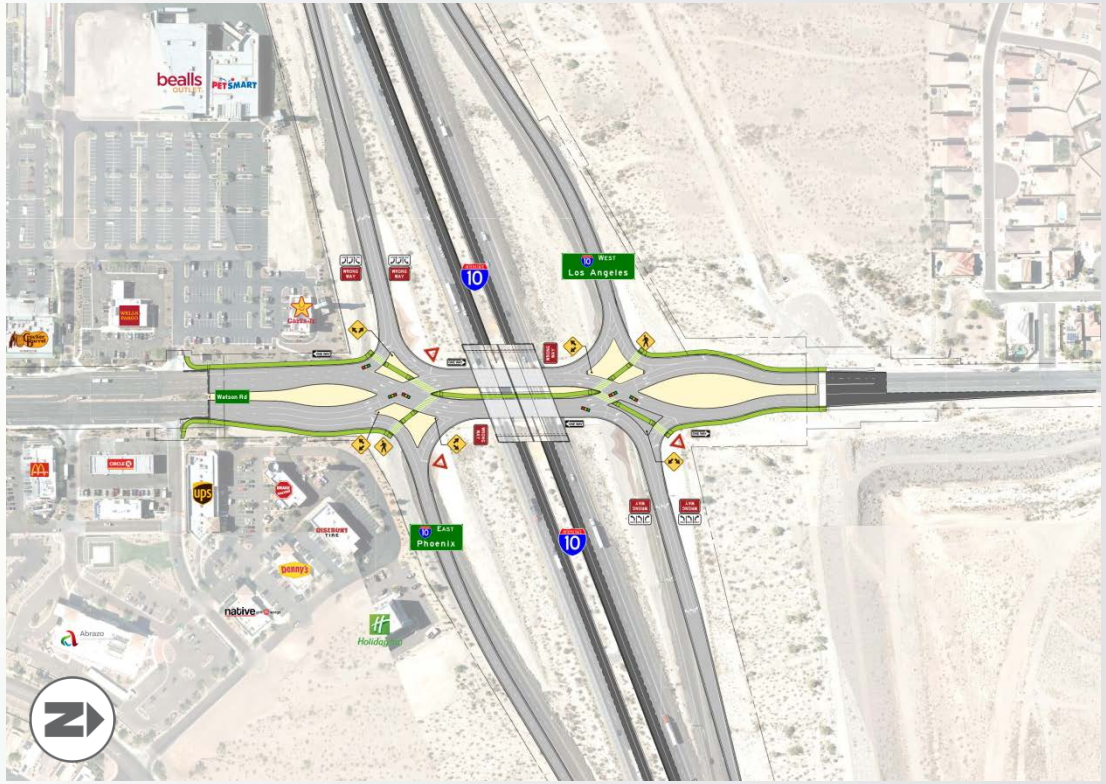


Watson Road Traffic Interchange

Existing



Diverging Diamond Interchange



Interchange Traffic Analysis

Critical Movement

Intersection	2017 AM		2017 PM	
	Avg. Delay (sec.)	Cars in Queue	Avg. Delay (sec.)	Cars in Queue
Miller/I-10 WB Left-Turn	51	13	224	31
Miller/I-10 EB Right-Turn	17	2	18	2
Watson/I-10 WB Left-Turn	27	9	42	26
Watson/I-10 EB Right-Turn	15	1	139	11

Intersection	2040 No-Build AM		2040 No-Build PM	
	Avg. Delay (sec.)	Cars in Queue	Avg. Delay (sec.)	Cars in Queue
Miller/I-10 WB Left-Turn	2,641	105	12,360	121
Miller/I-10 EB Right-Turn	538	48	669	58
Watson/I-10 WB Left-Turn	57	21	207	60
Watson/I-10 EB Right-Turn	70	17	386	50

Interchange Traffic Analysis

Critical Movements

Intersection	2040 Build AM – Compact Diamond		2040 Build PM – Compact Diamond	
	Avg. Delay (sec.)	Cars in Queue	Avg. Delay (sec.)	Cars in Queue
Miller/I-10 WB Left-Turn	40	16	43	18
Miller/I-10 EB Right-Turn	34	10	37	10
Watson/I-10 WB Left-Turn	28	13	59	37
Watson/I-10 EB Right-Turn	21	5	112	19

Intersection	2040 Build AM – Diverging Diamond		2040 Build PM – Diverging Diamond	
	Avg. Delay (sec.)	Cars in Queue	Avg. Delay (sec.)	Cars in Queue
Miller/I-10 WB Left-Turn	1	1	1	1
Miller/I-10 EB Right-Turn	15	7	16	7
Watson/I-10 WB Left-Turn	6	5	13	15
Watson/I-10 EB Right-Turn	16	4	37	13

Interchange Traffic Analysis Results

- Miller Rd/I-10 traffic interchange
  - Compact Diamond is preliminary preferred interchange type from traffic perspective
    - Acceptable levels of congestion and queues
    - More familiar to drivers and provides better access to driveways than diverging diamond

Miller Road/I-10 Traffic Interchange Alternatives Evaluation		
Traffic Analysis Criteria	**Compact Diamond**	**Diverging Diamond**
Congestion level in 2040	Moderate	Low
Length of ramp queues in 2040	Moderate	Short
Access to driveways	Good	Poor
Driver familiarity	High	Low
Accommodates future expansion	Yes	Yes

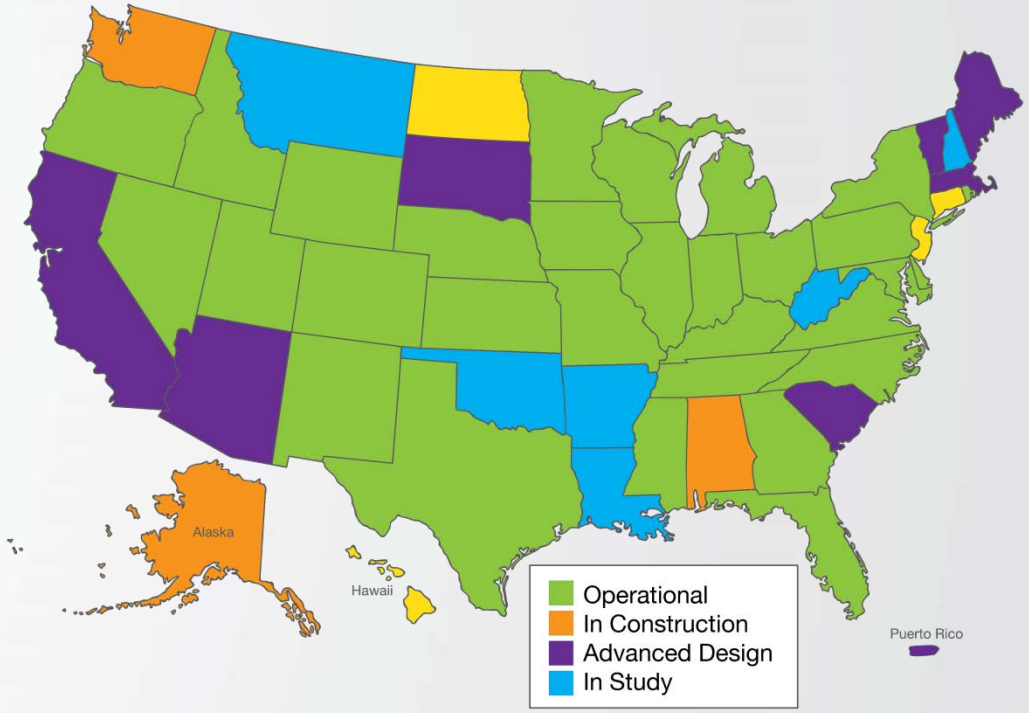
Interchange Traffic Analysis Results

- Watson Rd/I-10 traffic interchange
  - Diverging Diamond is preliminary preferred interchange type from traffic perspective
    - Less congestion and shorter queues than compact diamond
    - Driver unfamiliarity can be addressed through driver education campaign

Watson Road/I-10 Traffic Interchange Alternatives Evaluation		
Traffic Analysis Criteria	**Compact Diamond**	**Diverging Diamond**
Congestion level in 2040	High	Low
Length of ramp queues in 2040	High	Moderate
Access to driveways	Good	Good
Driver familiarity	High	Low
Accommodates future expansion	Yes	Yes

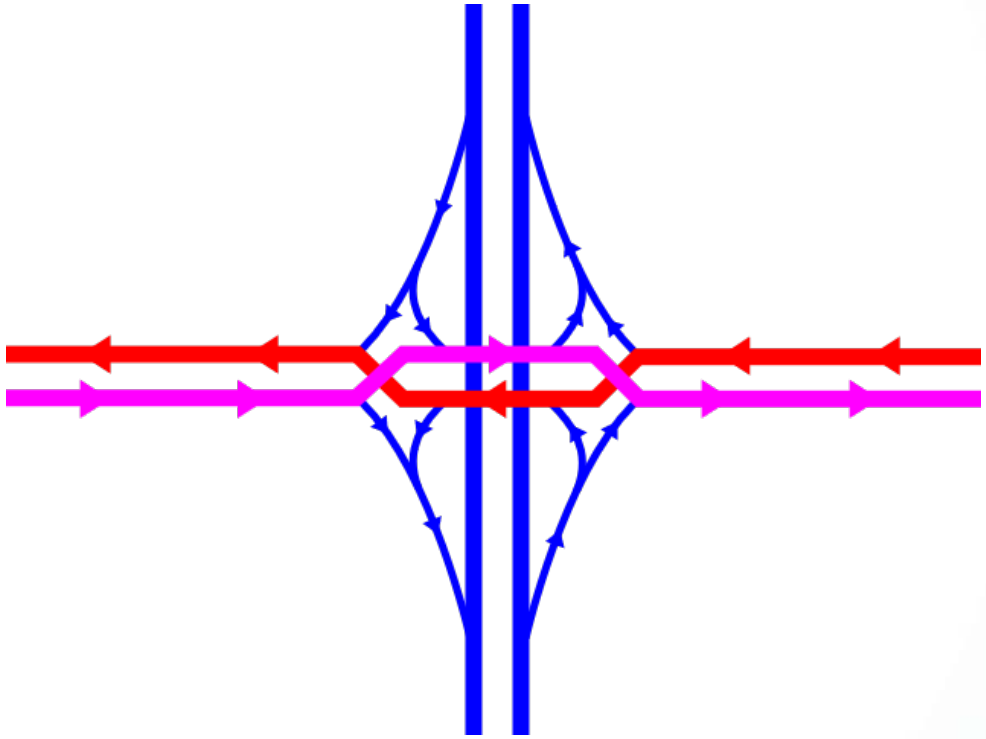
Diverging Diamond Interchanges

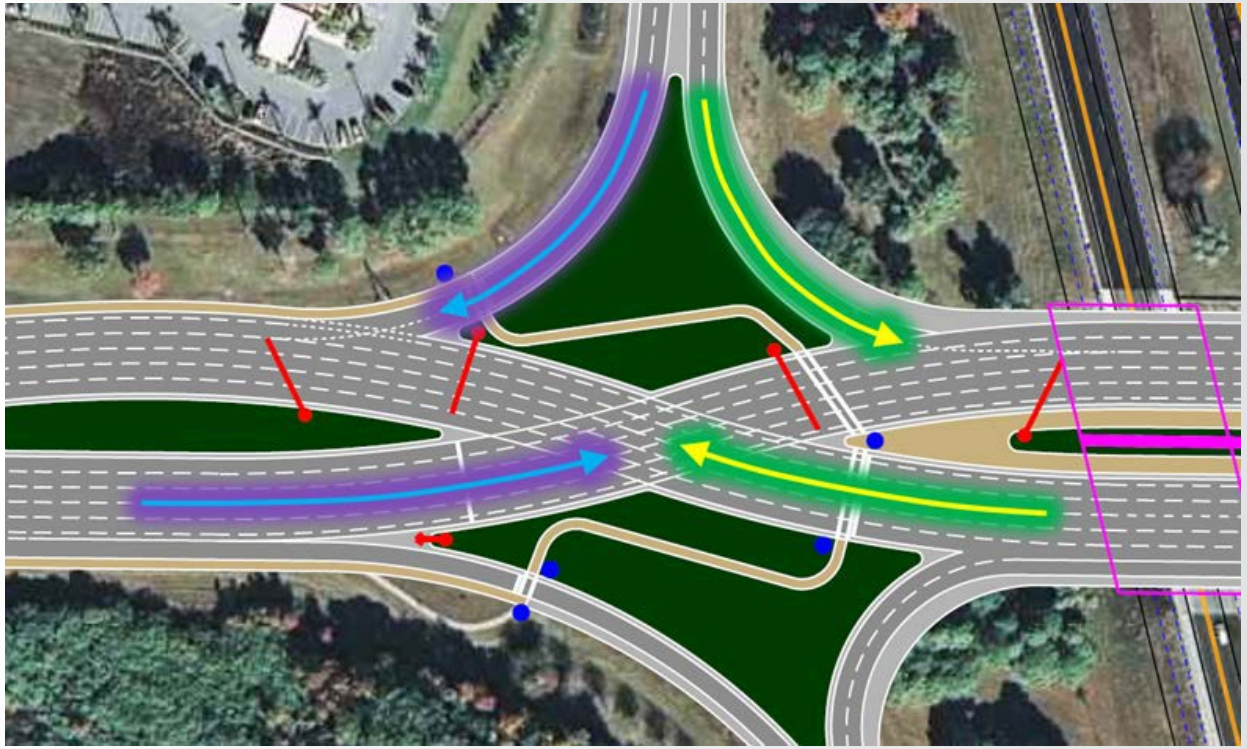
History and Existing Locations



Diverging Diamond Interchanges

Travel Patterns & Turning Movements





Diverging Diamond Interchange

I-10/Watson Road

Diverging Diamond Video

Thank you!

Your Participation Is Important

Please send us your comments using one of the methods below:

Email: Projects@azdot.gov
Website: azdot.gov/I-10SR85toVerrado
Telephone: 855.712.8530
Mail: c/o ADOT Communications
1655 W Jackson Street, MD #126F
Phoenix, AZ 85007

*Please send in your comments no later than July 23, 2018