



# Welcome

## Interstate 10/Koli Road Traffic Interchange Study Scoping and Alternatives Meeting

Please sign in at the welcome table.  
Please see a staff member if you need  
Spanish or O'odham  
interpretation assistance.

Consulte a un personal miembro si  
necesita asistencia de interpretación  
en español o en O'odham





## Provide Your Comments

You may submit comments throughout the comment period by November 8, 2024, in any of the following ways:



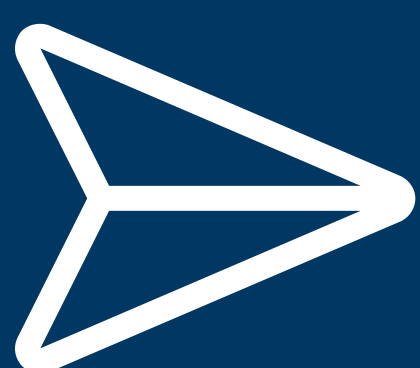
**Complete a comment form  
at the meeting**



**Visit the website and  
leave a comment:  
[azdot.gov/koliroad](https://azdot.gov/koliroad)**



**Call the toll-free bilingual project  
information line: 855-712-8530**



**Email: [koliroad@azdot.gov](mailto:koliroad@azdot.gov)**



**USPS Mail:**  
**I-10/Koli Road Traffic Interchange Study Office**  
**6515 South Rural Road, Suite 107**  
**Tempe, AZ 85283**





# I-10/Koli Road Traffic Interchange Study

## Study Area

The proposed I-10/Koli Road Traffic Interchange would be located on I-10 between the existing Wild Horse Pass Boulevard and State Route 347/Queen Creek Road traffic interchanges.

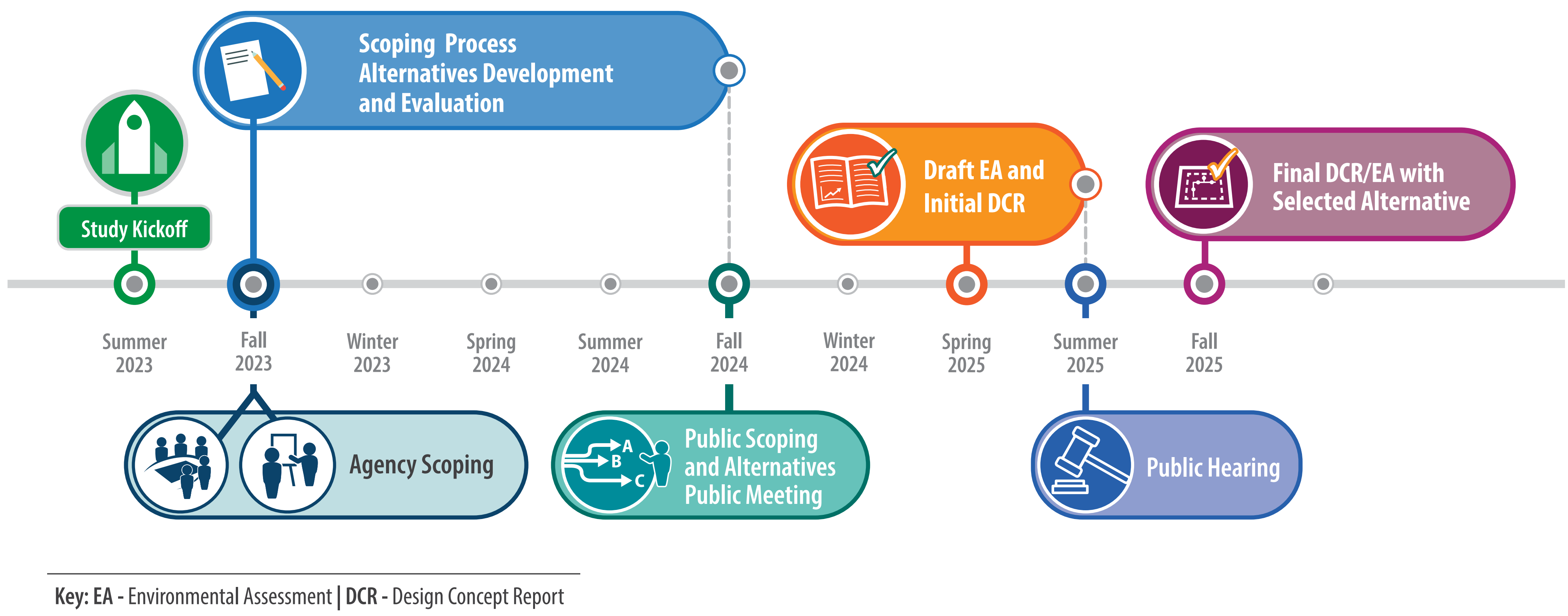
The study area stretches from just north of the Wild Horse Pass Boulevard traffic interchange to south of the Queen Creek Road/SR 347, and approximately a half mile to the east of I-10 and continues west to approximately Maricopa Road.

The study is in Maricopa County and entirely within the Gila River Indian Community.

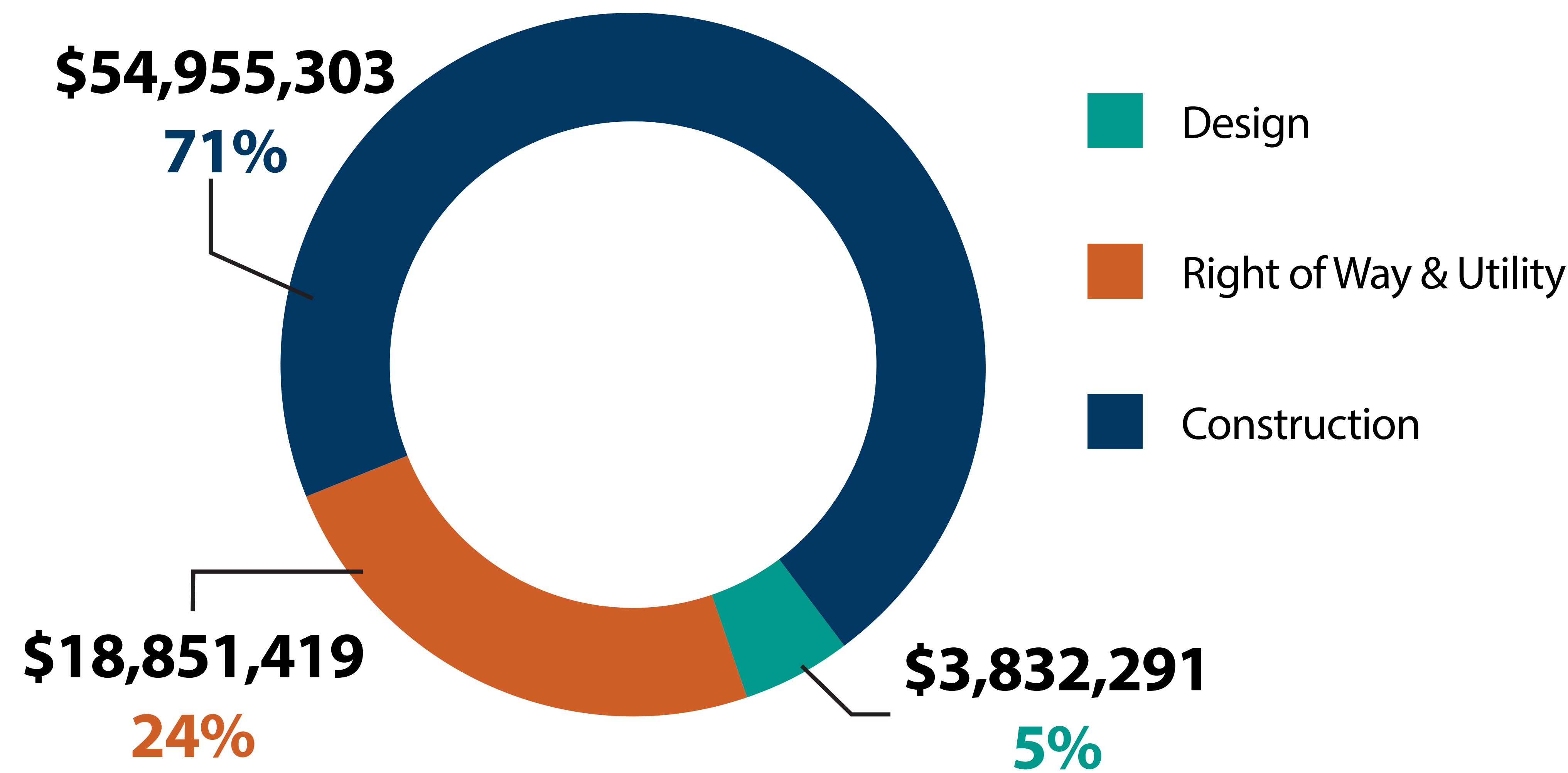




# Study Schedule and Funding



If a Build Alternative is selected, the Maricopa Association of Governments will fund \$77.6M for Right of Way, Utility Relocation and Construction of the Koli Road Traffic Interchange in the anticipated year of expenditure, 2025.





## No Build Alternative

- 2050 baseline condition
- Only corridor maintenance
- No new access from I-10
- No connection between Koli Rd and I-10
- No-Build will be compared with the recommended build alternative that will be identified as part of this study





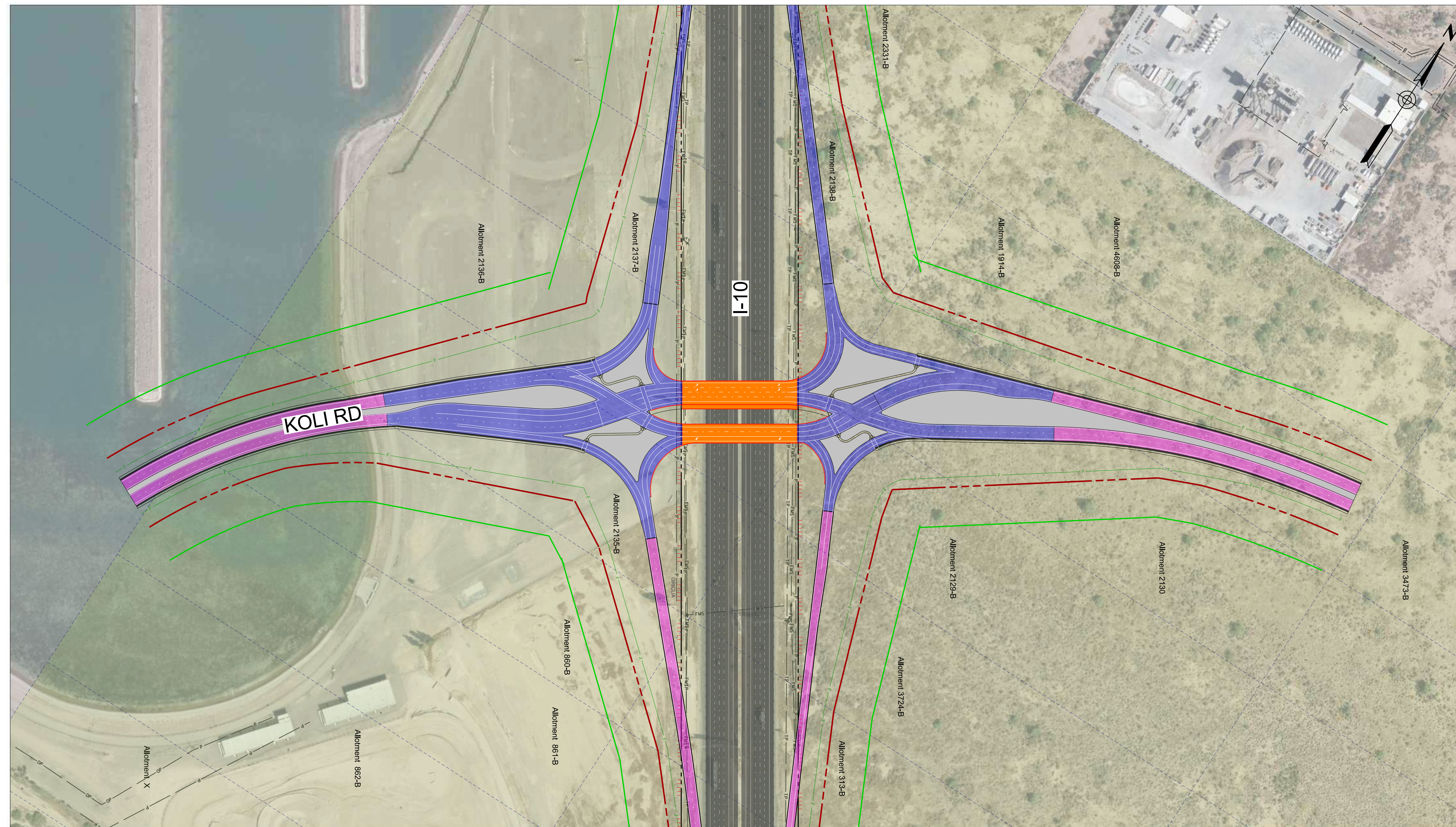

















# I-10/Koli Road Traffic Interchange Study

## Alternative B: Diverging Diamond Interchange



0 50 250  
Feet

### LEGEND

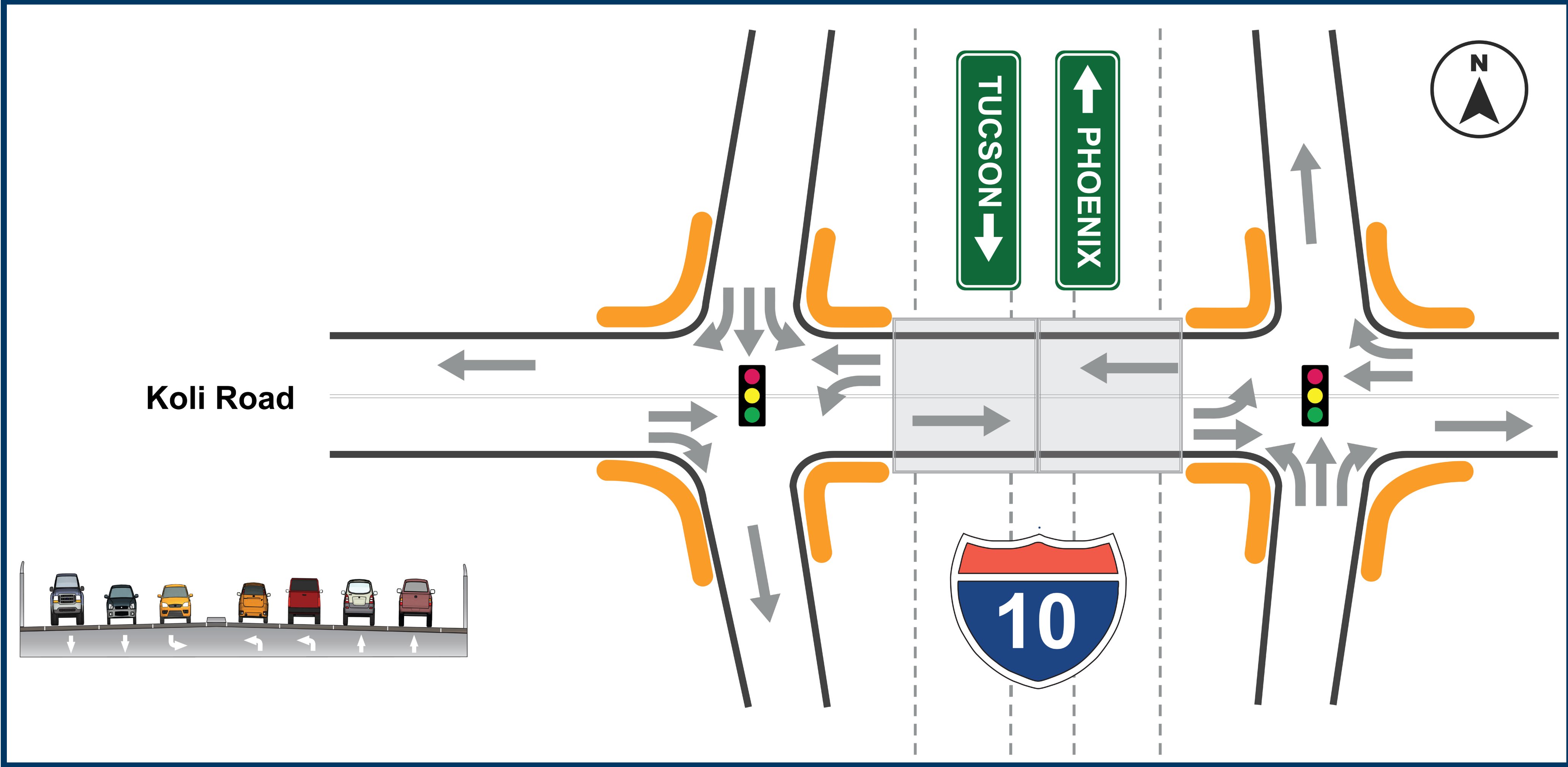
|   |                           |   |                                   |   |   |   |                        |
|---|---------------------------|---|-----------------------------------|---|---|---|------------------------|
|  | Existing Pavement         |  | Allotment Parcels                 |  | New Concrete Barrier                                    |  | Land Boundary          |
|  | Asphalt Concrete Pavement |  | Portland Cement Concrete Pavement |  | Existing Easement (Line) Control of Access (Hash Marks) |  | Fill Limits            |
|  | New Bridge                |   |                                   |  | Proposed ROW  |  | Environmental Boundary |



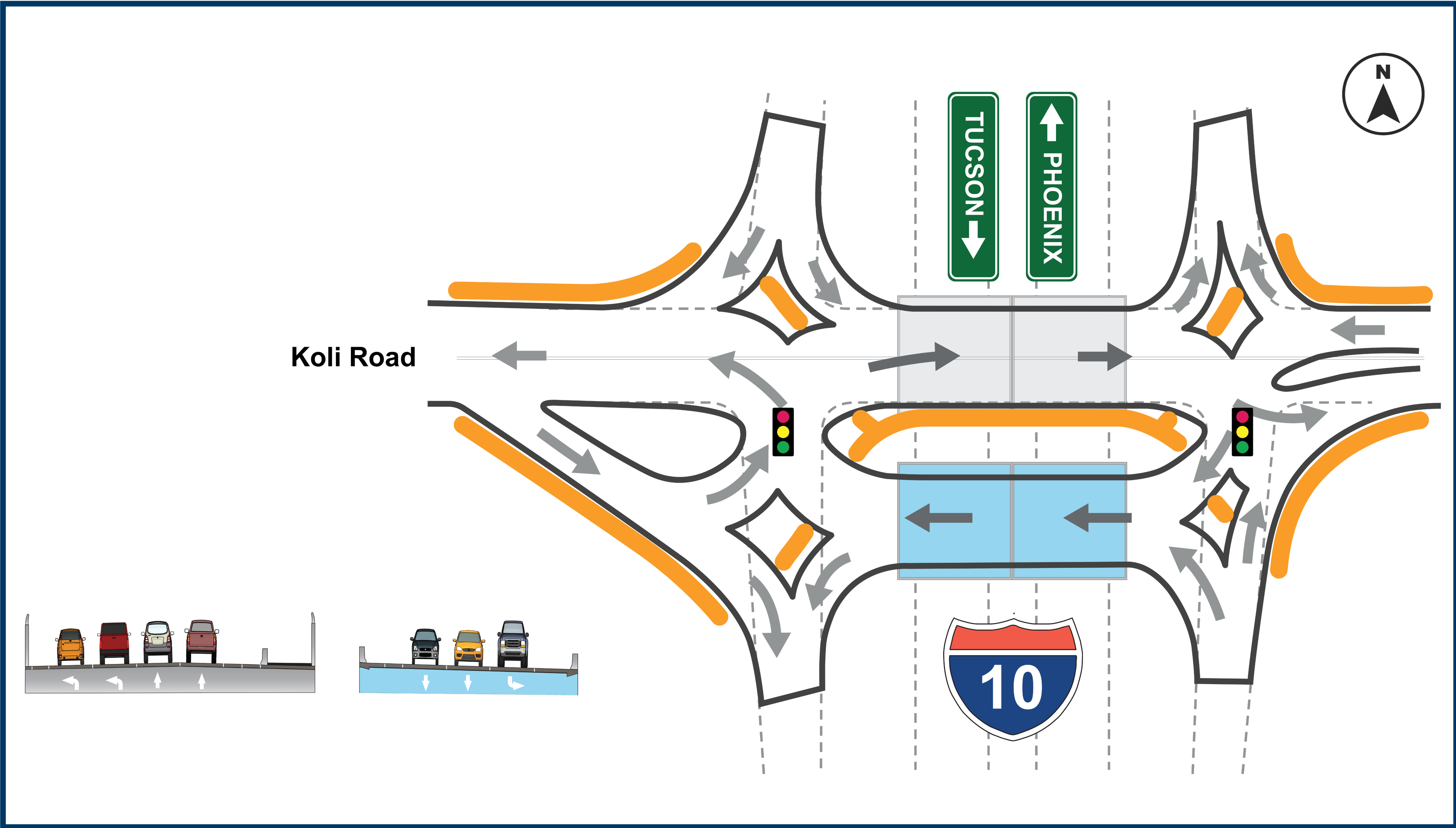


# I-10/Koli Road Traffic Interchange Study

Alternative A:  
Diamond Interchange



Alternative B:  
Diverging Diamond Interchange







## What is NEPA?

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- **The National Environmental Policy Act (NEPA) requires agencies to analyze, disclose, avoid, minimize, or mitigate adverse environmental impacts for projects with federal involvement.**
- **An Environmental Assessment (EA) is the NEPA-level document that is being prepared to evaluate potential impacts of the I-10/Koli Road Traffic Interchange Study.**
- **The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being carried out by ADOT pursuant to 23 USC 327 and a Memorandum of Understanding dated June 25, 2024, and executed by FHWA and ADOT.**



## Purpose and Need



In this **growing area of the Community**, access to and from I-10 is limited, leading to out-of-direction travel and inefficient travel times. Improved access would support planned growth.



The Wild Horse Pass area features **popular destinations**, including the Gila River Resorts and Casinos – Wild Horse Pass, Sheraton Grand at Wild Horse Pass resort, Premium Outlets shopping center, and Rawhide Western Town.



I-10 provides **access to the Community at the north (Wild Horse Pass Blvd. TI) and south (SR 347/Queen Creek Rd. TI) limits of the study area**. However, these TIs are not well-positioned to support future growth. The Community plans an extensive expansion of the local roadway network that includes the extension of Koli Road and the proposed I-10 Koli Road TI.





## Purpose and Need

### **Need Based on Poor and Inefficient Access to Community Land**

Current access to and from I-10 in this growing area of the Community is circuitous, resulting in inefficient travel times and out-of-direction travel. Improved access is needed to support planned growth.

### **Need based on Inadequate Emergency Vehicle Response Time**

The Community Fire Department reported that it has experienced delayed response times during special events. A new Koli Road TI would provide an additional alternative route for first responders, allowing more flexibility when a special event in the Wild Horse Pass area causes backed-up traffic at the existing I-10 TIs at Wild Horse Pass Boulevard and SR 347/Queen Creek Road.

### **Need Based on Substantial Traffic Management Issues on I-10 during Incident**

The closure durations for I-10 eastbound within the Koli Road TI study area placed it in the red category (poor) compared to other statewide corridors. When incidents on I-10 occur, traffic is diverted to the local roadway network. A new TI at Koli Road would provide an additional point along I-10 where drivers could be routed off the freeway, improving traffic management options.

### **Need Based on Substantial Population and Employment Growth**

MAG projects that the visitor population will grow by over 500 percent by 2050. This is largely attributable to planned development west of I-10 and south of Wild Horse Pass Boulevard, in areas near the existing Gila River Resorts & Casinos – Wild Horse Pass, Sheraton Grand at Wild Horse Pass, and Wild Horse Pass Motorsports Park.



# I-10/Koli Road Traffic Interchange Study

## ADOT's Nondiscrimination Notice to the Public

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, the Arizona Department of Transportation (ADOT) does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Marcy McMacken at 855.712.8530 or [mmcmacken@azdot.gov](mailto:mmcmacken@azdot.gov). 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, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con Marcy McMacken al 855.712.8530 o por correo electrónico al [mmcmacken@azdot.gov](mailto:mmcmacken@azdot.gov). Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.





# I-10/Koli Road Traffic Interchange Study

## Alternatives Evaluation Matrix Summary Engineering

| ALTERNATIVES                     |                                     | ENGINEERING IMPACTS    |                         |                            |        |                                      |   |                        |                               |                     |                               |                       |
|----------------------------------|-------------------------------------|------------------------|-------------------------|----------------------------|--------|--------------------------------------|---|------------------------|-------------------------------|---------------------|-------------------------------|-----------------------|
|                                  |                                     | Roadway Design Factors | Drainage Considerations | Traffic Operations in 2050 | Safety | Compatibility with adjacent land use | Constructability / Maintenance of Traffic During Construction | Utility Considerations | Maintenance / Maintainability | Incident Management | Pedestrian and Cyclist Access | I-10 Mainline Impacts |
| Koli Rd Interchange Alternatives |                                     |                        |                         |                            |        |                                      |   |                        |                               |                     |                               |                       |
| Interchange Configuration        | No Build                            | N/A                    | ○                       | ●                          | ◐      | ●                                    | ○   | ○                      | ○                             | N/A                 | N/A                           | N/A                   |
|                                  | Diverging Diamond Interchange (DDI) | ○                      | ◐                       | ○                          | ○      | ○                                    | ●   | ◐                      | ●                             | ●                   | ●                             | ◐                     |
|                                  | Diamond Interchange                 | ○                      | ○                       | ○                          | ◐      | ○                                    | ○   | ◐                      | ◐                             | ○                   | ○                             | ◐                     |

- = Most desirable or least impact
- ◐ = Average desirability or average impact
- = Least desirable or most impact



# I-10/Koli Road Traffic Interchange Study

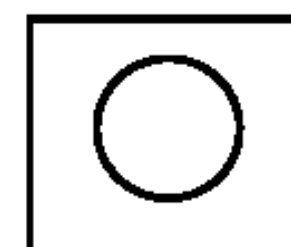
## Alternatives Evaluation Matrix Summary Cost and Right of Way

| ALTERNATIVES                     |    |                                     | COST<br>(Excluding right of way and easements) |  | RIGHT OF WAY<br>(TRIBAL LAND)                |                          | RIGHT OF WAY<br>(ALLOTMENT LAND)  |                          |
|----------------------------------|----|-------------------------------------|--|--|--|--------------------------|---|--------------------------|
|                                  |    |                                     | Design and Construction Cost<br>(\$millions)   | Utility Cost (3rd Party)<br>(\$millions) | New Long-Term Freeway<br>Easement<br>(Acres) | Billboard<br>Relocations | New Long-term Freeway<br>Easement<br>(Acres)  | Billboard<br>Relocations |
| Koli Rd Interchange Alternatives |    |                                     |  |  |  |                          |   |                          |
| Interchange Alternatives         | K1 | No Build                            | \$0.0  | \$0.0                                    | 0  | 0                        | 0   | 0                        |
|                                  | K2 | Diverging Diamond Interchange (DDI) | \$69.5   | \$1.4                                    | 0.9  | 0                        | 34.9<br>14 parcels would be required to provide new ROW for additional ADOT easement. | 3                        |
|                                  | K3 | Diamond Interchange                 | \$66.5   | \$1.4                                    | 0.9  | 0                        | 33.0<br>14 parcels would be required to provide new ROW for additional ADOT easement. | 3                        |

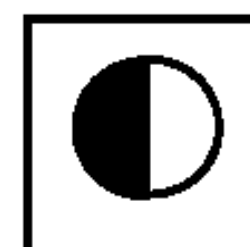


# I-10/Koli Road Traffic Interchange Study

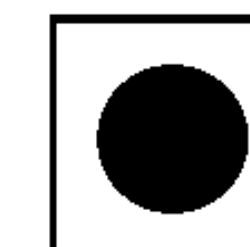
## Alternatives Evaluation Matrix Summary Environmental



= Most desirable or least impacts



= Average desirability or average impacts



= Least desirable or most impacts

| ALTERNATIVES                     |                                     | ENVIRONMENTAL IMPACTS |                                   |                 |       |             |        |                     |                                   |  |  |                      |   |                          |   |                               |
|----------------------------------|-------------------------------------|-----------------------|-----------------------------------|-----------------|-------|-------------|--------|---------------------|-----------------------------------|--|--|----------------------|---|--------------------------|---|-------------------------------|
|                                  |                                     | Floodplain            | Jurisdictional Waters of the U.S. | Water Resources | Noise | Air Quality | Visual | Hazardous Materials | Land Use<br>(Existing and Future) | Local Businesses<br>(including billboards) | Local Communities<br>(environmental justice,<br>residential impacts) | Biological Resources | Prime and Unique Farmlands<br>(soils not just active farming) | Archaeological Resources | Traditional Cultural Properties<br>(TCPs) | Section 4(f) and Section 6(f) |
| Koli Rd Interchange Alternatives |                                     |                       |                                   |                 |       |             |        |                     |                                   |  |  |                      |   |                          |   |                               |
| Interchange<br>Configuration     | No Build                            |                       |                                   |                 |       |             |        |                     |                                   |  |  |                      |   |                          |   |                               |
|                                  | Diverging Diamond Interchange (DDI) |                       |                                   |                 |       |             |        |                     |                                   |  |  |                      |   |                          |   |                               |
|                                  | Diamond Interchange                 |                       |                                   |                 |       |             |        |                     |                                   |  |  |                      |   |                          |   |                               |

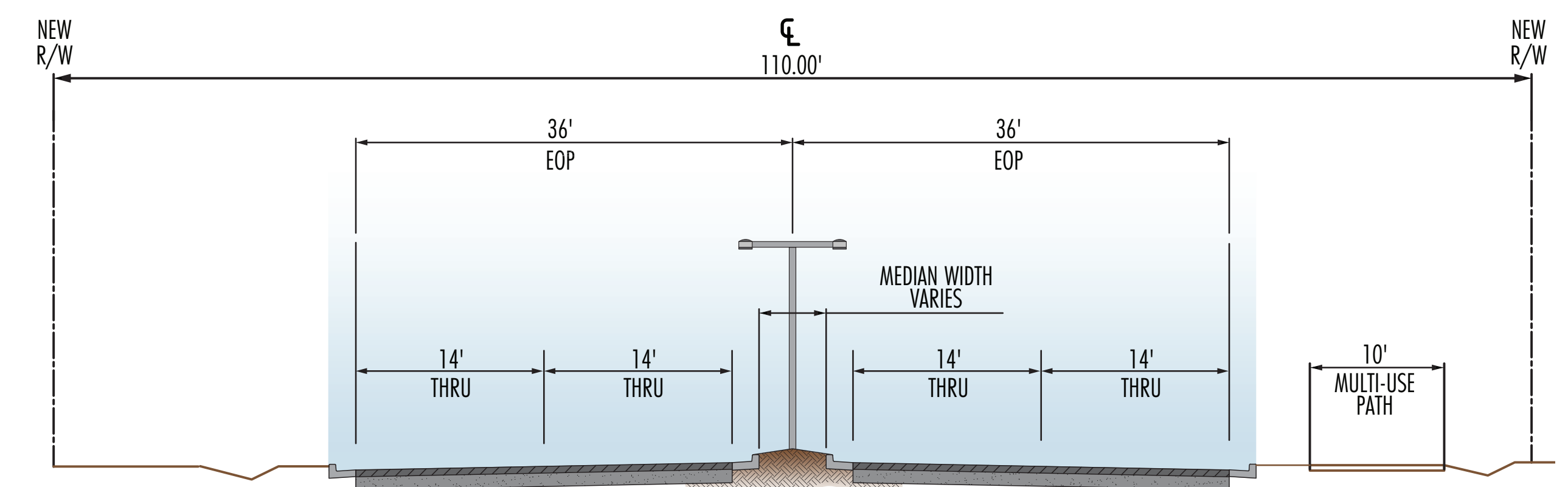




# I-10/Koli Road Traffic Interchange Study

## Alternatives to connect with proposed I-10/Koli Road Traffic Interchange

| Alternative                        | Pros  | Cons  |
|------------------------------------|---|---|
| West Alignment 01<br>(Cost: \$21M) | Meet criteria to avoid the existing racetracks and is the lowest cost alternative.                              | Reduces compatibility to develop on the north side of alignment due to limited parcel sizes.  |
| West Alignment 02<br>(Cost: \$27M) | Follows a parkway alignment through planned development.  | Does not follow grid system and has possible unneeded curves, so if future development varies from the Master Plan, this alternative is not very adaptable. |
| West Alignment 03<br>(Cost \$27M)  | Follows and develops Koli Road alignment. Aides in future development allowing for building on the grid system. | Functions as a city arterial street and not as a parkway. Minor reduction in overall capacity.  |



TYPICAL SECTION 1  
4-LANE + MULTI-USE PATH