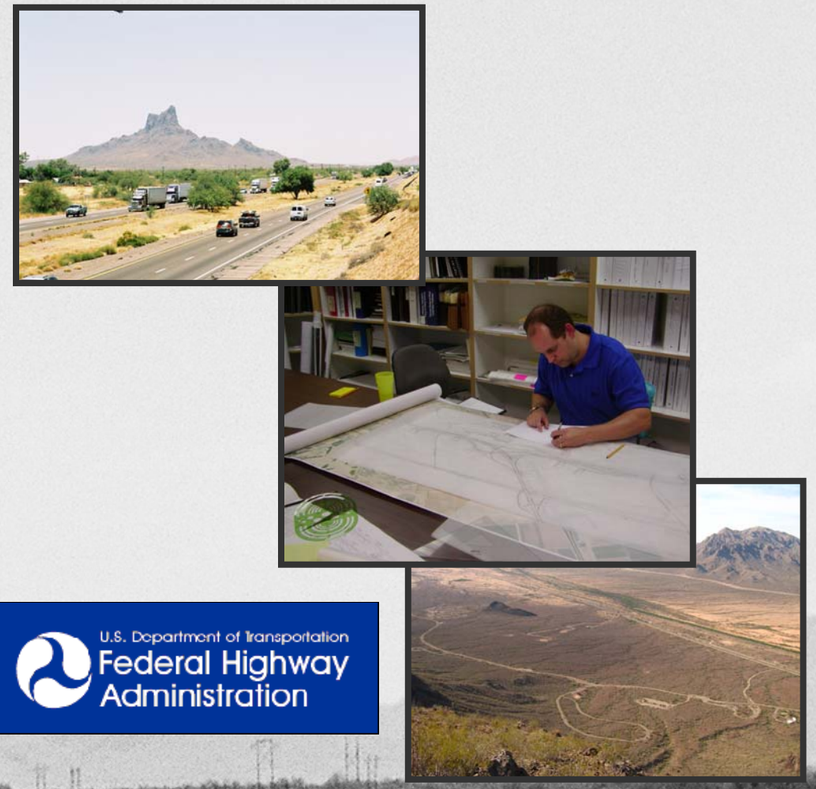
INTERSTATE 10 CORRIDOR STUDY, *JUNCTION I-8 TO TANGERINE ROAD*

CASA GRANDE - TUCSON HIGHWAY

ADOT PROJECT No. 010 PN 199 H6773 01L
FEDERAL PROJECT NO. NH-010-D(ASM)
TUCSON DISTRICT / PINAL & PIMA COUNTIES



Final

APPENDIX A-C

(VOLUME 2 OF 3)

November 2010

PREPARED FOR
Arizona Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

PREPARED BY:

AECOM

2777 E. Camelback Road, Suite 200
Phoenix, AZ 85016

Appendix A

Initial AASHTO Controlling Design Criteria Report (December 2006)

PROJECT 10 PN 199 H6773 01L

JUNCTION 1-8 TI – TANGERINE RD TI

CASA GRANDE – TUCSON HIGHWAY

I-10

INITIAL AASHTO CONTROLLING DESIGN CRITERIA REPORT

December 2006

ARIZONA DEPARTMENT OF TRANSPORTATION

INTERMODAL TRANSPORTATION DIVISION

ROADWAY ENGINEERING GROUP

ROADWAY PREDESIGN SECTION

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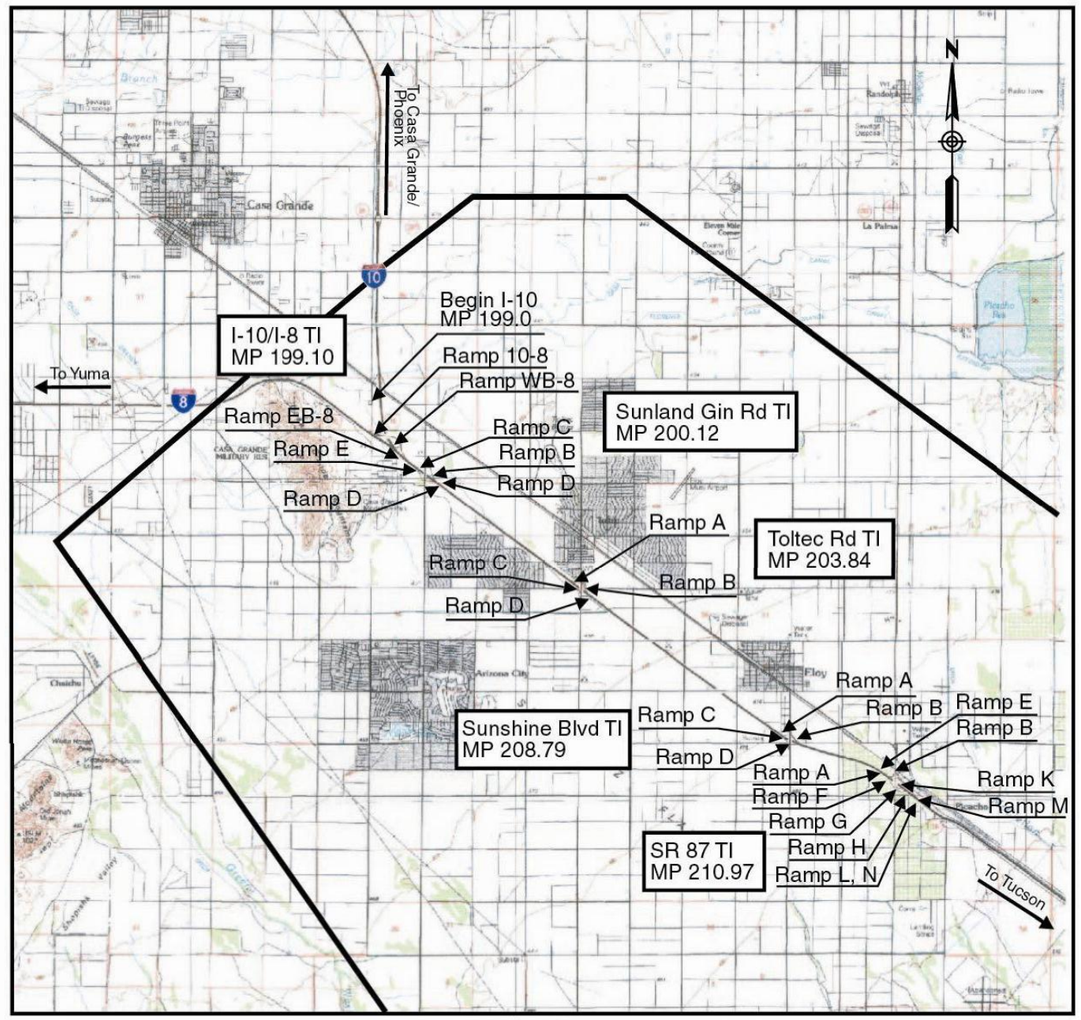
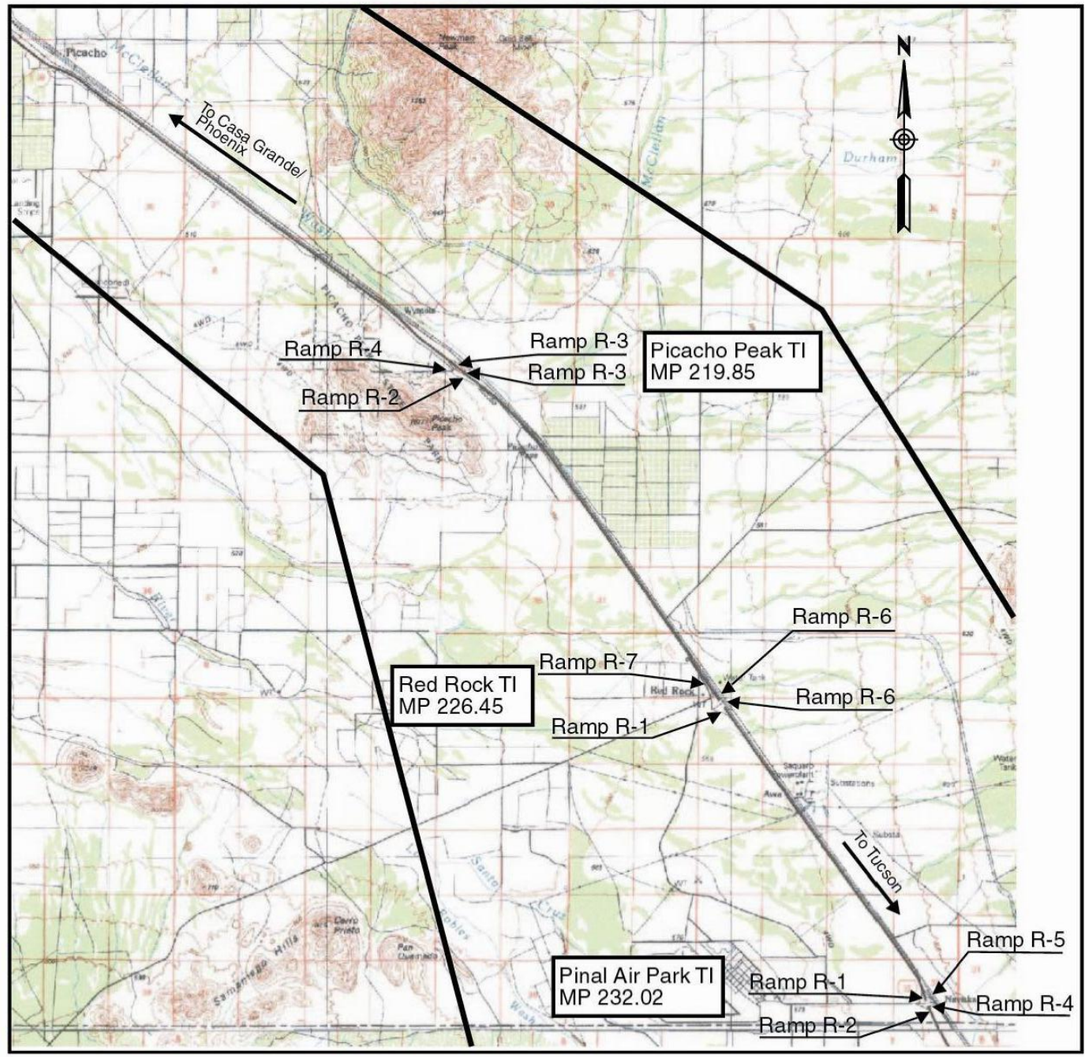
AASHTO STRUCTURE EVALUATIONS



I-10
I-8 to Tangerine Road
Location Map
(page 1 of 3)



Study Area

I-10
I-8 to Tangerine Road
Location Map
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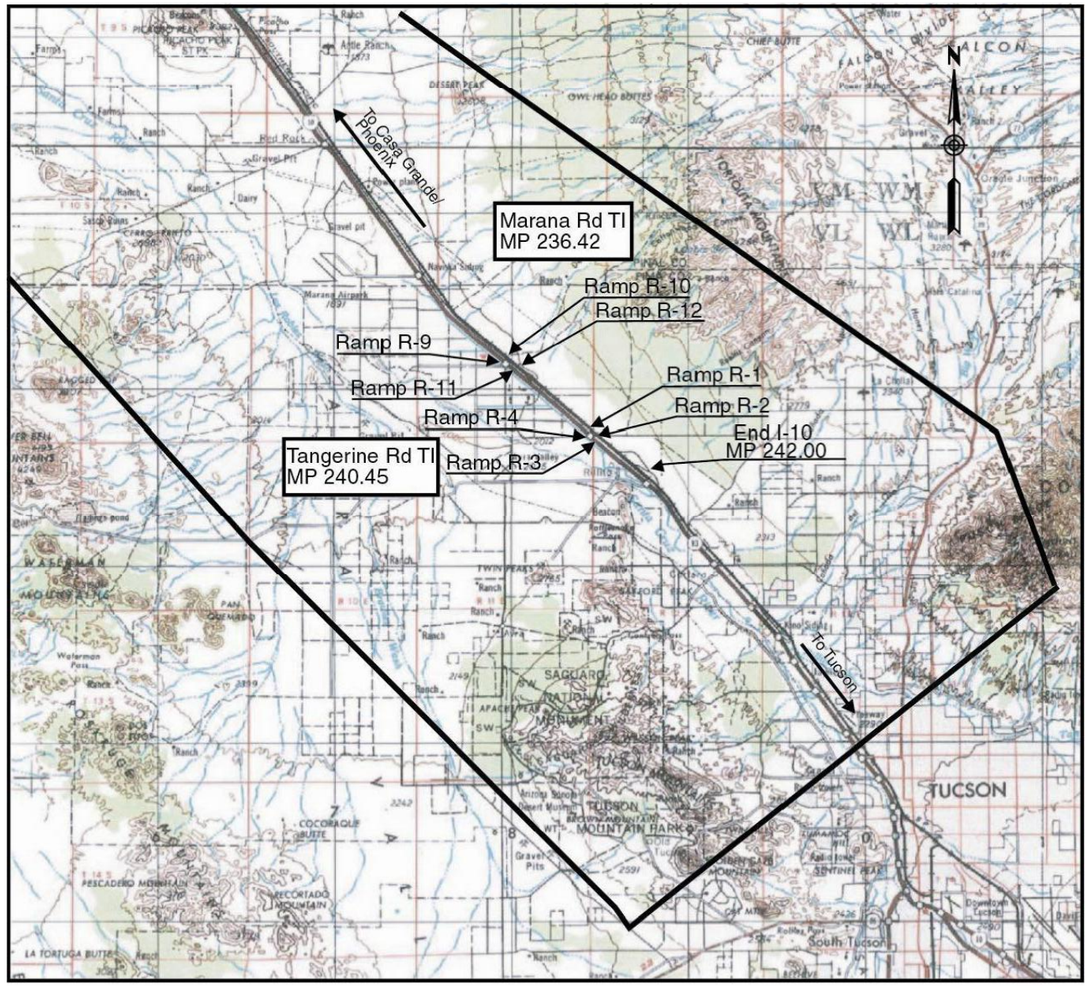

Study Area

I-10
I-8 to Tangerine Road
Location Map
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SUMMARY OF NON-CONFORMING DESIGN FEATURES

The following is a list of the existing design features requiring design exceptions.

(Note: The analysis of all design features except vertical curve stopping sight distance is based on the 1990 AASHTO Green Book. The analysis of vertical curve stopping sight distance is based on the 2001 AASHTO Green Book where roadway grade is used to calculate the stopping sight distance.) All horizontal curves were analyzed using ADOT's "Horizontal Curve Analyzer" Version 5.1. All vertical curves were analyzed using ADOT's "Vertical Curve Analyzer 2001", AASHTO 2001 Stopping Sight Distance Formula, Revision Date 08/05/04. All existing geometric elements were taken from the following asbuilt plans: Project No. I-10-4(48), I-10-4(43), I-10-4(39), I-10-4(41), I-10-4(40), I-10-4(18), I-10-4(18), I-10-4(13), I-10-4(10)221, I-10-4(27) Unit I, I-10-4(27) Unit II, I-IG-10-4(33), I-10-3(49), IR-10-4(90).

INTERSTATE 10 FACILITIES

I-10 MAINLINE EB (MP 199.00 TO MP 242.00):

1. The existing bridge width is less than the recommended 31' as follows:

   a. MP 178.33 I8 TI UP WB (#1102) – 1.0' less than recommended.
   b. MP 178.33 I8 TI UP EB RAMP (#1103) – 7.0' less than recommended.
   c. MP 200.12 SUNLAND GIN ROAD TI UP (#941) – 1.0' less than recommended.
   d. MP 205.45 BATTAGLIA ROAD UP (#943) – 5.0' less than recommended.
   e. MP 207.17 ALSDORF ROAD UP (#944) – 5.0' less than recommended.
   f. MP 208.79 SUNSHINE BLVD TI UP (#945) – 1.0' less than recommended.
   g. MP 232.02 PINAL AIR PARK TI UP (#771) – 1.0' less than recommended.

2. The existing bridge width is less than the recommended 37.5' as follows:

   a. MP 226.45 RED ROCK TI UP (#592) – 11.5' less than recommended.

3. The existing bridge rail geometry and/or bridge rail structure do not meet AASHTO recommendations for the following structures:

   a. MP 232.02 PINAL AIR PARK TI UP (#771) – bridge rail.

4. The bridge structural capacity is less than the recommended HS-20 as follows:

   a. MP 205.45 BATTAGLIA ROAD UP (#943) – HS-18.9.
   b. MP 212.21 E PICACHO TI OP EB (#793) – HS-18.9.

5. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. MP 198.75 to MP199.69 (HPI STA 2852+93.66) – 0.022 ft/ft less than the minimum.
   b. MP 211.85 to MP 212.00 (HPI STA 1713+67.76) – 0.039 ft/ft less than the minimum.

   c. MP 232.43 to MP 233.22 (HPI STA 4182+77.68) – 0.010 ft/ft less than the minimum.

I-10 MAINLINE WB (MP 199.00 TO MP 242.00):

1. The existing bridge width is less than the recommended 31' as follows:

   a. MP 178.33 I8 TI UP WB (#1102) – 1.0' less than recommended.
   b. MP 178.33 I8 TI UP EB RAMP (#1103) – 7.0' less than recommended.
   c. MP 200.12 SUNLAND GIN ROAD TI UP (#941) – 1.0' less than recommended.
   d. MP 205.45 BATTAGLIA ROAD UP (#943) – 5.0' less than recommended.
   e. MP 207.17 ALSDORF ROAD UP (#944) – 5.0' less than recommended.
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   b. MP 211.85 to MP 212.00 (HPI STA 1713+67.76) – 0.039 ft/ft less than the minimum.
   c. MP 232.43 to MP 233.22 (HPI STA 4182+77.68) – 0.010 ft/ft less than the minimum.

I-8 TI (MP 199.10) – RAMP 10-8 (EB OFF-RAMP):

1. The existing degree of curvature exceeds the maximum of 8º 15' as follows:

   a. HPI Sta 14+17.73 – 1º 15' greater than the maximum.

I-8 TI (MP 199.10) – RAMP WB-8 (WB OFF-RAMP):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 3368+61.07 – 0.025 ft/ft less than the minimum.
b. HPI STA 3409+36.25 – 0.027 ft/ft less than the minimum.

I-8 TI (MP 199.10) – RAMP EB-8 (EB ON-RAMP):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 3370+30.33 – 0.006 ft/ft less than the minimum.

SUNLAND GIN ROAD TI (MP 200.12) – RAMP C (WB ON-RAMP):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 6+23.89 – 0.002 ft/ft less than the minimum.

SUNLAND GIN ROAD TI (MP 200.12) – RAMP B (WB ON-RAMP TO I-8):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 45+03.85 – 0.018 ft/ft less than the minimum.
   b. HPI STA 67+05.94 – 0.022 ft/ft less than the minimum.

SUNLAND GIN ROAD TI (MP 200.12) – RAMP E (EB OFF-RAMP):

1. The existing degree of curvature exceeds the maximum of 8º 15' as follows:

   a. HPI Sta 14+64.59 – 14º 40' greater than the maximum.

2. The existing horizontal curve superelevation rate is less than the recommended *minimum* as follows:

   a. HPI STA 4+39.80 – 0.052 ft/ft less than the minimum.

SUNLAND GIN ROAD TI (MP 200.12) – RAMP D (WB OFF-RAMP) (1991 ASBUILTS):

1. The existing degree of curvature exceeds the maximum of 8º 15' as follows:

   a. HPI Sta 1+83.74 – 5º 45' greater than the maximum.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 13+01.84 – 0.052 ft/ft less than the minimum.

SUNLAND GIN ROAD TI (MP 200.12) – RAMP D (EB ON-RAMP) (1964 ASBUILTS):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 7+82.83 – 0.052 ft/ft less than the minimum.

TOLTEC ROAD TI (MP 203.84) – RAMP A (WB ON-RAMP):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 40+76.42 – 0.006 ft/ft less than the minimum.

TOLTEC ROAD TI (MP 203.84) – RAMP C (EB OFF-RAMP):

1. The existing degree of curvature exceeds the maximum of 8º 15' as follows:

   a. HPI STA 47+11.59 – 5º 15' greater than the maximum.

TOLTEC ROAD TI (MP 203.84) – RAMP B (WB OFF-RAMP):

1. The existing degree of curvature exceeds the maximum of 8º 15' as follows:

   a. HPI STA 52+91.59 – 5º 15' greater than the maximum.

SUNSHINE BOULEVARD TI (MP 208.79) – RAMP A (WB ON-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 0+00.00 to STA 10+75.00 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 4+43.40 – 0.025 ft/ft less than the minimum.

SUNSHINE BOULEVARD TI (MP 208.79) – RAMP C (EB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 3+86.42 to STA 12.50.00 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 6+79.83 – 0.014 ft/ft less than the minimum.

SUNSHINE BOULEVARD TI (MP 208.79) – RAMP B (WB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

a. STA 2+00.00 to STA 12+23.17 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 9+51.95 – 0.023 ft/ft less than the minimum.

SUNSHINE BOULEVARD TI (MP 208.79) – RAMP D (EB ON-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

a. STA 1+00.00 to STA 12+33.56 – 3' less than recommended.

SR 87 TI (MP 210.97) – RAMP E (WB ON-RAMP):

1. The existing degree of curvature exceeds the maximum of 8º 15' as follows:

a. HPI Sta 52+91.59 – 5º 32' greater than the maximum.

SR 87 TI (MP 210.97) – RAMP A (EB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

a. STA 5+69.42 to STA 26+12.61 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 6+83.21 – 0.020 ft/ft less than the minimum.
b. HPI STA 25+82.55 – 0.012 ft/ft less than the minimum.

SR 87 TI (MP 210.97) – RAMP F (EB OFF-RAMP TO SR 87):

1. The existing degree of curvature exceeds the maximum of 36º 15' as follows:

a. NO HPI STA – 1º 9' greater than the maximum.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 2+89.92 – 0.030 ft/ft less than the minimum.

SR 87 TI (MP 210.97) – RAMP G (EB ON-RAMP FROM SR 87):

1. The ramp pavement width is less than the recommended 21' as follows:

a. STA 4+25.97 to STA 18+18.46 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 7+29.31 – 0.019 ft/ft less than the minimum.
b. HPI STA 15+54.84 – 0.012 ft/ft less than the minimum.

SR 87 TI (MP 210.97) – RAMP H (EB RAMP FROM SR 87 TO 5TH ST):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 7+26.52 – 0.019 ft/ft less than the minimum.
b. HPI STA 15+47.06 – 0.012 ft/ft less than the minimum.

SR 87 TI (MP 210.97) – RAMP B (WB ON-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

a. STA 10+96.80 to STA 17+91.70 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 12+01.80 – 0.013 ft/ft less than the minimum.

SR 87 TI (MP 210.97) – RAMP K (WB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

a. STA 0+66.55 to STA 6+69.30 – 3' less than recommended.

2. The vertical curve stopping sight distance is less than the recommended 457' as follows:

a. VPI STA 2+00 – 93' less than recommended.
b. VPI STA 5+00 – 84' less than recommended.

3. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 2+50.52 – 0.008 ft/ft less than the minimum.

SR 87 TI (MP 210.97) – RAMP L (EB ON-RAMP FROM PICACHO HIGHWAY):

1. The ramp pavement width is less than the recommended 21' as follows:

a. STA 0+75.00 to STA 13+87.77 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 11+50.22 – 0.014 ft/ft less than the minimum.

SR 87 TI (MP 210.97) – RAMP M (WB OFF-RAMP TO PICACHO HIGHWAY):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 7+11.81 – 0.014 ft/ft less than the minimum.

PICACHO PEAK TI (MP 219.85) – RAMP R-3 (WB ON-RAMP):

1. The vertical curve stopping sight distance is less than the recommended 423' as follows:

   a. VPI Sta 3495+55 – 83' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 3491+00 – 0.017 ft/ft less than the minimum.

PICACHO PEAK TI (MP 219.85) – RAMP R-4 (EB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 3491+31.15 to STA 3496+27.11 – 4' less than recommended.

2. The vertical curve stopping sight distance is less than the recommended 454' as follows:

   a. VPI STA 3496+88.56 – 45' less than recommended.

3. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 3490+50 – 0.057 ft/ft less than the minimum.

PICACHO PEAK TI (MP 219.85) – RAMP R-3 (WB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 3498+13.10 to STA 3505+44.15 – 3' less than recommended.

2. The vertical curve stopping sight distance is less than the recommended 457' as follows:

   a. VPI STA 3499+55 – 37' less than recommended.

3. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 3505+00 – 0.061 ft/ft less than the minimum.

PICACHO PEAK TI (MP 219.85) – RAMP R-2 (EB ON-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 3498+33.40 to STA 3506+00.00 – 4' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 3506+00 – 0.050 ft/ft less than the minimum.

RED ROCK TI (MP 226.45) – RAMP R-6 (WB ON-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 3836+52.65 to STA 3845+75.00 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 3835+54 – 0.006 ft/ft less than the minimum.
   b. HPI STA 3843+27 – 0.006 ft/ft less than the minimum.

RED ROCK TI (MP 226.45) – RAMP R-7 (EB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 3832+60.33 to STA 3839+08.53 – 3' less than recommended.

2. The existing degree of curvature exceeds the maximum of 8º 15' as follows:

   a. HPI Sta 3838+28.08 – 31º 15' greater than the maximum.

RED ROCK TI (MP 226.45) – RAMP R-6 (WB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 3846+40.00 to STA 3857+10.00 – 3' less than recommended.

2. The vertical curve stopping sight distance is less than the recommended 425' as follows:

   a. VPI STA 3853+23 – 93' less than recommended.

3. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 3851+29.83 – 0.016 ft/ft less than the minimum.

RED ROCK TI (MP 226.45) – RAMP R-1 (EB ON-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 3853+80.00 to STA 3866+50.00 – 3' less than recommended.

2. The existing degree of curvature exceeds the maximum of 8º 15' as follows:

   a. HPI STA 3851+76.62 – 41º 45' greater than the maximum.

3. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 3863+46.41 – 0.048 ft/ft less than the minimum.

PINAL AIR PARK TI (MP 232.02) – RAMP R-5 (WB OFF-RAMP):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 4164+70.73 – 0.006 ft/ft less than the minimum.
   b. NO HPI STA – 0.025 ft/ft less than the minimum.
   c. HPI STA 4171+77.13 – 0.006 ft/ft less than the minimum.

PINAL AIR PARK TI (MP 232.02) – RAMP R-1 (EB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 4131+00.00 to STA 4139+81.39 – 2' less than recommended.

2. The existing degree of curvature exceeds the maximum of 8º 15' as follows:

   a. HPI Sta 4139+26.97 – 1º 25' greater than the maximum.

PINAL AIR PARK TI (MP 232.02) – RAMP R-4 (WB ON-RAMP):

1. The existing horizontal curve superelevation rate is less than the recommended *minimum* as follows:

   a. HPI STA 4164+31.38 – 0.006 ft/ft less than the minimum.
   b. NO HPI STA – 0.025 ft/ft less than the minimum.
   c. HPI STA 4171+77.13 – 0.006 ft/ft less than the minimum.

PINAL AIR PARK TI (MP 232.02) – RAMP R-2 (EB ON-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 4156+57.90 to STA 4166+67.93 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 4151+95.43 – 0.032 ft/ft less than the minimum.
   b. HPI STA 4165+14.42 – 0.017 ft/ft less than the minimum.

MARANA ROAD TI (MP 236.42) – RAMP R-10 (WB ON-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 5+00.00 to STA 24+55.45 – 5' less than recommended.

MARANA ROAD TI (MP 236.42) – RAMP R-9 (EB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 7+75.00 to STA 25+86.70 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 3+71.02 – 0.006 ft/ft less than the minimum.
   b. HPI STA 21+72.58 – 0.016 ft/ft less than the minimum.

MARANA ROAD TI (MP 236.42) – RAMP R-12 (WB OFF-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 1+40.00 to STA 17+83.94 – 3' less than recommended.

MARANA ROAD TI (MP 236.42) – RAMP R-11 (EB ON-RAMP):

1. The ramp pavement width is less than the recommended 21' as follows:

   a. STA 1+14.77 to STA 21+07.62 – 3' less than recommended.

2. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 5+65.04 – 0.025 ft/ft less than the minimum.
   b. HPI STA 22+17.82– 0.006 ft/ft less than the minimum.

TANGERINE ROAD TI (MP 240.45) – RAMP R-1 (WB ON-RAMP):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

a. HPI STA 1+21.43 – 0.025 ft/ft less than the minimum.
b. HPI STA 8+21.14 – 0.006 ft/ft less than the minimum.

TANGERINE ROAD TI (MP 240.45) – RAMP R-4 (EB OFF-RAMP):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 11+93.27 – 0.006 ft/ft less than the minimum.

TANGERINE ROAD TI (MP 240.45) – RAMP R-2 (WB OFF-RAMP):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 2+50.16 – 0.006 ft/ft less than the minimum.

TANGERINE ROAD TI (MP 240.45) – RAMP R-3 (EB ON-RAMP):

1. The existing horizontal curve superelevation rate is less than the recommended minimum as follows:

   a. HPI STA 26+67.11 – 0.006 ft/ft less than the minimum.
   b. HPI STA 33+75.97 – 0.025 ft/ft less than the minimum.

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
I-10 MAINLINE SUMMARY (DIVIDED)

PROJECT NUMBER:	*10 PN 199 H6773 01 L*	**ROUTE:** I-10 EB & WB
PROJECT LOCATION:	JCT I-8 TO TANGERINE ROAD	**BEGINNING MP:** MP 199.00
HIGHWAY SECTION:	CASA GRANDE - TUCSON HIGHWAY (I-10)	**ENDING MP:** MP 242.00
FUNCTIONAL CLASSIFICATION:	RURAL INTERSTATE (MP 199.00 - MP 208.50) URBAN INTERSTATE (MP 208.50 - MP 209.00) RURAL INTERSTATE (MP 209.00 - MP 242.00)	

LANE AND SHOULDER WIDTH

	EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)
LANE WIDTH:	2-12	12
INSIDE SHOULDER WIDTH:	4	4
OUTSIDE SHOULDER WIDTH:	10.0	10.0

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 70 mph (Rural) / *50 mph* (Urban)
THE POSTED SPEED LIMIT IS: 75 mph
TERRAIN IS: Level

GRADES

EXISTING MAXIMUM GRADE IS: 2.44%
AASHTO ALLOWABLE MAXIMUM GRADE IS: 3% (Rural) 4% (Urban)

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5-2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR 2006		DESIGN YEAR 2030		TRAFFIC FACTORS EB	TRAFFIC FACTORS WB
ADT (VPD)		ADT (VPD)		K=9%	K=8%
20,600	EB	125,700	EB	D=49%	D=51%
21,500	WB	127,300	WB	T=31%	T=30%

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
I-10 MAINLINE EB & WB - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	STR. NO.	MILEPOST	PRECONSTRUCTION CLEARANCE		POST CONSTRUCTION CLEARANCE		AASHTO MINIMUM ALLOWABLE CLEARANCE
			EB	WB	EB	WB	
I8 TI UP WB	1102	178.33 (I-8 MP)	16'-6"	16'-3"	N/A	N/A	16'-0"
I8 TI UP EB RAMP	1103	178.33 (I-8 MP)	16'-3"	16'-3"	N/A	N/A	16'-0"
SUNLAND GIN ROAD TI UP	941	200.12	16'-4"	16'-4"	N/A	N/A	16'-0"
TOLTEC ROAD TI UP	2152	203.84	17'-7"	16'-2"	N/A	N/A	16'-0"
BATTAGLIA ROAD UP	943	205.45	16'-1"	16'-1"	N/A	N/A	16'-0"
ALSDORF ROAD UP	944	207.17	16'-7"	16'-2"	N/A	N/A	16'-0"
SUNSHINE BLVD TI UP	945	208.79	16'-1"	16'-6"	N/A	N/A	16'-0"
HWY 87 TI OP WB	959	210.97	15'-5"	15'-4"	N/A	N/A	14'-0"
HWY 87 TI OP EB	958	210.97	15'-5"	15'-4"	N/A	N/A	14'-0"
PICACHO 5TH ST OP WB	1088	211.34	16'-1"	16'-1"	N/A	N/A	14'-0"
PICACHO 5TH ST OP EB	1087	211.34	15'-8"	15'-8"	N/A	N/A	14'-0"
E PICACHO TI OP EB	793	212.21	15'-0"	15'-0"	N/A	N/A	14'-0"
E PICACHO TI OP WB	794	212.21	15'-2"	15'-2"	N/A	N/A	14'-0"
PICACHO PK TI OP WB	573	219.85	14'-10"	15'-0"	N/A	N/A	14'-0"
PICACHO PK TI OP EB	572	219.85	14'-11"	15'-0"	N/A	N/A	14'-0"
RED ROCK TI UP	592	226.45	16'-6"	16'-1"	N/A	N/A	16'-0"
PINAL AIR PARK TI UP	771	232.02	16'-8"	16'-3"	N/A	N/A	16'-0"
MARANA OP TI WB	774	236.42	14'-5"	14'-5"	N/A	N/A	14'-0"
MARANA OP TI EB	773	236.42	14'-5"	14'-5"	N/A	N/A	14'-0"
TANGERINE TI OP WB	961	240.45	15'-3"	15'-3"	N/A	N/A	14'-0"
TANGERINE TI OP EB	960	240.45	15'-6"	15'-6"	N/A	N/A	14'-0"

REMARKS

STRUCTURES

STRUCTURE	STR. NO.	MILEPOST	EXISTING BRIDGE LENGTH (ft)	EXISTING BRIDGE WIDTH (ft)	RECOMMEND BRIDGE WIDTH (ft)	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY
I8 TI UP WB	1102	178.33 (I-8 MP)	286.0	30.0*	31.0	YES	YES	HS-20 +	HS-20
I8 TI UP EB RAMP	1103	178.33 (I-8 MP)	286.0	24.0*	31.0	YES	YES	HS-20 +	HS-20
SUNLAND GIN ROAD TI UP	941	200.12	337.0	30.0*	31.0	YES	YES	HS-20 +	HS-20
TOLTEC ROAD TI UP	2152	203.84	258.0	68.0	31.0	YES	YES	HS-20 +	HS-20
SANTA ROSA CNL BR WB	1427	204.51	70.0	42.0	37.5	YES	YES	HS-20	HS-20
SANTA ROSA CNL BR EB	1426	204.51	70.0	42.0	37.5	YES	YES	HS-20	HS-20
BATTAGLIA ROAD UP	943	205.45	425.0	26.0*	31.0	YES	YES	HS-18.9*	HS-20
ALSDORF ROAD UP	944	207.17	426.0	26.0*	31.0	YES	YES	HS-20 +	HS-20
SUNSHINE BLVD TI UP	945	208.79	277.0	30.0*	31.0	YES	YES	HS-20 +	HS-20
DRAIN CHANNEL BR WB	1104	209.85	82.0	37.8	37.5	YES	YES	HS-20 +	HS-20
DRAIN CHANNEL BR EB	908	209.85	82.0	37.9	37.5	YES	YES	HS-20 +	HS-20
HWY 87 TI OP WB	959	210.97	137.0	37.9	37.5	YES	YES	HS-20 +	HS-20
HWY 87 TI OP EB	958	210.97	137.0	37.9	37.5	YES	YES	HS-20 +	HS-20
PICACHO 5TH ST OP WB	1088	211.34	91.0	37.8	37.5	YES	YES	HS-20 +	HS-20
PICACHO 5TH ST OP EB	1087	211.34	91.0	55.1	37.5	YES	YES	HS-20 +	HS-20
E PICACHO TI OP EB	793	212.21	97.0	37.9	37.5	YES	YES	HS-18.9*	HS-20
E PICACHO TI OP WB	794	212.21	97.0	37.9	37.5	YES	YES	HS-18.9*	HS-20
PICACHO PK TI OP WB	573	219.85	29.0	38.0	37.5	YES	YES	HS-20 +	HS-20
PICACHO PK TI OP EB	572	219.85	29.0	38.0	37.5	YES	YES	HS-20 +	HS-20
RED ROCK TI UP	592	226.45	162.0	26.0*	37.5	YES	YES	HS-20	HS-20
PINAL AIR PARK TI UP	771	232.02	251.0	30.0*	31.0	NO*	YES	HS-20 +	HS-20
MARANA OP TI WB	774	236.42	127.0	38.0	37.5	YES	YES	HS-20 +	HS-20
MARANA OP TI EB	773	236.42	127.0	38.0	37.5	YES	YES	HS-20 +	HS-20
TANGERINE TI OP WB	961	240.45	127.0	38.0	37.5	YES	YES	HS-20 +	HS-20
TANGERINE TI OP EB	960	240.45	127.0	38.0	37.5	YES	YES	HS-20 +	HS-20

REMARKS

*Design Exception Required

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)

See Attachment No. 1

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

Median Centerline Station HPI STATION	MILE POST	SUPERELEVATION MAXIMUM (FT/FT)	SUPERELEVATION EXISTING (FT/FT)	SUPERELEVATION MINIMUM (FT/FT)	EXISTING SPEED (MPH)	RECOMMEND DESIGN SPEED (MPH)	DEGREE OF CURVE MAXIMUM	DEGREE OF CURVE EXISTING
See Attachment No. 2								

REMARKS

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI
Project Number: 10 PN 199 H677301 L
Roadway Type: (I-10 Eastbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - MP 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST BEGIN	MILEPOST END	TRAFFIC DIRECTION (1w, 1a or 2)	GRADE IN (%)	GRADE OUT (%)	CURVE LENGTH (ft)	CURVE TYPE	STOPPING SIGHT DISTANCE AVAILABLE (ft)	STOPPING SIGHT DISTANCE AASHTO MINIMUM (ft)	SPEED AVAILABLE (mph)	SPEED DESIGN (mph)
2850+00	198.60	198.60	1w	0.2732	0.1340	0	GB	GB	GB	GB	70
2855+00	198.70	198.70	1w	0.1340	0.2737	0	GB	GB	GB	GB	70
2867+00	198.90	198.90	1w	0.2737	0.1523	0	GB	GB	GB	GB	70
3425+00	199.40	199.40	1w	0.1523	0.2580	0	GB	GB	GB	GB	70
3450+00	199.90	199.90	1w	0.2580	0.1250	0	GB	GB	GB	GB	70
3470+00	200.20	200.20	1w	0.1250	0.1950	0	GB	GB	GB	GB	70
3510+00	201.00	201.00	1w	0.1950	0.1900	0	GB	GB	GB	GB	70
3585+00	202.40	202.40	1w	0.1900	0.2400	0	GB	GB	GB	GB	70
3619+00	203.10	203.10	1w	0.2400	0.2200	0	GB	GB	GB	GB	70
3660+00	203.80	203.80	1w	0.2200	0.1900	0	GB	GB	GB	GB	70
3690+00	204.40	204.40	1w	0.1900	0.2200	0	GB	GB	GB	GB	70
3725+00	205.10	205.10	1w	0.2200	0.2009	0	GB	GB	GB	GB	70
3826+00	207.00	207.00	1w	0.2009	0.2783	0	GB	GB	GB	GB	70
3880+00	208.00	208.00	1w	0.2783	0.1643	0	GB	GB	GB	GB	70
3915+00	208.70	208.70	1w	0.1643	0.1400	0	GB	GB	GB	GB	50
3936+00	209.00	209.10	1w	0.1400	0.6900	800	Sag	+9999	725	+100	70
3947+00	209.20	209.40	1w	0.6900	-0.3505	1200	Crest	1637	732	+100	70
3957+50	209.40	209.60	1w	-0.3505	0.2300	800	Sag	+9999	732	+100	70
3995+00	210.10	210.30	1w	0.2300	2.2088	800	Sag	4334	724	+100	70
4004+00	210.30	210.40	1w	2.2088	0.2300	800	Crest	945	724	82	70
4028+00	210.70	210.90	1w	0.2300	-0.9000	1000	Crest	1455	739	+100	70
1696+00	210.90	211.10	1w	-0.9000	0.4900	800	Sag	+9999	739	+100	70
1717+00	211.30	211.50	1w	0.4900	1.1297	800	Sag	+9999	720	+100	70
1729+00	211.50	211.70	1w	1.1297	-1.5000	1000	Crest	906	748	79	70
1741+00	211.70	212.00	1w	-1.5000	0.5501	1200	Sag	4765	748	+100	70

Notes:

Traffic Direction:
1w = One Way Traffic in Station direction
1a = One Way Traffic against Station direction
2 = Two Way Traffic

Grades are with respect to Station direction.
* Indicates design exception required.
GB indicates grade break. Stopping Sight Distance and Speed not calculated.
Calculations are based on AASHTO 2001 and ADOT 2004 Roadway Design Guidelines formulas with adjustments for effective grade.

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: *Junction I-8 TI - Tangerine Road TI*
Project Number: 10 PN 199 H677301 L
Roadway Type: (I-10 Eastbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - MP 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST BEGIN	MILEPOST END	TRAFFIC DIRECTION (1w, 1a or 2)	GRADE IN (%)	GRADE OUT (%)	CURVE LENGTH (ft)	CURVE TYPE	STOPPING SIGHT DISTANCE AVAILABLE (ft)	STOPPING SIGHT DISTANCE AASHTO MINIMUM (ft)	SPEED AVAILABLE (mph)	SPEED DESIGN (mph)
1753+00	212.00	212.20	1w	0.5501	0.1200	800	Crest	2909	725	+100	70
1763+00	212.20	212.40	1w	0.1200	0.3532	800	Sag	+9999	725	+100	70
1778+00	212.60	212.60	1w	0.3244	0.4643	0	GB	GB	GB	GB	70
1792+00	212.80	212.80	1w	0.4643	0.1875	0	GB	GB	GB	GB	70
1800+00	212.90	213.00	1w	0.1875	0.4583	600	Sag	+9999	724	+100	70
1812+00	213.20	213.20	1w	0.4583	0.5000	0	GB	GB	GB	GB	70
1832+00	213.60	213.60	1w	0.5000	0.4636	0	GB	GB	GB	GB	70
1887+00	214.60	214.70	1w	0.4636	0.6333	800	Sag	+9999	721	+100	70
1902+00	214.90	215.00	1w	0.6333	0.4133	600	Crest	5205	721	+100	70
1917+00	215.20	215.20	1w	0.4133	0.4800	0	GB	GB	GB	GB	70
1942+00	215.70	215.70	1w	0.4800	0.5027	0	GB	GB	GB	GB	70
1957+00	216.00	216.00	1w	0.5027	0.4412	0	GB	GB	GB	GB	70
1978+00	216.40	216.40	1w	0.4412	0.4706	0	GB	GB	GB	GB	70
1995+00	216.60	216.60	1w	0.4706	0.1905	800	Crest	4252	724	+100	70
2016+00	217.00	217.10	1w	0.1905	0.6333	800	Sag	+9999	724	+100	70
2031+00	217.30	217.40	1w	0.6333	0.2217	800	Crest	3021	724	+100	70
3413+00	217.70	217.70	1w	0.2217	0.3611	0	GB	GB	GB	GB	70
3431+00	218.00	218.00	1w	0.3611	0.3575	0	GB	GB	GB	GB	70
3441+00	218.10	218.20	1w	0.3575	0.7975	600	Sag	+9999	722	+100	70
3457+00	218.40	218.60	1w	0.7975	1.1000	800	Sag	+9999	716	+100	70
3475+50	218.80	218.90	1w	1.1000	0.3939	800	Crest	1928	722	+100	70
3517+00	219.50	219.80	1w	0.3939	-0.7510	1600	Crest	1742	737	+100	70
3539+00	220.00	220.10	1w	-0.7510	0.2000	600	Sag	+9999	737	+100	70
3549+00	220.20	220.20	1w	0.2000	0.0900	0	GB	GB	GB	GB	70
3561+00	220.50	220.50	1w	0.0900	-0.0960	0	GB	GB	GB	GB	70

Notes:

Traffic Direction:
1w = One Way Traffic in Station direction
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Calculations are based on AASHTO 2001 and ADOT 2004 Roadway Design Guidelines formulas with adjustments for effective grade.

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI
Project Number: 10 PN 199 H677301 L
Roadway Type: (I-10 Eastbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - MP 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST BEGIN	MILEPOST END	TRAFFIC DIRECTION (1w, 1a or 2)	GRADE IN (%)	GRADE OUT (%)	CURVE LENGTH (ft)	CURVE TYPE	STOPPING SIGHT DISTANCE AVAILABLE (ft)	STOPPING SIGHT DISTANCE AASHTO MINIMUM (ft)	SPEED AVAILABLE (mph)	SPEED DESIGN (mph)
3584+00	220.90	220.90	1w	-0.0960	0.2460	400	Sag	+9999	728	+100	70
3649+00	222.10	222.10	1w	0.2300	0.3090	0	GB	GB	GB	GB	70
3662+00	222.40	222.40	1w	0.3090	0.2000	0	GB	GB	GB	GB	70
3682+00	222.70	222.70	1w	0.2000	0.3050	0	GB	GB	GB	GB	70
3705+00	223.20	223.20	1w	0.3050	0.4300	0	GB	GB	GB	GB	70
3712+00	223.30	223.30	1w	0.4300	0.2500	0	GB	GB	GB	GB	70
3730+00	223.70	223.70	1w	0.2500	0.3200	0	GB	GB	GB	GB	70
3749+00	224.00	224.00	1w	0.3200	0.3780	0	GB	GB	GB	GB	70
3765+00	224.30	224.40	1w	0.3780	-0.0650	400	Crest	2636	728	+100	70
3783+00	224.60	224.70	1w	-0.0650	0.5400	800	Sag	+9999	728	+100	70
3813+00	225.10	225.40	1w	0.5400	0.0000	1600	Crest	2798	727	+100	70
3829+00	225.50	225.60	1w	0.0000	0.4400	400	Sag	+9999	727	+100	70
3852+00	225.90	226.00	1w	0.4400	0.2950	400	Crest	7641	723	+100	70
3896+00	226.80	226.80	1w	0.2950	0.2500	0	GB	GB	GB	GB	70
3920+00	227.30	227.30	1w	0.2500	0.2560	0	GB	GB	GB	GB	70
3955+00	227.90	227.90	1w	0.2560	0.2050	0	GB	GB	GB	GB	70
3989+00	226.70	226.70	1w	0.2050	0.2700	0	GB	GB	GB	GB	70
4000+00	228.80	228.80	1w	0.2700	0.2000	0	GB	GB	GB	GB	70
4032+00	229.40	229.40	1w	0.2000	0.4200	0	GB	GB	GB	GB	70
4043+00	229.60	229.60	1w	0.4200	0.3100	0	GB	GB	GB	GB	70
4063+00	230.00	230.00	1w	0.3100	0.2400	0	GB	GB	GB	GB	70
4087+00	230.40	230.40	1w	0.2400	0.3400	0	GB	GB	GB	GB	70
4102+00	230.70	230.70	1w	0.3400	0.2300	0	GB	GB	GB	GB	70
4115+00	230.90	231.00	1w	0.2300	-0.1130	400	Crest	3346	728	+100	70
4151+00	231.60	231.70	1w	-0.1130	-0.4300	400	Crest	3604	733	+100	70

Notes:

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ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI
Project Number: 10 PN 199 H677301 L
Roadway Type: (I-10 Eastbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST BEGIN	MILEPOST END	TRAFFIC DIRECTION (1w, 1a or 2)	GRADE IN (%)	GRADE OUT (%)	CURVE LENGTH (ft)	CURVE TYPE	STOPPING SIGHT DISTANCE AVAILABLE (ft)	STOPPING SIGHT DISTANCE AASHTO MINIMUM (ft)	SPEED AVAILABLE (mph)	SPEED DESIGN (mph)
4167+00	231.90	232.00	1w	-0.4300	-0.1200	800	Sag	+9999	733	+100	70
4176+00	232.00	232.20	1w	-0.1200	0.1222	800	Sag	+9999	728	+100	70
4214+00	232.70	232.90	1w	0.1222	0.5022	800	Sag	+9999	725	+100	70
4232+00	233.10	233.20	1w	0.5022	0.1650	400	Crest	3400	725	+100	70
4282+00	234.00	234.20	1w	0.1650	0.2500	800	Sag	+9999	725	+100	70
4355+00	235.40	235.60	1w	0.2500	2.2114	800	Sag	4657	723	+100	70
4369+00	235.60	235.90	1w	2.2114	-1.4257	1600	Crest	974	747	82	70
4383+00	235.90	236.10	1w	-1.4257	0.4010	800	Sag	12134	747	+100	70
4419+00	236.70	236.70	1w	0.4010	0.1500	400	Crest	4499	725	+100	70
4473+00	237.70	237.80	1w	0.1500	0.2169	800	Sag	+9999	725	+100	70
4488+00	237.90	238.10	1w	0.2169	0.3500	800	Sag	+9999	724	+100	70
4530+00	238.80	238.80	1w	0.3500	0.3492	0	GB	GB	GB	GB	70
4554+00	239.30	239.30	1w	0.2543	0.2529	0	GB	GB	GB	GB	70
4570+00	239.50	239.60	1w	0.2529	2.3200	600	Sag	2586	723	+100	70
4583+00	239.70	240.00	1w	2.3200	-1.8600	1600	Crest	909	753	78	70
4595+00	240.00	240.10	1w	-1.8600	0.2500	600	Sag	2314	753	+100	70

Notes:

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GB indicates grade break. Stopping Sight Distance and Speed not calculated.
Calculations are based on AASHTO 2001 and ADOT 2004 Roadway Design Guidelines formulas with adjustments for effective grade.

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI
Project Number: 10 PN 199 H677301 L
Roadway Type: (I-10 Eastbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST BEGIN	MILEPOST END	TRAFFIC DIRECTION (1w, 1a or 2)	GRADE IN (%)	GRADE OUT (%)	CURVE LENGTH (ft)	CURVE TYPE	STOPPING SIGHT DISTANCE AVAILABLE (ft)	STOPPING SIGHT DISTANCE AASHTO MINIMUM (ft)	SPEED AVAILABLE (mph)	SPEED DESIGN (mph)

Notes:

Traffic Direction:
1w = One Way Traffic in Station direction
1a = One Way Traffic against Station direction
2 = Two Way Traffic

Grades are with respect to Station direction.
* Indicates design exception required.
GB indicates grade break. Stopping Sight Distance and Speed not calculated.
Calculations are based on AASHTO 2001 and ADOT 2004 Roadway Design Guidelines formulas with adjustments for effective grade.

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: *Junction I-8 TI - Tangerine Road TI*
Project Number: 10 PN 199 H677301 L
Roadway Type: (I-10 Eastbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST BEGIN	MILEPOST END	TRAFFIC DIRECTION (1w, 1a or 2)	GRADE IN (%)	GRADE OUT (%)	CURVE LENGTH (ft)	CURVE TYPE	STOPPING SIGHT DISTANCE AVAILABLE (ft)	STOPPING SIGHT DISTANCE AASHTO MINIMUM (ft)	SPEED AVAILABLE (mph)	SPEED DESIGN (mph)

Notes:

Traffic Direction:
1w = One Way Traffic in Station direction
1a = One Way Traffic against Station direction
2 = Two Way Traffic

Grades are with respect to Station direction.
* Indicates design exception required.
GB indicates grade break. Stopping Sight Distance and Speed not calculated.
Calculations are based on AASHTO 2001 and ADOT 2004 Roadway Design Guidelines formulas with adjustments for effective grade.

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI
Project Number: 10 PN 199 H677301L
Roadway Type: (I-10 Westbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - MP 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST BEGIN	MILEPOST END	TRAFFIC DIRECTION (1w, 1a or 2)	GRADE IN (%)	GRADE OUT (%)	CURVE LENGTH (ft)	CURVE TYPE	STOPPING SIGHT DISTANCE AVAILABLE (ft)	STOPPING SIGHT DISTANCE AASHTO MINIMUM (ft)	SPEED AVAILABLE (mph)	SPEED DESIGN (mph)
2850+00	198.60	198.60	1a	0.2732	0.1320	0	GB	GB	GB	GB	70
2855+00	198.70	198.70	1a	0.1320	0.2732	0	GB	GB	GB	GB	70
2867+00	198.90	198.90	1a	0.2732	0.1579	0	GB	GB	GB	GB	70
3425+00	199.40	199.40	1a	0.1550	0.2580	0	GB	GB	GB	GB	70
3450+00	199.90	199.90	1a	0.2580	0.1250	0	GB	GB	GB	GB	70
3470+00	200.20	200.20	1a	0.1250	0.1950	0	GB	GB	GB	GB	70
3510+00	201.00	201.00	1a	0.1950	0.1900	0	GB	GB	GB	GB	70
3585+00	202.40	202.40	1a	0.1900	0.2400	0	GB	GB	GB	GB	70
3619+00	203.10	203.10	1a	0.2400	0.2200	0	GB	GB	GB	GB	70
3660+00	203.80	203.80	1a	0.2200	0.1900	0	GB	GB	GB	GB	70
3690+00	204.40	204.40	1a	0.1900	0.2200	0	GB	GB	GB	GB	70
3725+00	205.10	205.10	1a	0.2200	0.2009	0	GB	GB	GB	GB	70
3826+00	207.00	207.00	1a	0.2009	0.2783	0	GB	GB	GB	GB	70
3880+00	208.00	208.00	1a	0.2783	0.1643	0	GB	GB	GB	GB	70
3915+00	208.70	208.70	1a	0.1643	0.1400	0	GB	GB	GB	GB	50
3936+00	209.00	209.10	1a	0.1400	0.6900	800	Sag	+9999	736	+100	70
3947+00	209.20	209.40	1a	0.6900	-0.3505	1200	Crest	1637	736	+100	70
3957+50	209.40	209.50	1a	-0.3505	0.2400	800	Sag	+9999	730	+100	70
3995+00	210.10	210.30	1a	0.2400	2.0358	800	Sag	20051	756	+100	70
4004+00	210.30	210.40	1a	2.0358	0.2600	800	Crest	1008	756	83	70
4028+00	21.70	210.90	1a	0.2600	-0.8000	1000	Crest	1518	730	+100	70
1696+00	210.90	211.10	1a	-0.8000	0.4900	800	Sag	+9999	734	+100	70
1717+00	211.30	211.50	1a	0.4900	1.0394	800	Sag	+9999	741	+100	70

Notes:

Traffic Direction:
1w = One Way Traffic in Station direction
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Grades are with respect to Station direction.
* Indicates design exception required.
GB indicates grade break. Stopping Sight Distance and Speed not calculated.
Calculations are based on AASHTO 2001 and ADOT 2004 Roadway Design Guidelines formulas with adjustments for effective grade.

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: *Junction I-8 TI - Tangerine Road TI*
Project Number: 10 PN 199 H677301L
Roadway Type: (I-10 Westbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - MP 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST BEGIN	MILEPOST END	TRAFFIC DIRECTION (1w, 1a or 2)	GRADE IN (%)	GRADE OUT (%)	CURVE LENGTH (ft)	CURVE TYPE	STOPPING SIGHT DISTANCE AVAILABLE (ft)	STOPPING SIGHT DISTANCE AASHTO MINIMUM (ft)	SPEED AVAILABLE (mph)	SPEED DESIGN (mph)
1729+00	211.50	211.70	1a	1.0394	-1.5000	1000	Crest	922	741	80	70
1741+00	211.70	212.00	1a	-1.5000	0.4960	1200	Sag	5681	734	+100	70
1753+00	212.00	212.20	1a	1.4960	0.1200	800	Crest	1184	748	92	70
1763+00	212.20	212.30	1a	0.1200	0.4250	800	Sag	+9999	733	+100	70
1792+00	212.80	212.80	1a	0.4250	0.3250	0	GB	GB	GB	GB	70
1812+00	213.10	213.30	1a	0.3250	0.5500	800	Sag	+9999	734	+100	70
1832+00	213.50	213.70	1a	0.5500	0.3230	800	Crest	5153	734	+100	70
1847+00	213.80	213.90	1a	0.3230	0.5500	800	Sag	+9999	734	+100	70
1868+00	214.30	214.30	1a	0.5500	0.4230	0	GB	GB	GB	GB	70
1888+00	214.60	214.70	1a	0.4230	0.7400	800	Sag	+9999	737	+100	70
1898+00	214.80	214.90	1a	0.7400	0.3900	800	Crest	3483	737	+100	70
1916+00	215.10	215.20	1a	0.3900	0.5390	800	Sag	+9999	734	+100	70
1939+50	215.60	215.60	1a	0.5390	0.4750	0	GB	GB	GB	GB	70
1943+00	215.60	215.70	1a	0.4745	0.4750	400	Sag	+9999	733	+100	70
1961+00	216.00	216.00	1a	0.4750	0.4160	0	GB	GB	GB	GB	70
1979+50	216.40	216.40	1a	0.4160	0.5300	0	GB	GB	GB	GB	70
1991+00	216.50	216.60	1a	0.5300	0.1600	600	Crest	3216	734	+100	70
2016+00	217.00	217.10	1a	0.1600	0.6500	600	Sag	+9999	736	+100	70
2030+00	217.30	217.40	1a	0.6500	0.3630	600	Crest	4060	736	+100	70
3406+21.51 (Eq)	217.50	217.50	1a	0.3630	0.3000	0	GB	GB	GB	GB	70
3430+00	218.00	218.00	1a	0.3000	0.4000	0	GB	GB	GB	GB	70
3440+00	218.10	218.20	1a	0.4000	0.7100	400	Sag	+9999	737	+100	70
3457+00	218.40	218.50	1a	0.7100	1.1600	600	Sag	+9999	743	+100	70
3475+08.02	218.70	219.00	1a	1.1600	0.3939	1600	Crest	2208	743	+100	70
3515+16.64	219.40	219.80	1a	0.3939	-0.6800	2000	Crest	2005	732	+100	70

Notes:

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GB indicates grade break. Stopping Sight Distance and Speed not calculated.
Calculations are based on AASHTO 2001 and ADOT 2004 Roadway Design Guidelines formulas with adjustments for effective grade.

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI
Project Number: 10 PN 199 H677301L
Roadway Type: (I-10 Westbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - MP 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST BEGIN	MILEPOST END	TRAFFIC DIRECTION (1w, 1a or 2)	GRADE IN (%)	GRADE OUT (%)	CURVE LENGTH (ft)	CURVE TYPE	STOPPING SIGHT DISTANCE AVAILABLE (ft)	STOPPING SIGHT DISTANCE AASHTO MINIMUM (ft)	SPEED AVAILABLE (mph)	SPEED DESIGN (mph)
3520+00 to 3580+00 No Asbuilt Information											
3584+00	220.80	220.90	1a	-0.0300	0.2400	400	Sag	+9999	730	+100	70
3649+00	222.10	222.10	1a	0.2300	0.3090	0	GB	GB	GB	GB	70
3662+00	222.40	222.40	1a	0.3090	0.2000	0	GB	GB	GB	GB	70
3682+00	222.70	222.70	1a	0.2000	0.3050	0	GB	GB	GB	GB	70
3705+00	223.20	223.20	1a	0.3050	0.4300	0	GB	GB	GB	GB	70
3712+00	223.30	223.30	1a	0.4300	0.2500	0	GB	GB	GB	GB	70
3730+00	223.60	223.60	1a	0.2500	0.3200	0	GB	GB	GB	GB	70
3749+00	224.00	224.00	1a	0.3200	0.3780	0	GB	GB	GB	GB	70
3765+00	224.30	224.30	1a	0.3780	0.0650	0	GB	GB	GB	GB	70
3783+00	224.60	224.70	1a	0.0650	0.5400	800	Sag	+9999	734	+100	70
3813+00	225.20	225.20	1a	0.5400	0.0000	0	GB	GB	GB	GB	70
3829+00	225.50	225.60	1a	0.0000	0.4400	400	Sag	+9999	733	+100	70
3852+00	225.90	226.00	1a	0.4400	0.2950	400	Crest	7641	733	+100	70
3896+00	226.80	226.80	1a	0.2950	0.2500	0	GB	GB	GB	GB	70
3920+00	227.20	227.20	1a	0.2500	0.2560	0	GB	GB	GB	GB	70
3955+00	227.90	227.90	1a	0.2560	0.2050	0	GB	GB	GB	GB	70
3989+00	228.60	228.60	1a	0.2050	0.2700	0	GB	GB	GB	GB	70
4000+00	228.80	228.80	1a	0.2700	0.2000	0	GB	GB	GB	GB	70
4032+00	229.30	229.60	1a	0.2000	0.4200	400	Sag	+9999	733	+100	70
4043+00	229.60	229.60	1a	0.4200	0.3100	0	GB	GB	GB	GB	70
4063+00	230.00	230.00	1a	0.3100	0.2400	0	GB	GB	GB	GB	70
4087+00.	230.50	230.90	1a	0.2400	0.3400	0	GB	GB	GB	GB	70
4102+00.	231.10	231.10	1a	0.3400	0.2300	0	GB	GB	GB	GB	70

Notes:

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ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI
Project Number: 10 PN 199 H677301L
Roadway Type: (I-10 Westbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST		TRAFFIC DIRECTION (1w, 1a or 2)	GRADE IN (%)	GRADE OUT (%)	CURVE LENGTH (ft)	CURVE TYPE	STOPPING SIGHT DISTANCE		SPEED	
	BEGIN	END						AVAILABLE (ft)	AASHTO MINIMUM (ft)	AVAILABLE (mph)	DESIGN (mph)
4115+00	230.90	230.90	1a	0.2300	0.0980	0	GB	GB	GB	GB	70
4122+00	231.10	231.10	1a	0.0980	-0.1370	0	GB	GB	GB	GB	70
4151+00	231.60	231.70	1a	-0.1370	-0.4090	400	Crest	4167	725	+100	70
4165+00	231.80	232.00	1a	-0.4090	-0.1200	800	Sag	+9999	725	+100	70
4180+00	232.10	232.20	1a	-0.1200	0.1217	800	Sag	+9999	728	+100	70
4214+00	232.70	232.90	1a	0.1217	0.4600	800	Sag	+9999	733	+100	70
4228+00	233.00	233.00	1a	0.4600	0.1255	400	Crest	3426	733	+100	70
4250+00	233.50	233.50	1a	0.1255	0.1600	0	GB	GB	GB	GB	70
4254+00	233.60	233.60	1a	0.1600	0.3400	0	GB	GB	GB	GB	70
4266+00	233.80	233.80	1a	0.3400	0.2000	0	GB	GB	GB	GB	70
4286+00	234.20	234.20	1a	0.2000	0.2310	0	GB	GB	GB	GB	70
4306+00	234.60	234.60	1a	0.2310	0.2270	0	GB	GB	GB	GB	70
4325+00	234.90	234.90	1a	0.2270	0.2500	0	GB	GB	GB	GB	70
4354+00.	235.50	235.70	1a	0.2227	2.2664	800	Sag	3464	760	+100	70
4369+00.	235.80	236.10	1a	2.2664	-1.5150	1600	Crest	956	760	80	70
4383+00.	236.10	236.20	1a	-1.5150	0.3820	800	Sag	6522	732	+100	70
4391+00	236.40	236.40	1a	0.2560	0.4170	0	GB	GB	GB	GB	70
4415+00	236.60	236.60	1a	0.4170	0.2677	0	GB	GB	GB	GB	70
4428+00	236.90	236.90	1a	0.2677	0.1300	0	GB	GB	GB	GB	70
4440+00	237.10	237.10	1a	0.1300	0.1230	0	GB	GB	GB	GB	70
4455+00	237.40	237.40	1a	0.1230	0.1700	0	GB	GB	GB	GB	70
4468+00	237.60	237.60	1a	0.1700	0.1800	0	GB	GB	GB	GB	70
4483+00	237.90	237.90	1a	0.1800	0.3000	0	GB	GB	GB	GB	70
4497+00	238.20	238.20	1a	0.3000	0.2400	0	GB	GB	GB	GB	70
4509+00	238.40	238.40	1a	0.2400	0.4100	0	GB	GB	GB	GB	70

Notes:

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Calculations are based on AASHTO 2001 and ADOT 2004 Roadway Design Guidelines formulas with adjustments for effective grade.

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: *Junction I-8 TI - Tangerine Road TI*
Project Number: 10 PN 199 H677301L
Roadway Type: (I-10 Westbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST		TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SIGHT DISTANCE		SPEED	
	BEGIN	END	DIRECTION (1w, 1a or 2)	IN (%)	OUT (%)	LENGTH (ft)	TYPE	AVAILABLE (ft)	AASHTO MINIMUM (ft)	AVAILABLE (mph)	DESIGN (mph)
4531+00	238.80	238.80	1a	0.4100	0.2762	0	GB	GB	GB	GB	70
4570+00	239.50	239.60	1a	0.3100	2.3200	600	Sag	3088	760	+100	70
4583+00	239.70	240.00	1a	2.3200	-1.8600	1600	Crest	909	760	78	70
4596+00	240.10	240.10	1a	-1.8600	0.4200	600	Sag	1668	733	+100	70

Notes:

Traffic Direction:
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Grades are with respect to Station direction.
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GB indicates grade break. Stopping Sight Distance and Speed not calculated.
Calculations are based on AASHTO 2001 and ADOT 2004 Roadway Design Guidelines formulas with adjustments for effective grade.

ATTACHMENT 1 - VERTICAL CURVE INVENTORY

Project Name: Junction I-8 TI - Tangerine Road TI
Project Number: 10 PN 199 H677301L
Roadway Type: (I-10 Westbound) Rural Interstate MP 199.00 - MP 208.50, Urban Interstate MP 208.50 - 209.00, Rural Interstate MP 209.00 - MP 242.00

VPI STATION	MILEPOST		TRAFFIC	GRADE	GRADE	CURVE	CURVE	STOPPING SIGHT DISTANCE		SPEED	
	BEGIN	END	DIRECTION (1w, 1a or 2)	IN (%)	OUT (%)	LENGTH (ft)	TYPE	AVAILABLE (ft)	AASHTO MINIMUM (ft)	AVAILABLE (mph)	DESIGN (mph)

Notes:

Traffic Direction:
1w = One Way Traffic in Station direction
1a = One Way Traffic against Station direction
2 = Two Way Traffic

Grades are with respect to Station direction.
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GB indicates grade break. Stopping Sight Distance and Speed not calculated.
Calculations are based on AASHTO 2001 and ADOT 2004 Roadway Design Guidelines formulas with adjustments for effective grade.

ATTACHMENT 2 - HORIZONTAL CURVE INVENTORY

Project Name: I-10 Corridor Study Jct I-8 - Tangerine Rd - I-10 WB Summary
Project No: 10 PN 199 H677301L

HPI STATION (ft)	MILEPOST		SUPERELEVATION (ft/ft)			DEGREE OF CURVE		SPEED (mph)	
	BEGIN	END	AASHTO MIN	EXISTING	AASHTO MAX	EXISTING	AASHTO MAX	EXISTING	DESIGN
2852+93.66	198.75	199.69	0.038	*0.015	0.100	1°-00.57'	3°-30'	58	70
3894+04.87	208.25	209.44	NC	0.015	0.100	0°-20.07'	3°-30'	>100	70
3979+25.63	210.06	210.85	RC	0.015	0.100	0°-29.93'	3°-30'	97	70
1713+67.76	211.85	212.00	0.054	*0.015	0.100	1°-30.07'	3°-30'	73	70
1737+15.29	212.23	212.51	RC	0.015	0.100	0°-29.93'	3°-30'	97	70
1763+64.05	212.75	213.00	RC	0.015	0.100	0°-29.93'	3°-30'	97	70
3421+13.25	218.14	218.70	NC	0.015	0.100	0°-15.03'	3°-30'	>100	70
3466+99.31	219.04	219.53	NC	0.015	0.100	0°-14.88'	3°-30'	>100	70
3545+96.83	220.62	220.94	RC	0.015	0.100	0°-30.13'	3°-30'	97	70
3588+39.03	221.43	221.74	RC	0.015	0.100	0°-30.15'	3°-30'	97	70
3795+47.27	225.35	225.55	NC	0.015	0.100	0°-15.00'	3°-30'	>100	70
3844+04.59	226.27	226.48	NC	0.015	0.100	0°-15.00'	3°-30'	>100	70
4117+70.00	231.35	231.84	RC	0.015	0.100	0°-29.87'	3°-30'	97	70
4182+77.68	232.43	233.22	0.025	*0.015	0.100	0°-40.25'	3°-30'	72	70
4348+74.00	235.96	236.10	RC	0.015	0.100	0°-29.87'	3°-30'	97	70
4370+63.28	236.30	236.58	RC	0.015	0.100	0°-30.15'	3°-30'	97	70
4392+32.12	236.78	236.93	RC	0.015	0.100	0°-29.87'	3°-30'	97	70
4605+67.17	240.81	240.98	NC	0.015	0.100	0°-15.00'	3°-30'	>100	70
4647+04.97	241.48	241.86	NC	0.015	0.100	0°-15.00'	3°-30'	>100	70

Meaning Of Symbols:
NC = Normal Crown
RC = Remove Adverse Crown
* = Existing Superelevation outside AASHTO recommended range of values

ATTACHMENT 2 - HORIZONTAL CURVE INVENTORY

Project Name: I-10 Corridor Study Jct I-8 - Tangerine Rd - I-10 EB Summary
Project No: 10 PN 199 H677301L

HPI STATION (ft)	MILEPOST		SUPERELEVATION (ft/ft)			DEGREE OF CURVE		SPEED (mph)	
	BEGIN	END	AASHTO MIN	EXISTING	AASHTO MAX	EXISTING	AASHTO MAX	EXISTING	DESIGN
2852+93.66	198.75	199.69	0.037	*0.015	0.100	0°-59.43'	3°-30'	59	70
3894+04.87	208.25	209.44	NC	0.015	0.100	0°-19.93'	3°-30'	>100	70
3979+25.63	210.06	210.85	RC	0.015	0.100	0°-30.07'	3°-30'	97	70
1713+67.76	211.85	212.00	0.054	*0.015	0.100	1°-29.93'	3°-30'	73	70
1737+15.29	212.23	212.51	RC	0.015	0.100	0°-30.07'	3°-30'	97	70
1763+64.05	212.75	213.00	RC	0.015	0.100	0°-30.07'	3°-30'	97	70
3421+13.25	218.14	218.70	NC	0.015	0.100	0°-15.10'	3°-30'	>100	70
3466+99.31	219.04	219.53	NC	0.015	0.100	0°-14.82'	3°-30'	>100	70
3545+96.83	220.62	220.94	RC	0.015	0.100	0°-30.42'	3°-30'	97	70
3588+39.03	221.43	221.74	RC	0.015	0.100	0°-30.45'	3°-30'	97	70
3795+47.27	225.35	225.55	NC	0.015	0.100	0°-15.08'	3°-30'	>100	70
3844+04.59	226.27	226.48	NC	0.015	0.100	0°-14.92'	3°-30'	>100	70
4117+70.00	231.35	231.84	RC	0.015	0.100	0°-30.15'	3°-30'	97	70
4182+77.68	232.43	233.22	0.025	*0.015	0.100	0°-39.75'	3°-30'	72	70
4348+74.00	235.96	236.10	RC	0.015	0.100	0°-30.15'	3°-30'	97	70
4370+63.28	236.30	236.58	RC	0.015	0.100	0°-29.87'	3°-30'	97	70
4392+32.12	236.78	236.93	RC	0.015	0.100	0°-30.15'	3°-30'	97	70
4605+67.17	240.81	240.98	NC	0.015	0.100	0°-15.07'	3°-30'	>100	70
4647+04.97	241.48	241.86	NC	0.015	0.100	0°-14.93'	3°-30'	>100	70

Meaning Of Symbols:
NC = Normal Crown
RC = Remove Adverse Crown
* = Existing Superelevation outside AASHTO recommended range of values

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
I-8 TI - RAMP 8-10

PROJECT NUMBER: 10 PN 199 H6773 01 L **MAINLINE MILEPOST:** 199.1
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: I-8 TI
RAMP DESIGNATION: RAMP 8-10
DESCRIPTION: WB ENTRANCE RAMP (EB I-8 TO WB I-10)

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED ~~MINIMUM~~ (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
24	21	29	310

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 25 mph Loop Ramp

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
2.00	-2.00	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=22%
400	5,300	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
I-8 TI - RAMP 8-10 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
11+00	199.1	0.3016	2.0000	600	+9999	151	+100	25
22+50	199.1	2.0000	-2.0000	700	615	155	62	25
33+00	199.1	2.0000	-0.2125	600	19633	155	+100	25
45+00	199.1	-0.2125	0.1544	0	GB	GB	GB	25

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND EXISTING SPEED	RECOMMEND DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	MAXIMUM (Ft/Ft)	EXISTING (Ft/Ft)	MINIMUM (Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
7+93.24	0.10	0.015	0.015	70	25	36°-15'-00"	2°-00'-00"
31+29.86	0.10	0.09	0.032	59	25	36°-15'-00"	5°-18'-29"
No PI Sta	0.10	0.10	0.08	34	25	36°-15'-00"	18°-28'-57"

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
I-8 TI - RAMP 10-8

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 199.1
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: I-8 TI
RAMP DESIGNATION: RAMP 10-8
DESCRIPTION: EB EXIT RAMP (EB I-10 TO WB I-8)

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED ~~MINIMUM~~ (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	603

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.36	-0.3928	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=15%
		D=N/A
ADT (VPD)	ADT (VPD)	T=19%
600	20,600	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
I-8 TI - RAMP 10-8 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
13+00	199.1	0.3600	-0.3928	600	1733	426	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING	DESIGN	DEGREE OF CURVE	
				SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
14+17.73	0.10	0.079	***	45	50	8°-15'-00"	9°-30'-00"

REMARKS

*** Not calculated because degree of curve exceeds the maximum.

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
I-8 TI - RAMP WB-8

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 199.1
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: I-8 TI
RAMP DESIGNATION: RAMP WB-8
DESCRIPTION: WB EXIT RAMP (WB I-10 TO WB I-8)

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 3
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED ~~MINIMUM~~ (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
30	27	37	1146

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
2.00	-2.00	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=9%
		D=N/A
ADT (VPD)	ADT (VPD)	T=30%
4,900	27,400	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
I-8 TI - RAMP WB-8 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3369+00	199.1	-0.1900	2.0000	600	1948	438	+100	50
3382+00	199.1	2.0000	-2.0000	700	615	438	62	50
3390+00	199.1	-2.0000	-0.3750	600	+9999	421	+100	50
3406+00	199.1	-0.3655	0.2590	400	+9999	425	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING	DESIGN	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
3368+61.07	0.10	0.015*	0.04	67	50	4°-45'-00"	2°-00'-00"
3393+73.68	0.10	0.09	0.083	60	50	7°-30'-00"	5°-00'-00"
3409+36.25	0.10	0.030*	0.057	59	50	7°-30'-00"	3°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
I-8 TI - RAMP EB-8

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 199.1
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: I-8 TI
RAMP DESIGNATION: RAMP EB-8
DESCRIPTION: EB ENTRANCE RAMP (EB I-8 TO EB I-10)

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 3
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
30	27	37	5730

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.241	-0.232	8	-8

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=9%
		D=N/A
ADT (VPD)	ADT (VPD)	T=38%
4,800	58,800	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
I-8 TI - RAMP EB-8 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3370+00	199.1	0.1591	0.1360	0	GB	GB	GB	50
3390+00	199.1	0.1360	0.2410	0	GB	GB	GB	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
3370+30.33	0.10	0.015*	0.021	59	50	8°-15'-00"	1°-00'-00"
3387+04.25	0.10	0.015	0.021	59	50	8°-15'-00"	1°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNLAND GIN RD TI - RAMP C

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 200.12
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SUNLAND GIN RD
RAMP DESIGNATION: RAMP C (1991 ASBUILTS)
DESCRIPTION: WB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
26	21	27	1273

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
1.50	-0.30	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 2.00%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=9%
		D=N/A
ADT (VPD)	ADT (VPD)	T=41%
4900	8,700	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNLAND GIN RD TI - RAMP C - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
19+77.50	200.12	0.0750	0.2750	0	GB	GB	GB	50
43+00	200.12	0.2750	-0.3000	200	1977	425	+100	50
47+00	200.12	-0.3000	0.1000	200	+9999	424	+100	50
56+25	200.12	0.1000	1.5000	200	+9999	434	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
6+23.89	0.10	0.02*	0.022	58	50	8°-15'-00"	1°-01'-09"
15+49.81	0.10	0.073	0.072	63	50	8°-15'-00"	4°-00'-00"
30+84.75	0.10	0.078	0.078	61	50	8°-15'-00"	4°-30'-00"
46+50.18	0.10	0.063	0.061	67	50	8°-15'-00"	3°-15'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNLAND GIN RD TI - RAMP B

PROJECT NUMBER: 10 PN 199 H6773 01 L
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SUNLAND GIN RD
RAMP DESIGNATION: RAMP B (1991 ASBUILTS)
DESCRIPTION: WB ENTRANCE RAMP (TO I-8)

MAINLINE MILEPOST: 200.12

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO* MAXIMUM (FEET)	(FEET)
22	21	27	955

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
2.02	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%

AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=26%
1500	23300	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNLAND GIN RD TI - RAMP B - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
53+50	200.12	0.1000	0.9930	200	+9999	430	+100	50
59+00	200.12	0.9930	0.1500	300	1430	430	+100	50
75+30	200.12	0.1500	2.0200	230	3459	438	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

		SUPERELEVATION			RECOMMEND			
					EXISTING	DESIGN	DEGREE OF CURVE	
		MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	MILE POST	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
45+03.85		0.10	0.043*	0.061	57	50	8°-15'-00"	3°-15'-00"
67+05.94		0.10	0.07*	0.092	46	50	8°-15'-00"	6°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNLAND GIN RD TI - RAMP E

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 200.12
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SUNLAND GIN RD
RAMP DESIGNATION: RAMP E (1991 ASBUILTS)
DESCRIPTION: EB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	244

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
1.50	-0.1368	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=8%
		D=N/A
ADT (VPD)	ADT (VPD)	T=22%
6,700	6,800	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNLAND GIN RD TI - RAMP E - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
5+00	200.12	0.0000	1.5000	200	+9999	434	+100	50
8+00	200.12	1.5000	-0.1368	200	759	434	71	50
17+50	200.12	-0.1368	1.5000	200	+9999	434	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
4+39.80	0.10	0.04*	0.092	46	50	8°-15'-00"	6°-00'-00"
14+64.59	0.10	0.072	***	30	50	8°-15'-00"	22°-55'-06"

REMARKS

Vertical Alignment information taken from Project No. I-10-4(43) Ramp B
*Design Exception Required
*** Not calculated because degree of curve exceeds the maximum.

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNLAND GIN RD TI - RAMP D

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 200.12
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SUNLAND GIN RD
RAMP DESIGNATION: RAMP D (1991 ASBUILTS)
DESCRIPTION: WB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	409

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.756	-2.00	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=7%
		D=N/A
ADT (VPD)	ADT (VPD)	T=57%
2,000	12,200	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNLAND GIN RD TI - RAMP D - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
2+35	200.12	-2.0000	0.7560	300	610	429	62	50
6+20	200.12	0.7560	0.4000	200	3131	429	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
1+83.74	0.10	0.083	***	38	50	8°-15'-00"	14°-00'-00"
13+01.84	0.10	0.04*	0.092	46	50	8°-15'-00"	6°-00'-00"

REMARKS

*** Not calculated because degree of curve exceeds the maximum.
*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNLAND GIN RD TI - RAMP D

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 200.12
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SUNLAND GIN RD
RAMP DESIGNATION: RAMP D (1964 ASBUILTS)
DESCRIPTION: EB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO* MAXIMUM (FEET)	(FEET)
22	21	27	955

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.2681	-1.50	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=7%
		D=N/A
ADT (VPD)	ADT (VPD)	T=25%
2,800	5,000	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNLAND GIN RD TI - RAMP D - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
1+25	200.12	-1.5000	0.2681	200	20818	434	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
7+82.83	0.10	0.04*	0.092	46	50	8°-15'-00"	6°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TOLTEC RD TI - RAMP A

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 203.84
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: TOLTEC RD TI
RAMP DESIGNATION: RAMP A
DESCRIPTION: WB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	5730

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
2.77	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=8%
		D=N/A
ADT (VPD)	ADT (VPD)	T=31%
2,600	7,800	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TOLTEC RD TI - RAMP A - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
43+00	203.84	0.2072	2.7700	400	877	444	76	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING	DESIGN	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
40+76.42	0.10	0.015*	0.021	59	50	8°-15'-00"	1°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TOLTEC RD TI - RAMP C

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 203.84
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: TOLTEC RD TI
RAMP DESIGNATION: RAMP C
DESCRIPTION: EB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	395

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
3.8468	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=8%
		D=N/A
ADT (VPD)	ADT (VPD)	T=36%
2,400	6,700	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TOLTEC RD TI - RAMP C - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
42+25	203.84	0.2107	3.8468	500	588	422	62	50
48+50	203.84	3.8468	1.5792	200	576	413	62	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

		SUPERELEVATION			RECOMMEND			
		MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	MILE POST	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
41+44.35		0.10	0.073	0.072	63	50	8°-15'-00"	4°-00'-08"
47+11.59		0.10	0.03	***	33	50	8°-15'-00"	14°-30'-00"

REMARKS

*** Not calculated because degree of curve exceeds the maximum.

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TOLTEC RD TI - RAMP B

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 203.84
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: TOLTEC RD TI
RAMP DESIGNATION: RAMP B
DESCRIPTION: WB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	395

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.3039	-2.9291	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=8%
		D=N/A
ADT (VPD)	ADT (VPD)	T=36%
2,100	5,200	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TOLTEC RD TI - RAMP B - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
51+50	203.84	-0.5349	-2.9291	200	551	420	59	50
57+00	203.84	-2.9291	0.3039	400	571	425	60	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
52+91.59	0.10	0.03	***	33	50	8°-15'-00"	14°-30'-00"
58+44.13	0.10	0.073	0.072	63	50	8°-15'-00"	4°-00'-07"

REMARKS

*** Not calculated because degree of curve exceeds the maximum.

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TOLTEC RD TI - RAMP D

PROJECT NUMBER: 10 PN 199 H6773 01 L
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: TOLTEC RD TI
RAMP DESIGNATION: RAMP D
DESCRIPTION: EB ENTRANCE RAMP

MAINLINE MILEPOST: 203.84

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	5730

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.2378	-2.5347	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%

AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=7%
		D=N/A
ADT (VPD)	ADT (VPD)	T=36%
1,900	7,600	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TOLTEC RD TI - RAMP D - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
52+00	203.84	-2.0323	-2.5347	200	2248	442	+100	50
59+50	203.84	-2.5347	0.2378	400	738	442	69	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
59+62.44	0.10	0.032	0.021	84	50	8°-15'-00"	1°-00'-00"

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNSHINE BLVD TI - RAMP A

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 208.79
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SUNSHINE RD TI
RAMP DESIGNATION: RAMP A
DESCRIPTION: WB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO* MAXIMUM (FEET)	(FEET)
18*	21	27	1146

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 35 mph (Urban)

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	*DESCENDING*
2.575	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=7%
		D=N/A
ADT (VPD)	ADT (VPD)	T=39%
3,000	8,400	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNSHINE BLVD TI - RAMP A - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
4+00	208.79	0.3250	2.5790	200	844	255	74	35
8+00	208.79	2.5750	1.3221	200	961	255	80	35

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
4+43.40	0.06	0.015*	0.04	84	35	15°-00'-00"	5°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNSHINE BLVD TI - RAMP C

PROJECT NUMBER: 10 PN 199 H6773 01 L
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SUNSHINE RD TI
RAMP DESIGNATION: RAMP C
DESCRIPTION: EB EXIT RAMP
MAINLINE MILEPOST: 208.79

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	MINIMUM RAMP INSIDE RADIUS (FEET)
18*	21	27	1910

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 35 mph (Urban)

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
2.293	-0.7539	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=7%
		D=N/A
ADT (VPD)	ADT (VPD)	T=49%
2,800	7,200	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNSHINE BLVD TI - RAMP C - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
5+00	208.79	0.1400	2.2930	200	1031	246	86	35
12+00	208.79	2.2930	0.7539	300	851	244	78	35

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
6+79.83	0.06	0.015*	0.029	59	35	15°-00'-00"	3°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNSHINE BLVD TI - RAMP B

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 208.79
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SUNSHINE RD TI
RAMP DESIGNATION: RAMP B
DESCRIPTION: WB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
18*	21	27	1273

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 35 mph (Urban)

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
1.885	-1.415	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=7%
		D=N/A
ADT (VPD)	ADT (VPD)	T=45%
2,600	9,700	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNSHINE BLVD TI - RAMP B - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
1+50	208.79	1.8850	-1.4150	200	427	253	49	35
10+00	208.79	-1.4150	0.1400	400	+9999	246	+100	35

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			EXISTING	RECOMMEND DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
9+51.95	0.06	0.015*	0.038	51	35	15°-00'-00"	4°-30'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNSHINE BLVD TI - RAMP D

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 208.79
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SUNSHINE RD TI
RAMP DESIGNATION: RAMP D
DESCRIPTION: EB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO* MAXIMUM (FEET)	(FEET)
18*	21	27	2865

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 35 mph (Urban)

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	*DESCENDING*
0.3511	-1.4421	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=8%
		D=N/A
ADT (VPD)	ADT (VPD)	T=49%
2,400	11,700	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SUNSHINE BLVD TI - RAMP D - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
10+00	208.79	-1.4421	0.3511	400	12931	251	+100	35

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
9+10.42	0.06	0.015	0.015	70	35	15°-00'-00"	2°-00'-00"

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP E

PROJECT NUMBER: 10 PN 199 H6773 01 L
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SR 87 TI
RAMP DESIGNATION: RAMP E
DESCRIPTION: WB ENTRANCE RAMP (FROM SR 87)
MAINLINE MILEPOST: 210.97

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO MAXIMUM* (FEET)	MINIMUM RAMP INSIDE RADIUS (FEET)
21	21	27	416

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
3.8414	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=16%
		D=N/A
ADT (VPD)	ADT (VPD)	T=31%
100	7,900	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP E - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE *WIDTH*	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3+50	210.97	0.8600	0.1200	500	1708	429	+100	50
10+00	210.97	0.1200	3.8414	400	479	453	52	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
10+44.03	0.10	0.09	***	39	50	8°-15'-00"	13°-47'-14"

REMARKS

*** Not calculated because the degree of curve exceeds the maximum.

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP A

PROJECT NUMBER: 10 PN 199 H6773 01 L
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SR 87 TI
RAMP DESIGNATION: RAMP A
DESCRIPTION: EB EXIT RAMP
MAINLINE MILEPOST: 210.97

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO MAXIMUM* (FEET)	(FEET)
18*	21	27	955

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
1.00	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=9%
		D=N/A
ADT (VPD)	ADT (VPD)	T=8%
300	10,000	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP A - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE *WIDTH*	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING DESIGN SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
9+00	210.97	1.0000	0.1717	600	1603	422	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
6+83.21	0.10	0.015*	0.035	71	50	8°-15'-00"	1°-41'-34"
25+82.55	0.10	0.08*	0.092	46	50	8°-15'-00"	6°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP F

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 210.97
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SR 87 TI
RAMP DESIGNATION: RAMP F
DESCRIPTION: EB EXIT RAMP (TO SR 87)

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO MAXIMUM* (FEET)	(FEET)
25	21	27	153

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 25 mph Loop Ramp

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
5.792	NONE	8	-8

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=13%
		D=N/A
ADT (VPD)	ADT (VPD)	T=31%
100	N/A	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP F - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE *WIDTH*	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
7+00	210.97	0.1283	5.792	250	231	164	32	25
9+50	210.97	5.792	0.58	250	332	164	40	25

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
2+89.92	0.10	0.015*	0.045	40	25	36°-15'-00"	7°-52'-13"
	0.10	0.1	***	25	25	36°-15'-00"	37°-24'-59"

REMARKS

*Design Exception Required
***Not calculated because the degree of curve exceeds the maximum.

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP G

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 210.97
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SR 87 TI
RAMP DESIGNATION: RAMP G
DESCRIPTION: EB ENTRANCE RAMP (FROM SR 87)

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO MAXIMUM* (FEET)	(FEET)
18*	21	27	764

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
4.165	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=12%
		D=N/A
ADT (VPD)	ADT (VPD)	T=14%
1000	10,500	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP G - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE *WIDTH*	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
1+00	210.97	0.5714	0.1200	200	2490	423	+100	50
12+00	210.97	0.1200	4.1650	400	440	423	51	50
16+00	210.97	4.1650	0.6000	400	503	419	56	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
7+29.31	0.10	0.08*	0.099	41	50	8°-15'-00"	7°-29'-58"
15+54.84	0.10	0.08*	0.092	46	50	8°-15'-00"	6°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP H

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 210.97
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SR 87 TI
RAMP DESIGNATION: RAMP H
DESCRIPTION: SR 87 TO 5TH ST

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO MAXIMUM* (FEET)	MINIMUM RAMP INSIDE RADIUS (FEET)
22-26	21	27	761

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.1486	-0.3925	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=7%
600	N/A	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP H - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE *WIDTH*	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
6+00	210.97	0.1100	-0.3925	400	2347	426	+100	50
10+00	210.97	-0.3925	0.1486	400	+9999	426	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
7+26.52	0.10	0.08*	0.099	41	50	8°-15'-00"	7°-31'-42"
15+47.06	0.10	0.08*	0.092	46	50	8°-15'-00"	6°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP B

PROJECT NUMBER: 10 PN 199 H6773 01 L **MAINLINE MILEPOST:** 210.97
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SR 87 TI
RAMP DESIGNATION: RAMP B
DESCRIPTION: WB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO MAXIMUM* (FEET)	MINIMUM RAMP INSIDE RADIUS (FEET)
18*	21	27	925

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
NONE	-3.715	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=12%
500	N/A	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP B - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE *WIDTH*	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
12+50	210.97	-0.3655	-3.7150	300	472	421	54	50
16+50	210.97	-3.7150	-0.2669	300	422	422	50	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
12+01.80	0.10	0.08*	0.093	45	50	8°-15'-00"	6°-11'-35"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP K

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 210.97
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: SR 87 TI
RAMP DESIGNATION: RAMP K
DESCRIPTION: WB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO MAXIMUM* (FEET)	MINIMUM RAMP INSIDE RADIUS (FEET)
18*	21	27	5335

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
4.2633	-0.5729	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=9%
		D=N/A
ADT (VPD)	ADT (VPD)	T=11%
1700	11,900	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP K - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE *WIDTH*	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
2+00	210.97	0.3496	4.2633	300	364*	457	43	50
5+00	210.97	4.2633	-0.5729	300	373*	457	44	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING	DESIGN	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
2+50.52	0.10	0.015*	0.023	57	50	8°-15'-00"	1°-04'-28"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP L

PROJECT NUMBER: 10 PN 199 H6773 01 L
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: PICACHO HIGHWAY HALF TI
RAMP DESIGNATION: RAMP L
DESCRIPTION: EB ENTRANCE RAMP

MAINLINE MILEPOST: 210.97

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO MAXIMUM* (FEET)	MINIMUM RAMP INSIDE RADIUS (FEET)
18*	21	27	4090

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.3045	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%

AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=12%
		D=N/A
ADT (VPD)	ADT (VPD)	T=21%
100	N/A	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP L - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE *WIDTH*	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING DESIGN SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
8+00	210.97	0.2731	0.3045	0	GB	GB	GB	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
11+50.22	0.10	0.015*	0.029	73	50	8°-15'-00"	1°-24'-06"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP M

PROJECT NUMBER: 10 PN 199 H6773 01 L **MAINLINE MILEPOST:** 210.97
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: PICACHO HIGHWAY HALF TI
RAMP DESIGNATION: RAMP M
DESCRIPTION: WB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO* MAXIMUM (FEET)	(FEET)
24	21	27	6138

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.3400	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=8%
		D=N/A
ADT (VPD)	ADT (VPD)	T=19%
300	N/A	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
SR 87 TI - RAMP M - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE *WIDTH*	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
		Tangent						

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING	DESIGN	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
7+11.81	0.10	0.015*	0.029	73	50	8°-15'-00"	0°-56'-37"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PICACHO PEAK TI - RAMP R-3

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 219.85
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: PICACHO PEAK TI
RAMP DESIGNATION: RAMP R-3
DESCRIPTION: WB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
24	21	27	955

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.3939	-4.186	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=12%
1000	3,200	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PICACHO PEAK TI - RAMP R-3 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3491+40	219.85	0.3939	-4.1860	500	485	426	54	50
3495+55	219.85	-4.1860	0.0000	300	340*	423	43	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING	DESIGN	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
3491+00	0.10	0.075*	0.092	46	50	8°-15'-00"	6°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PICACHO PEAK TI - RAMP R-4

PROJECT NUMBER: 10 PN 199 H6773 01 L
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: PICACHO PEAK TI
RAMP DESIGNATION: RAMP R-4
DESCRIPTION: EB EXIT RAMP

MAINLINE MILEPOST: 219.85

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
17*	21	27	1432

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.3939	-4	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%

AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=11%
		D=N/A
ADT (VPD)	ADT (VPD)	T=11%
600	1,300	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PICACHO PEAK TI - RAMP R-4 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3492+50	219.85	0.3939	-4.0000	500	496	454	53	50
3496+88.56	219.85	-4.0000	0.0000	360	409*	454	47	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING	DESIGN	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
3490+50	0.10	0.015*	0.072	53	50	8°-15'-00"	4°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PICACHO PEAK TI - RAMP R-3

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 219.85
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: PICACHO PEAK TI
RAMP DESIGNATION: RAMP R-3
DESCRIPTION: WB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
18*	21	27	1146

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
4.248	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=10%
900	1,600	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PICACHO PEAK TI - RAMP R-3 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING DESIGN SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3499+55	219.85	0	4.248	400	420*	457	47	50
3504+80	219.85	4.248	0.3349	450	501	457	53	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING	DESIGN	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
3505+00.00	0.10	0.022*	0.083	49	50	8°-15'-00"	5°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PICACHO PEAK TI - RAMP R-2

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 219.85
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: PICACHO PEAK TI
RAMP DESIGNATION: RAMP R-2
DESCRIPTION: EB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
17*	21	27	1432

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
4	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=12%
		D=N/A
ADT (VPD)	ADT (VPD)	T=11%
500	3,900	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PICACHO PEAK TI - RAMP R-2 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3497+70.70	219.85	0.0000	4.0000	500	533	423	58	50
3503+40	219.85	4.0000	0.3939	600	599	421	62	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
3506+00.00	0.10	0.022*	0.072	53	50	8°-15'-00"	4°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
RED ROCK TI - RAMP R-6

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 226.45
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: RED ROCK TI
RAMP DESIGNATION: RAMP R-6
DESCRIPTION: WB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
18*	21	27	5730

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
4	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=20%
		D=N/A
ADT (VPD)	ADT (VPD)	T=18%
200	3,009	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
RED ROCK TI - RAMP R-6 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3838+05	226.45	0.4400	4.0000	500	602	454	60	50
3846+49.84	226.45	4.0000	-4.0000	1000	519	454	54	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			EXISTING	RECOMMEND DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
3835+54	0.10	0.015*	0.021	59	50	8°-15'-00"	1°-00'-00"
3843+27	0.10	0.015*	0.021	59	50	8°-15'-00"	1°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
RED ROCK TI - RAMP R-7

PROJECT NUMBER: 10 PN 199 H6773 01 L **MAINLINE MILEPOST:** 226.45
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: RED ROCK TI
RAMP DESIGNATION: RAMP R-7
DESCRIPTION: EB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
18*	21	27	145

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.1	-0.929	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=12%
		D=N/A
ADT (VPD)	ADT (VPD)	T=19%
300	3,000	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
RED ROCK TI - RAMP R-7 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3841+50	226.45	-0.7800	-0.9290	200	7342	430	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
3838+28.08	0.10	0.1	***	24	50	8°-15'-00"	39°-30'-50"

REMARKS

*** Not calculated because degree of curve exceeds the maximum.

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
RED ROCK TI - RAMP R-6

PROJECT NUMBER: 10 PN 199 H6773 01 L **MAINLINE MILEPOST:** 226.45
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: RED ROCK TI
RAMP DESIGNATION: RAMP R-6
DESCRIPTION: WB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
18*	21	27	3820

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.297	-4	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=12%
		D=N/A
ADT (VPD)	ADT (VPD)	T=12%
200	3,600	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
RED ROCK TI - RAMP R-6 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3846+49.84	226.45	4.0000	-4.0000	1000	519	454	54	50
3853+23	226.45	-4.0000	0.2970	300	332*	425	43	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE MAXIMUM	DEGREE OF CURVE EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
3851+29.83	0.10	0.015*	0.031	73	50	8°-15'-00"	1°-30'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
RED ROCK TI - RAMP R-1

PROJECT NUMBER: 10 PN 199 H6773 01 L **MAINLINE MILEPOST:** 226.45
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: RED ROCK TI
RAMP DESIGNATION: RAMP R-1
DESCRIPTION: EB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
18*	21	27	115

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.648	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=12%
		D=N/A
ADT (VPD)	ADT (VPD)	T=11%
400	4,100	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
RED ROCK TI - RAMP R-1 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
3855+00	226.45	0.0000	0.6480	400	+9999	423	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE MAXIMUM	DEGREE OF CURVE EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
3851+76.62	0.10	warped	***	18	50	8°-15'-00"	50°-00'-36"
3863+46.41	0.10	0.03*	0.078	51	50	8°-15'-00"	4°-30'-00"

REMARKS

*Design Exception Required
*** Not calculated because degree of curve exceeds the maximum.

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PINAL AIR PARK TI - RAMP R-5

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 232.02
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: PINAL AIR PARK TI
RAMP DESIGNATION: RAMP R-5
DESCRIPTION: WB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	160

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 25 mph Loop Ramp

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
NONE	-4	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 10.00%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=7%
200	4,100	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PINAL AIR PARK TI - RAMP R-5 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
4161+35.77	232.02	4.0000	-4.0000	1000	519	160	54	25
4169+24.5	232.02	-4.0000	0.1400	400	430	152	50	25

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			EXISTING	RECOMMEND DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
4164+70.73	0.10	0.075*	0.081	27	25	36°-15'-00"	19°-05'-56"
No PI Sta	0.10	0.075*	0.10	20	25	36°-15'-00"	35°-48'-36"
4171+77.13	0.10	0.075*	0.081	27	25	36°-15'-00"	19°-05'-56"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PINAL AIR PARK TI - RAMP R-1

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 232.02
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: PINAL AIR PARK TI
RAMP DESIGNATION: RAMP R-1
DESCRIPTION: EB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
19*	21	27	593

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.066	-2.43	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=11%
		D=N/A
ADT (VPD)	ADT (VPD)	T=9%
600	1,800	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PINAL AIR PARK TI - RAMP R-1 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
4135+20	232.02	-0.25	0.066	400	+9999	425	+100	50
4140+20	232.02	0.066	-2.43	400	632	441	63	50
4144+05	232.02	-2.43	-0.3	300	1367	441	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

HPI STATION	SUPERELEVATION MAXIMUM (Ft/Ft)	SUPERELEVATION EXISTING (Ft/Ft)	SUPERELEVATION MINIMUM (Ft/Ft)	EXISTING SPEED (MPH)	RECOMMEND DESIGN SPEED (MPH)	DEGREE OF CURVE MAXIMUM (DMS)	DEGREE OF CURVE EXISTING (DMS)
4133+75.58	0.10	0.10	0.094	56	50	8°-15'-00"	6°-16'-14"
4139+26.97	0.10	0.10	***	47	50	8°-15'-00"	9°-40'-00"

REMARKS

*** Not calculated because degree of curve exceeds the maximum.

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PINAL AIR PARK TI - RAMP R-4

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 232.02
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: PINAL AIR PARK TI
RAMP DESIGNATION: RAMP R-4
DESCRIPTION: WB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	160

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 25 mph Loop Ramp

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.147	-4.00	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=30%
		D=N/A
ADT (VPD)	ADT (VPD)	T=3%
1000	7,800	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PINAL AIR PARK TI - RAMP R-4 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
4169+24.5	232.02	-4.0000	0.1470	400	430	152	48	25

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
4164+31.38	0.10	0.075*	0.081	27	25	36°-15'-00"	19°-05'-56"
No PI Sta	0.10	0.075*	0.10	20	25	36°-15'-00"	35°-48'-36"
4171+77.13	0.10	0.075*	0.081	27	25	36°-15'-00"	19°-05'-56"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PINAL AIR PARK TI - RAMP R-2

PROJECT NUMBER: 10 PN 199 H6773 01 L **MAINLINE MILEPOST:** 232.02
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: PINAL AIR PARK TI
RAMP DESIGNATION: RAMP R-2
DESCRIPTION: EB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
18*	21	27	955

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
2.144	-1.326	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50% AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=25%
		D=N/A
ADT (VPD)	ADT (VPD)	T=3%
1,200	1,600	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
PINAL AIR PARK TI - RAMP R-2 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
4149+90	232.02	0.3	2.144	250	4580	421	+100	50
4154+50	232.02	2.144	-1.326	500	561	433	59	50
4159+50	232.02	-1.326	0.81	500	1902	433	+100	50
4165+50	232.02	0.81	-0.0239	300	1444	423	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
4151+95.43	0.10	0.04*	0.072	53	50	8°-15'-00"	4°-00'-00"
4165+14.42	0.10	0.075*	0.092	46	50	8°-15'-00"	6°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
MARANA RD TI - RAMP R-10

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 236.42
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: MARANA RD TI
RAMP DESIGNATION: RAMP R-10
DESCRIPTION: WB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO MAXIMUM* (FEET)	(FEET)
16*	21	27	Tangent

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
NO ASBUILT INFORMATION		8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=8%
		D=N/A
ADT (VPD)	ADT (VPD)	T=12%
1,100	6,000	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
MARANA RD TI - RAMP R-10 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE *WIDTH*	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)

No Asbuilt Information

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING	DESIGN	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
10+50	No Horizontal Curves (0-40'-34" angle break)						
15+50	No Horizontal Curves (0-41'-34" angle break)						

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
MARANA RD TI - RAMP R-9

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 236.42
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: MARANA RD TI
RAMP DESIGNATION: RAMP R-9
DESCRIPTION: EB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	MINIMUM RAMP INSIDE RADIUS (FEET)
18*	21	27	3820

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.5944	-1.00	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=14%
1,300	7,700	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
MARANA RD TI - RAMP R-9 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE *WIDTH*	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
12+00	236.42	0.1675	0.5944	200	+9999	422	+100	50
24+50	236.42	0.5944	-1.0000	100	727	430	69	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
3+71.02	0.10	0.015*	0.021	59	50	8°-15'-00"	1°-00'-00"
21+72.58	0.10	0.015*	0.031	73	50	8°-15'-00"	1°-30'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
MARANA RD TI - RAMP R-12

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 236.42
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: MARANA RD TI
RAMP DESIGNATION: RAMP R-12
DESCRIPTION: WB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
18*	21	27	Tangent

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
No Asbuilt Information		8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=9%
		D=N/A
ADT (VPD)	ADT (VPD)	T=8%
3,000	4,800	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
MARANA RD TI - RAMP R-12 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE *WIDTH*	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)

No Asbuilt Information

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING	DESIGN	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	SPEED (MPH)	SPEED (MPH)	MAXIMUM (DMS)	EXISTING (DMS)
19+73.61	No Horizontal Curves (0-18'-30" angle break)						

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
MARANA RD TI - RAMP R-11

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 236.42
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: MARANA RD TI
RAMP DESIGNATION: RAMP R-11
DESCRIPTION: EB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO MAXIMUM* (FEET)	(FEET)
18*	21	27	2865

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.4735	-1	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=8%
3,400	8,300	

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
MARANA RD TI - RAMP R-11 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE *WIDTH*	BRIDGE RAIL GEOMETRY *ADEQUATE?*	BRIDGE RAIL STRUCTURE *ADEQUATE?*	EXISTING STRUCTURAL *CAPACITY*	RECOMMEND. STRUCTURAL *CAPACITY*

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING DESIGN SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
1+00	236.42	-1.0000	0.4735	100	+9999	430	+100	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
5+65.04	0.10	0.015*	0.04	67	50	8°-15'-00"	2°-00'-00"
22+17.82	0.10	0.015*	0.021	59	50	8°-15'-00"	1°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TANGERINE RD TI - RAMP R-1

PROJECT NUMBER: 10 PN 199 H6773 01 L
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: TANGERINE RD TI
RAMP DESIGNATION: RAMP R-1
DESCRIPTION: WB ENTRANCE RAMP

MAINLINE MILEPOST: 240.45

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO* MAXIMUM (FEET)	(FEET)
22	21	27	2865

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.26	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%

AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=16%
1,800	5,800	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TANGERINE RD TI - RAMP R-1 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
8+00	240.45	0.2600	0.1800	0	GB	GB	GB	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND EXISTING SPEED	RECOMMEND DESIGN SPEED	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM			MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
1+21.43	0.10	0.015*	0.04	67	50	8°-15'-00"	2°-00'-00"
8+21.14	0.10	0.015*	0.021	59	50	8°-15'-00"	1°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TANGERINE RD TI - RAMP R-4

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 240.45
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: TANGERINE RD TI
RAMP DESIGNATION: RAMP R-4
DESCRIPTION: EB EXIT RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	1146

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.22	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=9%
		D=N/A
ADT (VPD)	ADT (VPD)	T=16%
1,900	7,700	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TANGERINE RD TI - RAMP R-4 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
7+00	240.45	0.1200	0.2200	0	GB	GB	GB	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
	MAXIMUM	EXISTING	MINIMUM	EXISTING SPEED	DESIGN SPEED	DEGREE OF CURVE	
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	MAXIMUM (DMS)	EXISTING (DMS)
11+93.27	0.10	0.015*	0.021	59	50	8°-15'-00"	1°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TANGERINE RD TI - RAMP R-2

PROJECT NUMBER: 10 PN 199 H6773 01 L
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: TANGERINE RD TI
RAMP DESIGNATION: RAMP R-2
DESCRIPTION: WB EXIT RAMP

MAINLINE MILEPOST: 240.45

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	AASHTO MAXIMUM (FEET)	(FEET)
22	21	27	5730

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.5479	NONE	8.00	-8.00

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%

AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=10%
		D=N/A
ADT (VPD)	ADT (VPD)	T=9%
4,400	11,700	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TANGERINE RD TI - RAMP R-2 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING DESIGN SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
5+00	240.45	0.3400	0.0184	0	GB	GB	GB	50
10+42.42	240.45	0.0184	0.5479	0	GB	GB	GB	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND EXISTING DESIGN SPEED		DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
2+50.16	0.10	0.015*	0.021	59	50	8°-15'-00"	1°-00'-00"

REMARKS

*Design Exception Required

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TANGERINE RD TI - RAMP R-3

PROJECT NUMBER: 10 PN 199 H6773 01 L
MAINLINE MILEPOST: 240.45
PROJECT LOCATION: JCT I-8 TO TANGERINE ROAD
HIGHWAY SECTION: CASA GRANDE - TUCSON HIGHWAY (I-10)
INTERCHANGE: TANGERINE RD TI
RAMP DESIGNATION: RAMP R-3
DESCRIPTION: EB ENTRANCE RAMP

PAVEMENT WIDTH

CASE (1 OR 2 OR 3): 2
TRAFFIC CONDITIONS (A OR B OR C): C

TOTAL PAVEMENT WIDTH			MINIMUM RAMP INSIDE RADIUS
EXISTING (FEET)	AASHTO RECOMMENDED MINIMUM (FEET)	*AASHTO* MAXIMUM (FEET)	(FEET)
22	21	27	2865

DESIGN SPEED

THE AASHTO RECOMMENDED MINIMUM DESIGN SPEED OF THE HIGHWAY IS: 50 mph

GRADES

EXISTING MAXIMUM GRADE IS (%)		AASHTO ALLOWABLE MAXIMUM GRADE (%)	
ASCENDING	DESCENDING	ASCENDING	DESCENDING
0.49	NONE	8	-8

CROSS SLOPE

EXISTING CROSS SLOPE IS: 1.50%
AASHTO ALLOWABLE RANGE IS: 1.5 - 2.0%

TRAFFIC VOLUMES AND FACTORS

PROGRAM YEAR	DESIGN YEAR	TRAFFIC FACTORS
2006	2030	K=9%
		D=N/A
ADT (VPD)	ADT (VPD)	T=10%
5,300	7,800	

REMARKS

SUMMARY OF AASHTO CONTROLLING DESIGN CRITERIA
TANGERINE RD TI - RAMP R-3 - CONTINUED

VERTICAL CLEARANCE

STRUCTURE	MILEPOST	PRECONSTRUCTION CLEARANCE	POSTCONSTRUCTION CLEARANCE	AASHTO MINIMUM ALLOWABLE CLEARANCE

NOT APPLICABLE - NO STRUCTURES OVER RAMP

STRUCTURES

STRUCTURE	MILEPOST	EXISTING BRIDGE WIDTH	RECOMMEND. BRIDGE WIDTH	BRIDGE RAIL GEOMETRY ADEQUATE?	BRIDGE RAIL STRUCTURE ADEQUATE?	EXISTING STRUCTURAL CAPACITY	RECOMMEND. STRUCTURAL CAPACITY

NOT APPLICABLE - NO STRUCTURES LOCATED ON RAMP

VERTICAL ALIGNMENT AND STOPPING SIGHT DISTANCE

VPI STATION	MILE POST	APPROACH GRADE (%)	DEPARTURE GRADE (%)	LENGTH OF CURVE (FEET)	EXISTING SIGHT DISTANCE (FEET)	RECOMMEND. SIGHT DISTANCE (FEET)	EXISTING SPEED (MPH)	RECOMMEND. DESIGN SPEED (MPH)
30+00	240.45	0.4900	0.3000	0	GB	GB	GB	50

HORIZONTAL ALIGNMENT, SUPERELEVATION, AND STOPPING SIGHT DISTANCE

	SUPERELEVATION			RECOMMEND			
				EXISTING	DESIGN	DEGREE OF CURVE	
	MAXIMUM	EXISTING	MINIMUM	SPEED	SPEED	MAXIMUM	EXISTING
HPI STATION	(Ft/Ft)	(Ft/Ft)	(Ft/Ft)	(MPH)	(MPH)	(DMS)	(DMS)
26+67.11	0.10	0.015*	0.021	59	50	8°-15'-00"	1°-00'-00"
33+75.97	0.10	0.015*	0.04	67	50	8°-15'-00"	2°-00'-00"

REMARKS

*Design Exception Required

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

DATE: 11/15/2006

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

FEDERAL REFERENCE NO: 10 PN 199 TRACS NO: H6773 01L
HIGHWAY: I-10
LOCATION: Junction I-8 TI to Tangerine Road TI
MP LIMITS: 199.00 TO: 242.00
PROJECT DESCRIPTION: Corridor Study

FROM: Matt Kershner, DMJM Harris
1860 E. River Road, Suite 300
Tucson, AZ 85718

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO.	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER TYPE	BRIDGE RAIL / BARRIER GEOM. OK	BRIDGE RAIL / BARRIER STRUC OK	AC OVERLAY THICKNESS (EXISTING)	AC OVERLAY REMOVE (MINIMUM)	AC OVERLAY REPLACE/NEW (MAXIMUM)	VERTICAL CLEARANCE (MINIMUM) NB/EB	VERTICAL CLEARANCE (MINIMUM) SB/WB	BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
I-8	178.33	1102 I-8 TI UP WB	286'	30'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	16.46'	16.25'	HS20+	78.61
			Comments:											
I-8	178.33	1103 I-8 TI UP EB RAMP	286'	24'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	16.29'	16.28'	HS20+	F93.68
			Comments:											
I-10	200.12	941 SUNLAND GIN ROAD TI UP	337'	30'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	16.30'	16.35'	HS20+	88.06
			Comments:											
I-10	203.84	2152 TOLTEC ROAD TI UP	258'	68'	Concrete Barrier	Yes	Yes	N/A	N/A	N/A	17.59'	16.14'	HS20+	98.00
			Comments:											
I-10	204.51	1427 SANTA ROSA CNL BR WB	70'	42'	Concrete Barrier	Yes	Yes	N/A	N/A	N/A	N/A	N/A	HS20	96.49
			Comments:											

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

DATE: 11/15/2006

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

FEDERAL REFERENCE NO: 10 PN 199 TRACS NO: H6773 01L
HIGHWAY: I-10
LOCATION: Junction I-8 TI to Tangerine Road TI
MP LIMITS: 199.00 TO: 242.00
PROJECT DESCRIPTION: Corridor Study

FROM: Matt Kershner, DMJM Harris
1860 E. River Road, Suite 300
Tucson, AZ 85718

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO.	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER TYPE	BRIDGE RAIL / BARRIER GEOM. OK	BRIDGE RAIL / BARRIER STRUC OK	AC OVERLAY THICKNESS (EXISTING)	AC OVERLAY REMOVE (MINIMUM)	AC OVERLAY REPLACE/NEW (MAXIMUM)	VERTICAL CLEARANCE (MINIMUM) NB/EB	VERTICAL CLEARANCE (MINIMUM) SB/WB	BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
I-10	204.51	1426 SANTA ROSA CNL BR EB	70'	42'	Concrete Barrier	Yes	Yes	N/A	N/A	N/A	N/A	N/A	HS20	96.49
			Comments:											
I-10	205.45	943 BATTAGLIA ROAD UP	425'	26'	Single Rail w/ Parapet	Yes	Yes	N/A	N/A	N/A	16.06'	16.05'	HS18.9	F85.67
			Comments: The Structure is currently carrying normal traffic load without showing any significant distress.											
I-10	207.17	944 ALSDORF ROAD UP	426'	26'	Single Rail w/ Parapet	Yes	Yes	N/A	N/A	N/A	16.56'	16.17'	HS20+	F91.84
			Comments:											
I-10	208.79	945 SUNSHINE BLVD TI UP	277'	30'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	16.10'	16.50'	HS20+	F79.00
			Comments:											
I-10	209.85	1104 DRAIN CHANNEL BR WB	82'	37.8'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	N/A	N/A	HS20+	95.47
			Comments: The Structure is currently rated as 'Scour Critical' by the Bridge Hydraulics Team.											

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

DATE: 11/15/2006

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

FEDERAL REFERENCE NO: 10 PN 199 TRACS NO: H6773 01L
HIGHWAY: I-10
LOCATION: Junction I-8 TI to Tangerine Road TI
MP LIMITS: 199.00 TO: 242.00
PROJECT DESCRIPTION: Corridor Study

FROM: Matt Kershner, DMJM Harris
1860 E. River Road, Suite 300
Tucson, AZ 85718

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO.	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER TYPE	BRIDGE RAIL / BARRIER GEOM. OK	BRIDGE RAIL / BARRIER STRUC OK	AC OVERLAY THICKNESS (EXISTING)	AC OVERLAY REMOVE (MINIMUM)	AC OVERLAY REPLACE/NEW (MAXIMUM)	VERTICAL CLEARANCE (MINIMUM) NB/EB	VERTICAL CLEARANCE (MINIMUM) SB/WB	BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
I-10	209.85	908 DRAIN CHANNEL BR EB	82'	37.9'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	N/A	N/A	HS20+	95.47
			Comments: The Structure is currently rated as 'Scour Critical' by the Bridge Hydraulics Team.											
I-10	210.97	959 HWY 84 TI OP WB	137'	37.9'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	15.41'	15.37'	HS20+	F93.00
			Comments:											
I-10	210.97	958 HWY 84 TI OP EB	137'	37.9'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	15.40'	15.31'	HS20+	F93.00
			Comments:											
I-10	211.34	1088 PICACHO 5TH ST OP WB	91'	37.8'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	16.11'	16.11'	HS20+	93.39
			Comments:											
I-10	211.34	1087 PICACHO 5TH ST OP EB	91'	55.1'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	15.63'	15.63'	HS20+	94.41
			Comments:											

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

DATE: 11/15/2006

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

FEDERAL REFERENCE NO: 10 PN 199 TRACS NO: H6773 01L
HIGHWAY: I-10
LOCATION: Junction I-8 TI to Tangerine Road TI
MP LIMITS: 199.00 TO: 242.00
PROJECT DESCRIPTION: Corridor Study

FROM: Matt Kershner, DMJM Harris
1860 E. River Road, Suite 300
Tucson, AZ 85718

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO.	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER TYPE	BRIDGE RAIL / BARRIER GEOM. OK	BRIDGE RAIL / BARRIER STRUC OK	AC OVERLAY THICKNESS (EXISTING)	AC OVERLAY REMOVE (MINIMUM)	AC OVERLAY REPLACE/NEW (MAXIMUM)	VERTICAL CLEARANCE (MINIMUM) NB/EB	VERTICAL CLEARANCE (MINIMUM) SB/WB	BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
I-10	212.21	793 E PICACHO TI OP EB	97'	37.9'	Thrie-Beam Retrofit	Yes	Yes	2"			15.03'	15.03'	HS18.9	95.21
			Comments: The Structure is currently carrying normal traffic load without showing any significant distress.											
I-10	212.21	794 E PICACHO TI OP WB	97'	37.9'	Thrie-Beam Retrofit	Yes	Yes	2"			15.13'	15.13'	HS18.9	95.21
			Comments: The Structure is currently carrying normal traffic load without showing any significant distress.											
I-10	219.85	573 PICACHO PK TI OP WB	29'	38'	Special Steel	Yes	Yes	6"			14.83'	14.96'	HS20+	F94.00
			Comments:											
I-10	219.85	572 PICACHO PK TI OP EB	29'	38'	Special Steel	Yes	Yes	6"			14.92'	14.96'	HS20+	F94.00
			Comments:											
I-10	226.45	592 RED ROCK TI UP	162'	26'	Concrete Barrier	Yes	Yes	N/A	N/A	N/A	16.54'	16.10'	HS20	91.38
			Comments:											

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

DATE: 11/15/2006

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

FROM: Matt Kershner, DMJM Harris
1860 E. River Road, Suite 300
Tucson, AZ 85718

FEDERAL REFERENCE NO: 10 PN 199 TRACS NO: H6773 01L
HIGHWAY: I-10
LOCATION: Junction I-8 TI to Tangerine Road TI
MP LIMITS: 199.00 TO: 242.00
PROJECT DESCRIPTION: Corridor Study

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO.	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER TYPE	BRIDGE RAIL / BARRIER GEOM. OK	BRIDGE RAIL / BARRIER STRUC OK	AC OVERLAY THICKNESS (EXISTING)	AC OVERLAY REMOVE (MINIMUM)	AC OVERLAY REPLACE/NEW (MAXIMUM)	VERTICAL CLEARANCE (MINIMUM) NB/EB	VERTICAL CLEARANCE (MINIMUM) SB/WB	BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
I-10	232.03	771 PINAL AIR PARK TI UP	251'	30'	Special Steel	No	Yes	N/A	N/A	N/A	16.70'	16.25'	HS20+	98.43
			Comments:											
I-10	236.42	774 MARANA OP TI WB	127'	38'	Thrie-Beam Retrofit	Yes	Yes	4"			14.45'	14.45'	HS20+	97.00
			Comments:											
I-10	236.42	773 MARANA OP TI EB	127'	38'	Thrie-Beam Retrofit	Yes	Yes	1"			14.45'	14.45'	HS20+	97.00
			Comments:											
I-10	240.45	961 TANGERINE TI OP WB	127'	38'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	15.21'	15.21'	HS20+	98.00
			Comments:											
I-10	240.45	960 TANGERINE TI OP EB	127'	38'	Thrie-Beam Retrofit	Yes	Yes	N/A	N/A	N/A	15.50'	15.50'	HS20+	98.00
			Comments:											

Evaluation Completed by: Mohammed Baki, P.E. Date: 11/27/06

Appendix B

Public Involvement and Agency Information

PROJECT SCOPING REPORT

Interstate 10 Corridor Study
Jct. I-8 to Tangerine Road, Casa Grande – Tucson Highway
10 PN 199 H 6773 01 L

Prepared for

ADOT

Prepared by

DMJM HARRIS | AECOM

March 2007

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Introduction

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have begun a study of potential improvements to Interstate 10 (I-10) beginning at the Junction with Interstate 8 (I-8) in Casa Grande and continuing east to Tangerine Road (see Figure 1: Project Location Map and Figure 2: Project Vicinity Map) . The study will evaluate improvements to traffic flow and roadway capacity while avoiding or minimizing environmental, social, and economic impacts within the project limits. The purpose of the study is to evaluate improvements to the existing roadway to meet traffic demand anticipated in the design year. The year in the future for which the transportation facility will be designed to operate (know as the "design year") for this project is 2030.

The study will provide a long range corridor plan for I-10 from the junction with I-8 to Tangerine Road (milepost 199 to 240). This portion of I-10 is anticipated to experience a substantial increase in vehicles due to population growth and planned development within the corridor. Without future improvements, this portion of I-10 will not be able to provide the capacity needed to handle projected traffic volumes.

The Scoping Process

The purpose of the scoping process is to identify potential issues, concerns, and opportunities (ICOs) that should be considered in the development of alternatives and environmental studies for the proposed highway improvements. ICO information was obtained from area residents, business owners, and government agency representatives through public and agency scoping meetings.

Agency Scoping

An agency scoping meeting was held on May 16, 2006, at 9:00 a.m. at the Marana Municipal Complex Conference Center. Notice of the meeting was sent to representatives of federal, state, and local agencies. The list of invited agency representatives, the meeting handouts, presentation, invitation, agenda, sign-in sheet, and meeting minutes are included in Appendix 1 along with letters received from agencies in response to the scoping invitation letter.

The meeting was attended by representatives of ADOT, FHWA, the U.S. Fish and Wildlife Service (USFWS), the City of Casa Grande, Arizona State Parks-Picacho Peak State Park, the Town of Marana, Pima Association of Governments, Central Arizona Association of Governments, Pinal County, City of Eloy, Arizona State Land Department (ASLD), Arizona Department of Public Safety (DPS), DMJM Harris, EcoPlan, Gordley Design Group, and Cambridge Systematics. The meeting was opened with a presentation which provided and overview of the project, the project objectives, discussion of the National Environmental Policy Act (NEPA) process, the purpose and need for the project, and planned action items and next steps. Following the presentation, an open discussion period was provided for attendees to share their specific issues, concerns, and opportunities for the project.

Figure 1: Project Location Map

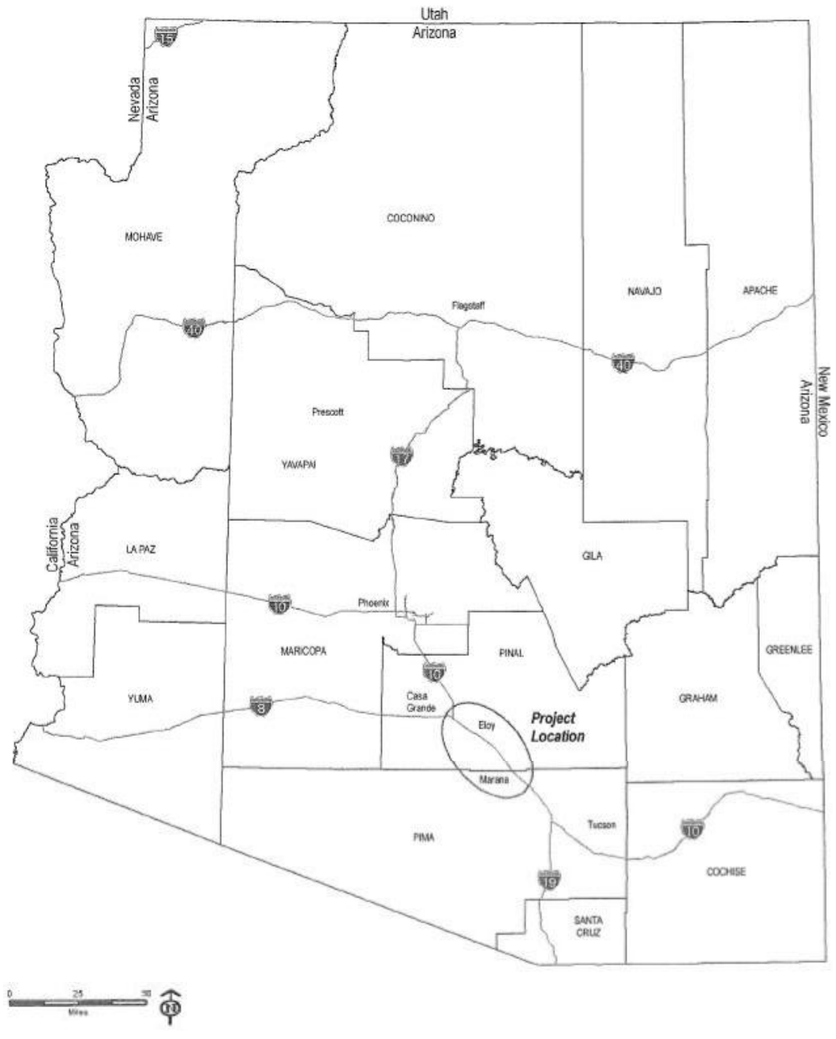
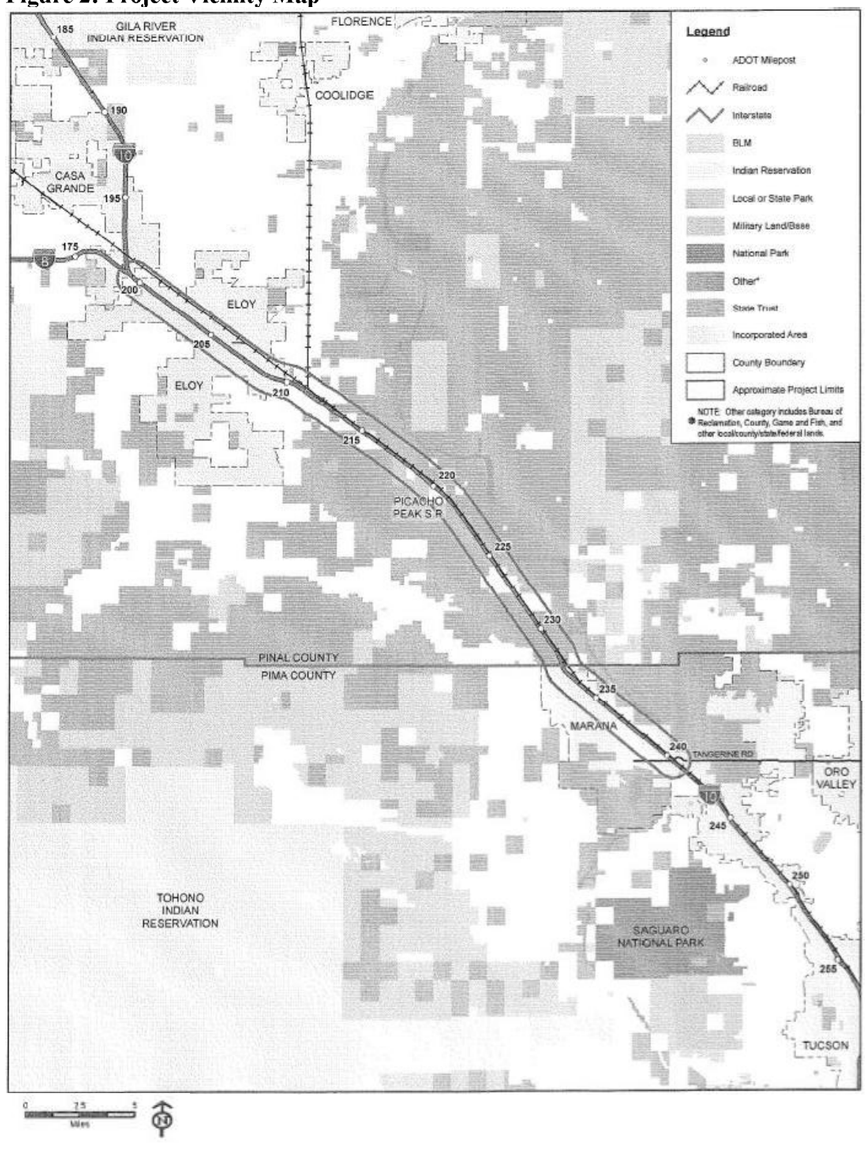


Figure 2: Project Vicinity Map



Agency Issues and Concerns

At the meeting, the agency representatives voiced the following ICOs regarding engineering considerations, alternate mode considerations, state trust lands, and environmental effects.

Engineering Considerations

- Drainage Issues
  - Floodplains – water from Picacho Peak and the Tortolita Fan drains to I-10.
  - Drainage crossings – there are many dip sections and 150 mainline crossings.
  - During a 100 year flood event, McClellan Wash flows over top of the freeway. This is an existing condition from the 1960s, which may or may not be an issue now because of the completion of the CAP canal.
  - Drainage data collection will need to be coordinated with FEMA and/or Army Corps.
- Railroad Issues
  - Union Pacific Railroad (UPRR) will be adding an additional track; they are currently at capacity. UPRR will be at capacity with the future additional track.
  - The I-10 Corridor Study will not preclude potential future commuter rail.
  - If new overcrossings are proposed over the railroad, a construction management plan will have to be submitted to UPRR for approval at least 18 to 24 months prior to construction. It will have to include access to their corridor.
  - The design of I-10 will have to include access to the railroad corridor; the railroad could maintain access with one-way frontage roads if recommended by the study.
- Frontage Road Issues
  - The footprint and future capacity for utilities should be considered in the project.
  - In Eloy, five wastewater treatment plants are planned; crossings will be needed under the freeway.
  - Picacho Peak State Park uses the frontage roads during the peak tourist season when traffic is highest; back-ups occur as vehicles wait to pass through the fee payment gate.
  - Regarding emergency access, two-way frontage roads are preferred for accidents; emergency response personnel will use them to access the disabled vehicles and to reroute traffic.

- The Arizona State Land Department (ASLD) is completing a Master Planning effort for a portion of their holdings along I-10 that could include up to 80,000 dwelling units; two-way frontage roads are preferred for diverting traffic to these new neighborhoods. Coordination with local communities will be required to evaluate local access.
- For Marana, the continuation of one-way frontage roads is a logical progression from the Tucson Metro Area.
- Bicyclists in Pinal County currently use the frontage roads.

- Right-of-Way (R/W) Issues
  - Need to be aware of all possible issues during the planning process to adequately plan for sufficient R/W.
  - Providing for existing and proposed utilities should be included in R/W considerations.
- Interchange Issues
  - During the study, the team will need to look at all crossings and the potential effects on utilities and future development.
  - At the Red Rock Interchange, a planned six-lane expressway from SR-79 to I-10 and the subsequent development will need to be considered. In addition, Park Link Drive will be realigned to the north and a new interchange will be created.
  - FHWA approves all new connections to local arterials from the interstate system. They have placed all recent requests on hold until the long term plan has been completed. They do not want a lone interchange serving one development, which would cause the residents to use the interstate for small trips. That is not the purpose of the interstate.
  - Consider the spacing between the interchanges for future potential freeway connections; want to avoid potential operational issues.
  - The Town of Marana has a Major Routes Plan that includes a connection from Tangerine Road to Marana Road and a new interchange at Moore Road that will connect to Tangerine Road.
- Median Issues
  - There are existing utilities that run between the control of access line and the frontage roads.
  - Emergency response – need to include in the design of median crossovers for emergency vehicles; close spacing (approximately ¼ mile) is important. Considerations for each alternative is based on Arizona Department of Public Safety observations:
    - Barrier – difficult to cross the median; could decrease fatal accidents.

    - Open Median – larger R/W requirements for I-10; ideal for patrol cars; could contribute to fatal accidents with drivers making u-turns and accelerating into high speed traffic.
  - The highway was originally conceived as a rural highway with an open median. If a barrier were to be constructed in the median, will be getting away from the rural character.
  - Could potentially add signage in the medians that warn drivers of the dangers when crossing a median.
- Rest Areas
  - Will the study consider rest areas?
  - A rest area was once proposed by ADOT at the County line but was abandoned.

<u>Alternate Mode Considerations</u>

- Bicyclists in Pinal County currently use the frontage roads.
- Pedestrian access may be an issue in Eloy and Picacho Peak in the future.
- Park-n-Ride lots should be a consideration.

<u>State Trust Lands Considerations</u>

- Several projects which would include approximately 80,000 new homes are being planned in the following state lands corridors: Picacho Peak to South Park (east of CAP) and I-10 to Oracle Junction.
- Implications of predicted 80,000 homes:
  - Spacing between new and existing interchanges
  - Congestion
  - Access
  - Emergency response
- The Urban Master Plan will be completed in two years.
- Coordination with the State Trust Lands consultants – Jack Neubeck or Linda Morales – is necessary during the course of the project.

<u>Environmental Considerations</u>

- Potential community impacts in the unincorporated areas around Picacho.
- The accommodation of wildlife connectivity.
- Tucson shovel-nose snake may be listed on the USFWS list of Threatened and Endangered Species.

- The cactus ferriginuous pygmy-owl may be delisted.

Public Scoping

Three Public Scoping meetings were held for the project as follows:

- September 12, 2006 at the Marana Municipal Complex, 2nd Floor Conference Room, 11555 West Civic Center Drive, Marana, Arizona. The meeting was conducted from 5:00 p.m. to 7:00 p.m.
- September 14, 2006 at the Troy Thomas Center, 501 West 3rd Place, Eloy, Arizona. The meeting was conducted from 5:00 p.m. to 7:00 p.m.
- September 19, 2006 at the City of Casa Grande Council Chambers, 510 East Florence Boulevard, Casa Grande, Arizona. The meeting was conducted from 6:00 p.m. to 8:00 p.m.

Notice of the meetings was provided in local newspapers, including:

- Arizona Daily Star – Tuesday, August 29, 2006
- Tucson Citizen – Tuesday, August 29, 2006
- Explorer – Wednesday, August 30, 2006
- Casa Grande Tri Valley Dispatch – Wednesday, August 20, 2006 and Wednesday, September 6, 2006
- Arizona City Independent – Wednesday, August 20, 2006 and Wednesday, September 6, 2006
- Gila River Indian News – Friday, August 18, 2006 and Friday, September 15, 2006
- The Ak-Chin O'Odham Runner – Friday, August 18, 2006 and Friday, September 1, 2006

Notice was also provided via a jurisdictional letter e-mailed the week of August 21, 2006; a newsletter which announced the meetings mailed the week of August 21, 2006; and news releases provided to area media the weeks of August 28, 2006 and September 4, 2006.

Study Team members were available before and after the meetings to informally discuss the project. Several exhibits were utilized to facilitate discussion including maps and other graphics to illustrate the project area and surrounding features. All materials utilized at the public meetings are provided in Appendix 2. Appendix 2 also includes a flier which was prepared for distribution at the request of the Red Rock School District. No additional comments were received as a result of the distribution of this flier.

One hundred and two people attended the meetings. The meetings began with an introduction of the Project Team followed by a slide presentation. The presentation included discussion of the study background, activities to date, project purpose and need,

design issues and impacts and the environmental study process. The presentation was followed by a question-and-answer session. Questions and comments received at the meeting are also provided in Appendix 2.

Public Issues and Concerns

Eleven people submitted comments either by returning a comment form provided at the meetings or by submitting a letter before or after the meetings. The comment form provided at the meetings requested that people state preferences for features of the two alternative configurations under consideration at the time of the meetings. The comment forms posed the following questions:

- What did you like the most about Alternative1?
- What did you like the least about Alternative 1?
- What did you like the most about Alternative 2?
- What did you like the least about Alternative 2?

Summaries of the responses to those questions are provided below.

<u>What did you like the most about Alternative 1?</u>

- Tortolita Interchange, Moore Road Interchange, Tangerine, SR 87 Traffic Interchange.
- Alternative 1 would allow for more growth potential since it has more interchanges. This makes good sense.
- Additional interchanges at Aries Drive and Green Road.

<u>What did you like the least about Alternative 1?</u>

- No north-south corridor.
- It would interfere with a portion of our facility, forcing us to move our facility to another location.
- Picacho Interchange – do not use other one. Relocate just north of current.
- Cuts off too much of Tweed Road business area.
- I think the proposed "bypass" at Picacho on Alternative 2 would be much better.
- Interchange at Tweedy Road; moving Sunland Gin interchange 1/8 mile to the east.

<u>What did you like the most about Alternative 2?</u>

- Tortolita Interchange.
- The expansion would not affect the Alsdorf overpass. The cost of buying out our facility and others might be less.

- I like the Battaglia options – this will service Arizona City, Toltec and Eloy.
- More interchanges and bypass Picacho.
- Interchange at Battaglia Road (better access to Arizona City and downtown Eloy versus interchange at Tweedy.

What did you like the least about Alternative 2?

- Proposed north-south corridor.
- The interchange and railroad overpass should be at Missile Base road with a new road west of I-10 to the air park.
- Relocation on I-10 at Picacho.

Many of the other comments received address issues associated with the future configuration and features of the roadway and Traffic Interchanges (TIs). The remainder of the comments received are summarized below.

- There should be a 65 mph speed limit and lane restrictions for trucks.
- Pleased with plans for grade separation at railroad crossings.
- Request that the widening include the use of rubberized asphalt (quiet pavement).
- Request for art on overpasses and palo verde trees in the median.
- Current situation causes trucks to back up on Arica to Sunland Gin Road, blocking neighborhood access.
- Frontage roads in addition to expanding the number of lanes are critical for the growth of the area.
- Inclusion of Park and Ride lots would be nice for future carpooling and light/heavy rail use.
- Owners of 185 acres at the southwest corner of Sunland Gin Road and Jimmie Kerr Boulevard are concerned about TI configurations at those two locations as well as at the I-10/I-8 Junction, the scheduling of interim widening of I-10 north of MP 199, and implementation of additional R/W acquisition for the I-10 ultimate widening.
- Concerned with any relocation of the Tangerine Road/I-10 TI.

A complete summary of all public comments received at the scoping meetings as well as those received subsequent to the meetings via the project website or comment sheets is provided in Appendix 3.

Conclusion

Information received as part of the agency and public scoping process was utilized by the project team to refine the limits of the project and to focus future environmental study efforts. Findings generated during the scoping process were also presented to project area stakeholders in subsequent meetings.

Appendix 1 - Agency Scoping Meeting Materials

DMJM HARRIS | AECOM

DMJM Harris
2777 East Camelback Road, Suite 200, Phoenix, Arizona 85016
T 602.337.2777 F 602.337.2620 www.dmjmharris.com

Date, 2006

Name
Organization
Address
City, State Zip

RE: Project Name: I-10 Corridor Study
Project Location: Jct. I-8 to Tangerine Road
TRACS Number: 10 PN 199 H6773 01L

Dear Name:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are initiating a study to evaluate improvements to Interstate 10 (I-10) from milepost MP 199, Junction I-8, south to MP 240, Tangerine Road. Your organization is invited to attend a Corridor Field Review and Agency Scoping Meeting in order to participate in the study process, corridor issues, and meet project team members.

Your participation is critical to helping us meet the project goals and schedule. If you or your representative is planning to attend the Corridor Field Review and/or Agency Scoping Meeting listed below, please RSVP for each of these events to Kammy Horne, DMJM Harris, at 602.337.2518 or Kammy.Horne@dmjmharris.com by May 3, 2006, so we can ensure adequate space on the bus and in the meeting room.

- **Corridor Field Review** – Thursday, May 11 – 10 a.m. to 3 p.m., starting and ending at the Marana Municipal Complex
  - Conducted to introduce everyone, including the local, state, and federal agencies, to the project through on-site discussions of primary issues that could affect decisions on project alternatives.
- **Agency Scoping Meeting** – Tuesday, May 16 – 9 a.m. to noon, Marana Municipal Complex – Conference Center (Building A)
  - Conducted as part of the National Environmental Policy Act (NEPA) process for the Environmental Assessment. During this meeting, the elements of the purpose and need for the project and the available supporting data will be presented. Input from the agencies regarding their areas of jurisdiction on the project will be requested and discussed.

The study will be conducted in two major steps. The first step will include agency and public scoping efforts, preliminary alternatives development, preliminary engineering feasibility analysis, an overview of the environmental resources and constraints, and consensus on alternatives to be carried forward. This step will be documented by an Alternative Selection Report.

The second step will refine and evaluate the remaining alternatives through an integrated process, including the engineering of design concepts, the preparation of technical reports, and the assessment of potential environmental impacts. A Design Concept Report and Environmental Assessment will document the results of the Corridor Study.

To assist you in preparing for the meeting, an itinerary has been included for the Corridor Field Review and Agency Scoping Meeting. If you are attending the Corridor Field Review please plan on arriving at the Marana Municipal Complex by 9:45 AM to board the bus and allow for a 10:00 AM departure. There will be four stops during the field review where participants will be required to wear a Hard Hat and Safety Vest when outside the bus, and sturdy leather shoes are required for walking at the locations chosen for the bus stops. Please bring your own safety gear with you since DMJM has a limited number of hats and vests available.

Input from your organization is essential to ensure a corridor plan that helps meet the objectives of all stakeholders and the development of study documents. Please take time prior to the meeting to consider and identify any relevant studies or projects (such as proposed developments, capital improvement plans, technical studies) within your agency that may be of importance to this corridor (and provide the necessary information to enable the team to obtain a copy) and any information that will aid in communicating agency concerns/issues/ opportunities. During each of the meetings listed above there will be time available to discuss various issues or concerns your organization may have about the corridor.

Thank you for your cooperation, and I am looking forward to working with you on this exciting project. Please feel free to contact me if you need any further information or have questions at 602-337-2595, 602-617-9114 (Cell), or Michael.kies@dmjmharris.com.

Sincerely,

DMJM+HARRIS

Michael Kies P.E.
Project Manager

Attachments;

- ☑ Agendas – Corridor Field Review, Agency Scoping Meeting
- ☑ Project Vicinity Map
- ☑ Map and Directions to the Marana Municipal Complex

Sign In List
Field Review Meeting, May 11th, 2006

Design Concept Report and Environmental Studies
I-10; I-8 to Tangerine Road, Casa Grande - Tucson Highway

Name	Company/Organization	Phone Number	E-Mail Address	Check-in
Aglan, Mona	ADOT Traffic	602-712-7611	maglan@azdot.gov	
Allison, Craig	EEC	520-321-4625	callison@eectuc.com	
Beloshapka, Sarah	EcoPlan	480-733-6666 x101	sbeloshapka@ecoplanaz.com	
Brann, Keith	Town of Marana	520-382-2629	kbrann@marana.com	
Campbell, Cherie	PAG	520-792-1093 x518	ccampbell@pagnet.org	
Cañizo, Susanna	Gordley Design Group SC	520-327-6077	susanna@gordleydesign.com	
Cooney, Tom	Pima Association of Governments	520-792-1093	tcooney@pagnet.org	
Delleo, Mike	ADOT	602-712-8648	mdelleo@azdot.gov	
Deitering, Tom	Federal Highway Administration	602-379-3645 x114	thomas.deitering@fhwa.dot.gov	
Gentsch, Greg	ADOT	520-620-5411	ggentsch.azdot.gov	
Gorman, Don	ADOT	602-712-6799	dgorman@azdot.gov	
Granillo, Danny	ADOT	520-620-5422	dgranillo@azdot.gov	
Hanson, Doug	Pinal County	520-866-6407	doug.hanson@co.pinal.az.us	
Haque, Shajed	ADOT	602-712-6244	shaque.azdot.gov	
Horne, Kammy	DMJM Harris	602-337-2777	kammy.horne@dmjmharris.com	
Kies, Mike	DMJM Harris	602-337-2777	mike.kies@dmjmharris.com	
Kish, Kevin	Town of Marana	520-382-2600	kkish@marana.com	
Ladron, Felipe	DMJM Harris	520-299-8700	felipeladrondequevara@dmjmharris.com	
Leister, Bill	CAAG	800-782-1445	bleister@caagcentral.org	
Litin, Curtis	ADOT Traffic	602-712-8687	clitin@azdot.gov	
Lyons, Bill	ADOT	602-712-7404	wlyons@azdot.gov	
Maiefski, Melissa	ADOT EEG	520-321-4625	mmaiefski@azdot.gov	
Mazur, George	~~Cambridge Systems~~ SYSTEMATICS	530-750-1166	gmazur@camsys.com	
Mitchell, John	City of Eloy	520-466-3082	jmitchell@ci.eloy.az.us	
Morais, Julio	EEC	520-321-4625	jmorais@eectuc.com	
Olivares, Ana	ADOT	520-620-5412	aolivares@azdot.gov	
Parker, Laurel	ADOT	520-620-5430	lparker@azdot.gov	
Pfeiffer, Jackie	DMJM Harris	602-337-2777	jaclyn.pfeiffer@dmjmharris.com	
Prol, Fernando	Town of Marana	520-382-2600	fprol@marana.com	
Schlesinger, Bill	DMJM Harris	520-299-8700	bill.schlesinger@dmjmharris.com	
Smith, Andy	Pinal County	520-866-6934	andrew.smith@co.pinal.az.us	

Sign In List
Field Review Meeting , May 11th, 2006

Design Concept Report and Environmental Studies
I-10; I-8 to Tangerine Road, Casa Grande - Tucson Highway

Name	Company/Organization	Phone Number	E-Mail Address	Check-in
Beimer, Jeff	ADOT		jbeimer@azdot.gov	
Cañizo, Susanna	Gordley Design Grpup	520-327-6077	susanna@gordleydesign.com	
Cooney, Tom	Pima Association of Governments	520-792-1093	tcooney@pagnet.org	
Delleo, Mike	ADOT	602-712-8648	mdelleo@azdot.gov	
Deitering, Tom	Federal Highway Administration	602-379-3645 x114	thomas.deitering@fhwa.dot.gov	
Granillo, Danny	ADOT	520-620-5422	dgranillo@azdot.gov	CG
Grier, Christy	DMJM Harris			
Haque, Shajed	ADOT	602-712-6244	shaque.azdot.gov	
Helms, Dempsey	Arizona State Land Department	520-209-4250	dhelms@land.AZ.GOV	TDH
Horne, Kammy	DMJM Harris	602-337-2777	kammy.horne@dmjmharris.com	
Johnston, Brett	DMJM Harris	520-299-8700	brett.johnston@dmjmharris.com	BJ
Kershner, Matt	DMJM Harris	520-299-8700	matt.kershner@dmjmharris.com	MK
Kidane, Meron	DMJM Harris	520-299-8700	merone.kidane@dmjmharris.com	
Kies, Mike	DMJM Harris	602-337-2777	mike.kies@dmjmharris.com	
Ladron, Felipe	DMJM Harris	520-299-8700	felipeladrondeguevara@dmjmharris.com	FDG
Lyons, Bill WSL	ADOT	602-712-7404	wlyons@azdot.gov	WSL
Mazur, George	Cambridge Systems	530-750-1166	gmazur@camsys.com	GDM
Morals, Julio	EEC	520-321-4625	jmorals@eectuc.com	
Murietta, Roberto	DMJM Harris	520-299-8700	roberto.murietta@dmjmharris.com (one t)	RM
Olivares, Ana	ADOT		aolivares@azdot.gov	
Perchinelli, Claudia CEP	Structural Grace	520-320-0156	cperchinelli@structuralgrace.com	CEP
Ruziska, Ron	Arizona State Land Department	520-209-4250	rruziska@land.az.gov	
Schlesinger, Bill	DMJM Harris	520-299-8700	bill.schlesinger@dmjmharris.com	
Smith, Andy	Pinal County	520-866-6480	andrew.smith@co.pinal.az.us	
Streicher, Eric	DMJM Harris	520-299-8700	eric.streicher@dmjmharris.com	
Sykes, Debra	ADOT	520-904-3568	dsykes@azdot.gov	DAS
Tanner, René RT	Gordley Design Grpup	520-327-6077	rene@gordleydesign.com	
Van Echo, Jay	DMJM Harris	520-299-8700	jay.vanecho@dmjmharris.com	
Vana, Bruce	ADOT	602-712-8681	bvana@azdot.gov	✓
Warner, Hank HW	DMJM Harris	520-299-8700	hank.warner@dmjmharris.com	
Young, Rob	Picacho State Park	520-466-3183	ryoung@pr.state.az.us	RY
Karimvand Reza	ADOT	520-620-5431	rkarimvand@azdot.gov	
MANUEL E. SANCHEZ	FHWA	602.379.3645 x115	manuel.sanchez@fhwa.dot.gov	

Sign In List
Field Review Meeting, May 11th, 2006

Design Concept Report and Environmental Studies
I-10; I-8 to Tangerine Road, Casa Grande - Tucson Highway

Name	Company/Organization	Phone Number	E-Mail Address	Check-In
Sykes, Debra	ADOT	520-904-3568	dsykes@azdot.gov	DAS
Tanner, René	Gordley Design	520-327-6077	rene@gordleydesign.com	
Thornton, Kevin	Town of Marana	520-382-2600	kthornton@marana.com	
Van Echo, Jay	DMJM Harris	520-299-8700	jay.vanecho@dmjmharris.com	
Warner, Hank	DMJM Harris	520-299-8700	hank.warner@dmjmharris.com	
Yang, Pe-Shen	ADOT Bridge Group	602-712-8606	pyang@azdot.gov	

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I-10 Corridor Study

Design Concept and Environmental Studies

Jct. I-8 to Tangerine Road, Casa Grande – Tucson Highway

10 PN 199 H 6773 01 L

Agency Scoping Meeting

May 16, 2006

Comment Sheet

Name_____

Agency_____

Affiliation	First	Last	Title	Agency	Address	City	State	Zip
Federal								
BLM				BLM Tucson Field Office	12661 E Broadway	Tucson	AZ	85748
WAPA	Jo	Penuri		Western Area Power Administration	PO Box 6457	Phoenix	AZ	85005-6457
Reclamation	Robert W.	Johnson	Regional Director	U.S. Bureau of Reclamation	P.O. Box 61470	Boulder City	NV	89006-1470
State								
	Mike	Corbin	Lt.	Arizona Department of Public Safety	410 West Centennial	Casa Grande	AZ	85222
	Delmas	Blunk	Lt.	Arizona Department of Public Safety	6401 S Tucson Blvd	Tucson	AZ	85706
	Rob	Young	Park Manager	Picacho Peak State Park	P.O. Box275	PICACHO	AZ	85241
	Ken	Travous		Arizona State Parks	1300 W Washington	Phoenix	AZ	85007
County								
	Maxine	Leather	Director	Central Arizona Association of Governi	271 Main St	Superior	AZ	85273
	Gary	Hayes	Executive Director	Pima Association of Governments	177 N Church Ave	Tucson	AZ	85701
	Chuck	Huckelberry	County Administrator	Pima County	130 W Congress St	Tucson	AZ	85701
	John M.	Bernal	Deputy County Administrator	Pima County	130 W Congress St	Tucson	AZ	85701
	Clarence	Dupnik	Pima County Sheriff	Pima County	1750 E Benson Highway	Tucson	AZ	85714
	Benny	Gomez	Senior Coordinator	Pima County	150 W Congress	Tucson	AZ	85701-1333
	Nanette	Jenkins	Assistant County Administrator	Pima County	130 West Congress	Tucson	AZ	85701
	Oscar	Miranda	Captain	Pima County	1750 E Benson Highway	Tucson	AZ	85714
	Ana	Olivares	Deputy Director, Transportation D	Pima County Department of Transporta	201 N Stone Ave.3rd Floor	Tucson	AZ	85701-1207
	Kerry	Reeve	Homeland Security Manager	Pima County	150 W Congress St	Tucson	AZ	85701
	Priscilla	Cornelio	Director	Pima County Department of Transporta	201 N Stone Ave	Tucson	AZ	85701
	Priscilla	Cornelio	Director	Pima County Department of Transporta	150 W Congress St	Tucson	AZ	85705
	Jonathan	Crowe	Principal Planner	Pima County Department of Transporta	201 N Stone Ave	Tucson	AZ	85701-1215
	Albert	Letzkus	Division Manager	Pima County Department of Transporta	1313 S Mission Rd	Tucson	AZ	85713
	Juanita	Garcia-Seiger	Assistant to Deputy County Admi	Pima County Public Works	130 W Congress	Tucson	AZ	85701
	Stanley	Griffis	Manager/Clerk of the Board	Pinal County	31 N Pinal St, Bldg A	Florence	AZ	85232
	Terry	Haifley	Director	Pinal County	PO Box 3110, 11MC-RB	Casa Grande	AZ	85222
	Phil	Hogue	Flood Plain Administrator	Pinal County	31 N Pinal St, Bldg F	Florence	AZ	85232
	David	Kuhl	Director	Pinal County	31 N Pinal St, Bldg F	Florence	AZ	85232
	Joe	Ortiz	District Project Engineer	Pinal County	PO Box 727	Florence	AZ	85232
	John	Rotter	Director	Pinal County	31 N Pinal St, Bldg F	Florence	AZ	85232
	Greg	Stanley	Director	Pinal County	PO Box 727	Florence	AZ	85232
	Chris	Vasquez	Sheriff	Pinal County	971 N Pinal Pkwy, Bldg C	Florence	AZ	85232

Local								
	Barry	Gerber	Chief	Avra Valley Fire Department	15790 W Silverbell Road	Marana	AZ	85653
				Central Arizona Irrigation	231 S Sunshine Blvd	Eloy	AZ	85231
				Central Arizona Irrigation & Drainage I	PO Box 605	ELOY	AZ	85231
	Albert	Gugenberger	Mayor Pro Tempore	City of Casa Grande	510 E Florence Blvd	Casa Grande	AZ	85222
	Kevin	Louis	Public Works Director	City of Casa Grande	3181 N Lear Ave	Casa Grande	AZ	85222
	Jim	Thompson	City Manager	City of Casa Grande	510 E Florence Blvd	Casa Grande	AZ	85222
	Scott	Bender	Deputy Director	City of Casa Grande	510 E Florence Blvd	Casa Grande	AZ	85222
	AJ	Blaha	Director	City of Casa Grande	510 E Florence Blvd	Casa Grande	AZ	85222
	Robert	Huddleston	Police Chief	City of Casa Grande	520 N. Marshall	Casa Grande	AZ	85222
	Timothy	Lee	Planning Comm. Chairman	City of Casa Grande	510 E. Florence Blvd.	Casa Grande	AZ	85222
	Richard	Miller	Planning Director	City of Casa Grande	510 E. Florence Blvd.	Casa Grande	AZ	85222
	Scott	Miller	Chief	City of Casa Grande	101 E 5th Street	Casa Grande	AZ	85222
	Celeste	Rodriguez	Engineering Project Manager	City of Casa Grande	510 E. Florence Blvd.	Casa Grande	AZ	85222
	Byron	Jackson	Mayor	City of Eloy	628 N Main St	Eloy	AZ	85231
	Jim	McFellin	City Manager	City of Eloy	628 N Main St	Eloy	AZ	85231
	Gayle	Medina	Director	City of Eloy	501 W 3RD PL	ELOY	AZ	85231
	John	Mitchell	City Engineer	City of Eloy	226 N Main St	Eloy	AZ	85231
	Bill	Pitman	Police Chief	City of Eloy	628 N MAIN ST	ELOY	AZ	85231
	Gilbert	Tarango	Fire Chief	City of Eloy	500 S. Sunshine Blvd.	ELOY	AZ	85231
	Jim	Zozaya	Public Works Superintendent	City of Eloy	226 N MAIN ST	ELOY	AZ	85231
	Robert	Condit	Director	Cortaro Water Users' Association	12253 W. Grier Road	Marana	AZ	85653
				Hohokam Irrigation & Drainage Distric	142 S. Arizona Blvd.	Coolidge	AZ	85228
	Michael	Reuwsaat	Town Manager	Town of Marana	11555 W Civic Center Dr	Marana	AZ	85653
	Keith	Brann	Town Engineer	Town of Marana	11555 W Civic Center Drive	Marana	AZ	85653
	Jennifer	Christelman	Environmental Manager	Town of Marana	11555 W. Civic Center Dr.	Marana	AZ	85653
	Brad	DeSpain	Utilities Director	Town of Marana	5100 W Ina Rd	Tucson	AZ	85741
	Harvey	Gill	Public Works Director	Town of Marana	3696 W Orange Grove Rd	Tucson	AZ	85741
	Kevin	Kish	Deputy Planning Director	Town of Marana	11555 W Civic Center Dr	Marana	AZ	85653
	Scott	Leska	CIP Project Manager	Town of Marana	3696 W Orange Grove Rd	Tucson	AZ	85741
	Fernando	Prol	Traffic Division Manager	Town of Marana	3696 W Orange Grove Rd	Tucson	AZ	85741
	Ron	Smith	Parks & Recreation Director	Town of Marana	13250 N Lon Adams Rd	Marana	AZ	85653
	Kevin	Thornton	Engineering Division Manager	Town of Marana	3696 W Orange Grove Rd	Tucson	AZ	85741
	Richard	Vidaurri	Police Chief	Town of Marana	11555 W Civic Center Dr	Marana	AZ	85653
	Doug	Mason	Director at Large	San Carlos Irrigation District	P.O. Box 218	Coolidge	AZ	85228
			Post Office	Rillito	11651 N. Casa Grande Dr	Rillito	AZ	85654
			Post Office	Red Rock	22187 E Camino Correo	Red Rock	AZ	85245-9997

Schools								
	Dennis	Dearden	Superintendent	Marana Unified School District	11279 W Grier Rd	Marana	AZ	85653
	Frank	Davidson	Superintendent	Casa Grande Elementary School Distric	1460 N. Pinal Avenue	Casa Grande	AZ	85222
	Tom	Hollenbach	School Board President	Casa Grande Elementary School Distric	1460 N. Pinal Ave	Casa Grande	AZ	85222
	Kevin	Kelty	Administrative Services Manager	Casa Grande Elementary School Distric	1460 N. Pinal Avenue	Casa Grande	AZ	85222
	Jack	Henness	Board President	Casa Grande Union High School Distric	1362 N. Casa Grande Ave.	Casa Grande	AZ	85222
	Nancy	Pifer	Superintendent of Schools	Casa Grande Union High School Distric	1362 N. Casa Grande Ave.	Casa Grande	AZ	85222
	Delia	Rodriguez	President	Eloy Elementary School District	1011 N. Sunshine Blvd.	ELOY	AZ	85231
				Red Rock Elementary District	33656 W. Aguirre Ln.	Red Rock	AZ	85245
Interest Groups								
	Brian	Segee		Center for Biological Diversity	P.O. Box 710	Tucson	AZ	85702-0710
	Robin	Silver		Center for Biological Diversity	P.O. Box 39382	Phoenix	AZ	85069
Hospitals								
	Jeff	Carnoki		Southwest Ambulance	3759 N Commerce Dr	Tucson	AZ	85705
	John	Cole	Operations Manager	Southwest Ambulance	3759 N Commerce Dr	Tucson	AZ	85705
	Jeanne	Crawford		Southwest Ambulance	3759 N Commerce Dr	Tucson	AZ	85705
	Marco	Rivera		Southwest Ambulance	3759 N. Commerce Drive	Tucson	AZ	85705
	Patrick	Sullivan	DGM/Director of Operations	Southwest Ambulance	3759 North Commerce Drive	Tucson	AZ	85705
Private								
	Chuck	Wilcox		Trico Electric	PO Box 35970	Tucson	AZ	85743
	Eddie	Reyes		Southwest Gas Corporation	201 W 4th St	Casa Grande	AZ	85222
	Randy	Smith		Southwest Gas Corporation	3401 E Gas Rd	Tucson	AZ	85726
	Martin	Shultz	Vice President	Pinnacle West Capital Corporation	400 North 5th Street	Phoenix	AZ	85004
	Larry	Lewis	Senior Design Engineer	Qwest Communication	333 E Wetmore	Tucson	AZ	85705
	Tony	Pro		Qwest Communication	333 E Wetmore Rd	Tucson	AZ	85705
	Jack	Rowland		APS	50 N Brown St	Casa Grande	AZ	85222
	James	Smith	Manager, Industry and Public Proj	Union Pacific Railroad	10031 Foothills Blvd.	Roseville	CA	

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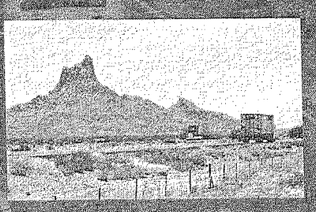
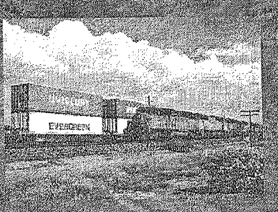
Agency Scoping Meeting

I-10 Corridor Study

Design Concept and Environmental Studies

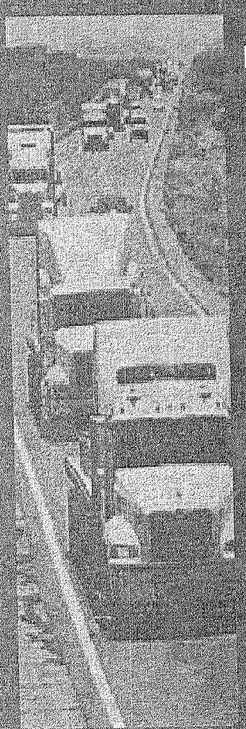
I-8 to Tangerine Road, Casa Grande – Tucson Highway





May 16, 2006

Meeting Overview and Agenda



- Project Overview
- Purpose and Need
- Action Items and Next Steps
- Open Discussion

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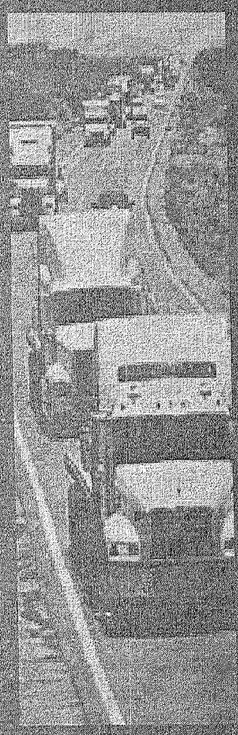
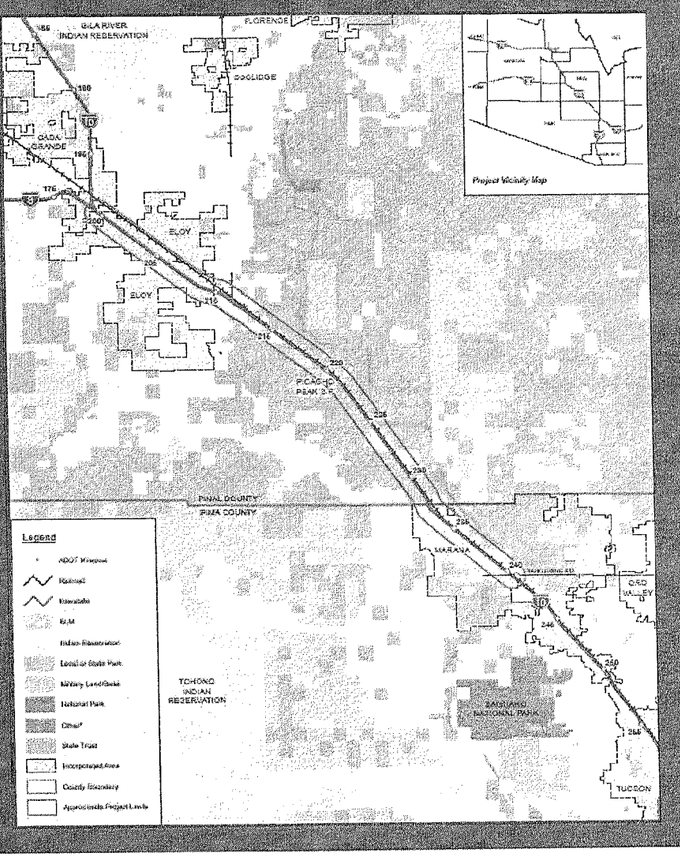
Project Overview



- Project Limits
  - I-10; I-8 to Tangerine Road



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Project Overview

- Project Objectives
  - Long Range Corridor Plan
    - Mainline Widening
    - Access Management
    - Environmental Documentation
  - Interim Capacity
    - 3rd Lane from Pinal Air Park to Jct I-8
    - Developer Framework

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The NEPA Process

- NEPA, CEQ, FHWA, ADOT
- Purpose and Need
- Alternatives Development
- Environmental Analysis
- Environmental Finding

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Purpose and Need

- Population growth and future development

	Year 2005	Year 2015	Year 2025
Pinal County (Bond Feasibility Study)	504,201	990,675	1.5 million
Southern Pinal County (Casa Grande, Eloy, Picacho-Red Rock, Marana subsections)	93,273	173,340	295,356
Casa Grande (SATS)	51,000	---	200,000
Eloy (General Plan)	17,190	---	55,843
Marana (Arizona DES)	29,518	62,328	88,678
Municipality Totals	*97,708*	*62,328+*	*370, 961*

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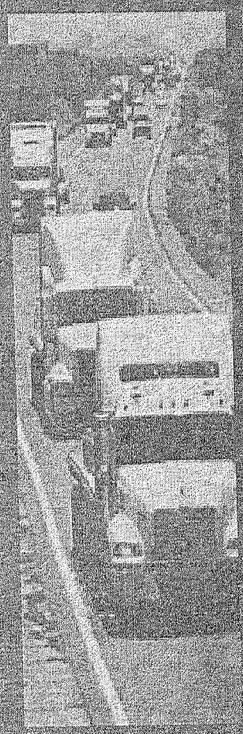
Purpose and Need



- Future Traffic Congestion
- Improved Safety
- Roadway Considerations

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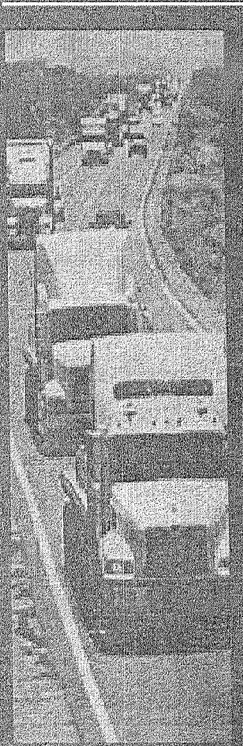
Purpose and Need



- Environmental Resources
  - Process and Products
    - Cultural Resources
    - Biological Resources
    - Hazardous Materials
  - Next Steps for Agency Coordination

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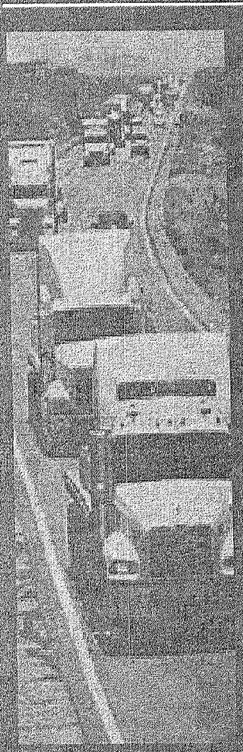
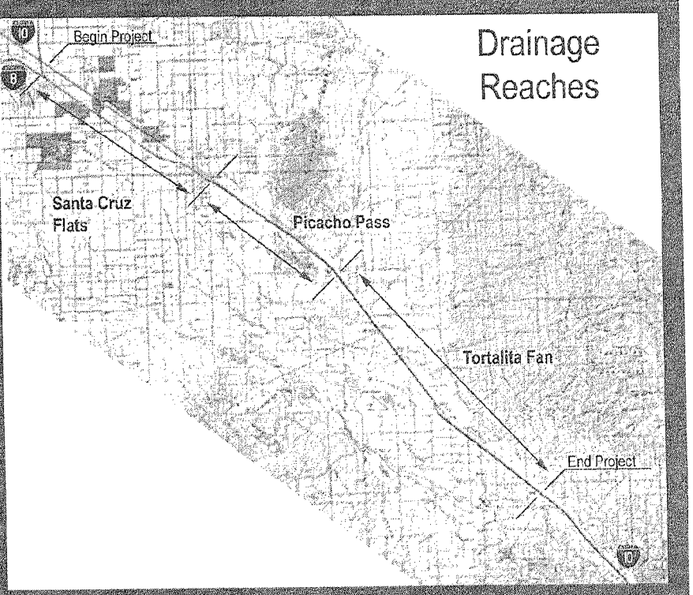
Purpose and Need



- Drainage Issues
  - Floodplain
    - FEMA mapped floodplains
  - Frontage Roads
    - Dip Sections
    - Irrigation Channels
  - Mainline Drainage Structures



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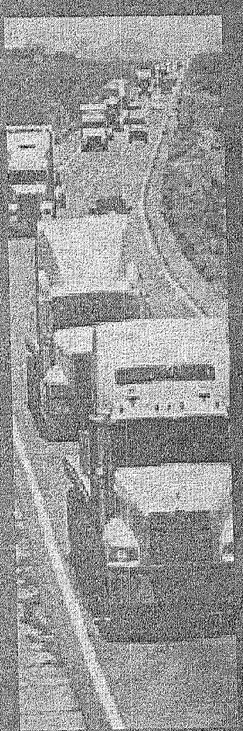
Action Items and Next Steps



- Regional Coordination
- Public Involvement
- Alternatives Analysis Process

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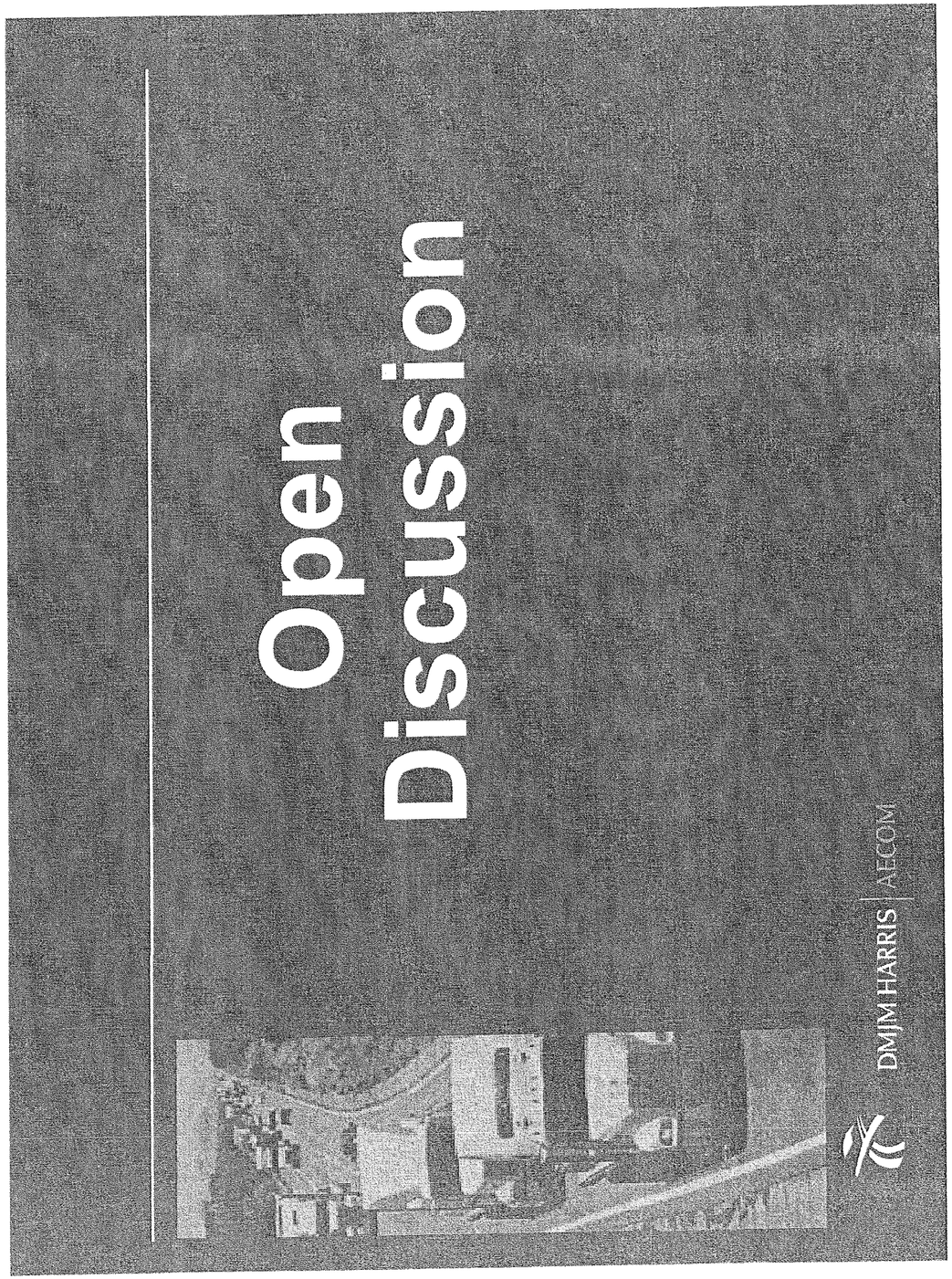

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MEETING SUMMARY

I-10 CORRIDOR STUDY

Junction I-8 to Tangerine Road, Casa Grande – Tucson Highway
10 PN 199 H 6773 01 L

Agency Scoping Meeting Minutes
May 16, 2006 9:00 AM
Marana Municipal Complex – Conference Center

ATTENDEES: SEE SIGN IN LIST

The meeting started with attendee introductions and a project overview. It concluded with a question comment period. Issues discussed are described below:

Project Overview (Kammy Horne and Michael Kies, DMJM Harris):

- The project is a long range corridor plan for I-10, from and including, Junction I-8 at milepost 199 south to Tangerine Road at milepost 240. The length of the corridor is approximately 40 miles.
- This project is being conducted under the guidelines of the National Environmental Policy Act (NEPA) as well as the Council on Environmental Quality (CEQ) implementing regulations, FHWA regulations, and ADOT guidance.
- The following communities are located within the I-10 Corridor: Casa Grande, Eloy, unincorporated areas of Pinal County, including Picacho and Red Rock, and the Town of Marana in Pima County.
- The following will be included as part of the long range plan:
  - Planning to support the need to widen I-10;
  - An access management plan; and
  - Planning considerations for the frontage road system.

Purpose and Need (Kammy Horne):

The elements that will be included in the Purpose and Need are as follows:

- Maintaining the original FHWA purpose for the interstate;
- Population growth and future development;
- Project timing with area development;
- Accommodating increase in traffic;
- Providing adequate access;
- Interactions with frontage roads; and
- Improved safety – an accident analysis was conducted early in the project; results indicated 1,870 accidents occurred over five years (approximately 370 accidents per year).

Existing Conditions (Sarah Beloshapka, EcoPlan Associates):

The existing conditions within the project corridor will be documented for the following subject areas:

- Cultural Resources: Within the project corridor, the majority of the existing ADOT right-of-way has been surveyed for cultural resources. The previous surveys will be reviewed and new and/or omitted areas will be surveyed.
- Biological Resources: A Biological Evaluation will include an analysis of threatened and endangered species (e.g. pygmy owl and possibly Tucson shovel-nose snake) and critical habitats.
- Hazardous Materials: A Hazardous Materials Site Assessment (records search and site visit) will be completed.
- Water Resources: An assessment will include the identification of floodplains and a jurisdictional delineation of waters of the U.S.
- Farmlands: Prime and unique farmland within the project corridor will be identified; coordination with the Natural Resources Conservation Service will proceed as appropriate.
- Environmental Justice: Minority and low income populations located within the project corridor will be identified.

Public Involvement (Rene Tanner, Gordley Design Group, Inc.):

- A website for the project is being created.
- First public meeting dates:
  - September 12, 2006 – Town of Marana
  - September 13, 2006 – Casa Grande
  - September 14, 2006 – Eloy

ISSUES

The topics provided below are topics that attendees either requested to be included in this study or that may be potential issues for the project:

Drainage Issues (Craig Allison, EEC):

- Floodplains – water from Picacho Peak and the Tortolita Fan drains to I-10.
- Drainage crossings – there are many dip sections and 150 mainline crossings.
- During a 100 year flood event, McClellan Wash flows over top of freeway. This is an existing condition from the 1960s, which may or may not be an issue now because of the completion of the CAP canal.
- Drainage data collection will need to be coordinated with FEMA and/or Army Corps.

Project Response Actions: Existing drainage conditions will be mapped to include the existing floodplains along the project corridor. The Environmental Chapter of the Alternatives Selection Report will include a summary and map of existing drainage conditions to be considered in alternative design and development.

Railroad (Mike Delleo, ADOT):

- Union Pacific Railroad (UPRR) will be adding an additional track; they are currently at capacity. UPRR will be at capacity with the future additional track.
- The I-10 Corridor Study will not preclude potential future commuter rail.
- If new overcrossings are proposed over the railroad, a construction management plan will have to be submitted to UPRR for approval at least 18 to 24 months prior to construction. It will have to include access to their corridor.
- The design of I-10 will have to include access to the railroad corridor; the railroad could maintain access with one-way frontage roads if recommended by the study.

Project Response Actions: ADOT will continue to coordinate with UPRR at regular monthly meetings as necessary for the I-10 project. A list of questions regarding this project has been submitted to UPRR by Mike Delleo; however responses have not been received to date.

Frontage Roads Issues (Open group discussion):

- The footprint and future capacity for utilities should be considered in the project.
- In Eloy, five wastewater treatments plants are planned; crossings will be needed under the freeway.
- Picacho Peak State Park uses the frontage roads during the peak tourist season when traffic is highest; back-ups occur as vehicles wait to pass through the fee payment gate.
- Regarding emergency access, two-way frontage roads are preferred for accidents; emergency response personnel will use them to access the disabled vehicles and to reroute traffic.
- The Arizona State Land Department is completing a Master Planning effort for a portion of their holdings along I-10 that could include up to 80,000 dwelling units; two-way frontage roads are preferred for diverting traffic to these new neighborhoods. Coordination with local communities will be required to evaluate local access.
- For Marana, the continuation of one-way frontage roads is a logical progression from the Tucson Metro Area.
- Bicyclists in Pinal County currently use the Frontage Roads.

Project Response Actions: Frontage roads are a key issue to be discussed early in project technical meetings and throughout the project with all project stakeholders. The public will also have an opportunity to comment on their concerns regarding the frontage roads during the public involvement meetings scheduled for September 2006.

Right-of-ways:

- Need to be aware of all possible issues during the planning process to adequately plan for sufficient right-of-way.
- Providing for existing and proposed utilities should be included in right-of-way considerations.

Project Response Actions: The project GIS database is currently being populated with current and planned land development, land ownership, drainage and topographic features, utilities, and other potential constraints that would impact right-of-way acquisition. This information will be included in the Alternatives Selection Report and will be a primary factor in developing project alternatives.

Interchange Issues:

- During the study, the team will need to look at all crossings and the potential effects on utilities and future development.
- At the Red Rock Interchange, a planned six-lane expressway from SR-79 to I-10 and the subsequent development will need to be considered. In addition, Park Link Drive will be realigned to the north and a new interchange will be created.
- FHWA approves all new connections to local arterials from the interstate system. They have placed all recent requests on hold until the long term plan has been completed. They do not want a lone interchange serving one development, which would cause residents to use the interstate for small trips. That is not the purpose of the interstate.
- Consider the spacing between the interchanges for future potential freeway connections; want to avoid potential operational issues.
- The Town of Marana has a Major Routes Plan that includes a connection from Tangerine Road to Marana Road and a new interchange at Moore Road that will connect to Tangerine Road.

Project Response Actions: The project team is currently working with Pinal County, Marana, Eloy, Casa Grande, and other stakeholders to identify important issues to be considered regarding both new and potential reconstruction of existing interchanges in the project corridor.

State Trust Lands (Ron Ruzika, Arizona State Land Department):

- Several projects, which would include approximately 80,000 new homes, are being planned in the following state lands corridors: Picacho Peak to South Park (east of CAP) and I-10 to Oracle Junction.
- Implications of predicted 80,000 homes:
  - Spacing between new and existing interchanges
  - Congestion
  - Access
  - Emergency response
- The Urban Master Plan will be completed in two years.
- Coordination with the State Trust Lands consultants – Jack Neubeck or Linda Morales – is necessary during the course of the project.

Project Response Actions: The Arizona State Land Department is a key project stakeholder. The project team will be conducting follow-up interviews with the Arizona State Land Department and other stakeholders to discuss the project in further detail and to include their input on future development in the project corridor.

Median Issues:

- There are existing utilities that run between the control of access line and the frontage roads.
- Emergency response – need to include in the design of median crossovers for emergency vehicles; close spacing (approximately 1/4 mile) is important. Considerations for each alternative is based on Arizona Department of Public Safety (**Sgt. Dave Nilson**) observations:
  - Barrier– difficult to cross the median; could decrease fatal accidents.
  - Open Median– larger right of way requirements for I-10; ideal for patrol cars; could contribute to fatal accidents with drivers making u-turns and accelerating into high speed traffic.
- The highway was originally conceived as a rural highway with an open median. If a barrier were to be constructed in the median, will be getting away from the rural character.
- Could potentially add signage in the medians that warn drivers of the dangers when crossing a median.

Project Response Actions: The project team will continue to coordinate with the Arizona Department of Public Safety and other stakeholders through meetings and individual interviews to discuss issues regarding medians. In addition, the project team will develop design alternatives that explore various options for median treatment.

Alternate Mode Considerations:

- Bicyclists in Pinal County currently use the Frontage Roads.
- Pedestrian access may be an issue in Eloy and Picacho Peak in the future.
- Park-n-Ride lots should be a consideration.

Project Response Actions: Alternate modes of travel will be considered as a part of the Purpose and Need for the project as well as in the development of alternatives. In addition, the public will be provided an opportunity to comment on alternate mode considerations in the public meetings scheduled for September 2006.

Rest Areas:

- Will the study consider rest areas?
- A rest area was once proposed by ADOT at the County line but was abandoned.

Project Response Actions: None.

Potential Environmental Issues:

- Potential community impacts in the unincorporated areas around Picacho.
- The accommodation of wildlife connectivity
- Tucson shovel-nose snake may be listed on the USFWS list of Threatened and Endangered Species.

- The cactus ferriginuous pygmy-owl may be delisted.

Project Response Actions: This project is being conducted under the guidelines of the NEPA as well as FHWA regulations and ADOT guidance. All federal and state regulations will be considered in accordance with NEPA and environmental data will be documented in both the environmental chapter of the Alternatives Selection Report as well as the Environmental Assessment. Community impacts will be a part of the analysis as well as surveys for all

Closing:

Melissa Maiefski, ADOT, stated that consideration will be given to potential wildlife crossings in the project corridor. She noted that although the U.S. Fish and Wildlife Service was not represented, their project concerns would be considered.

Ken Davis stated FHWA's support of the project as it is a nationally significant (CANAMEX) corridor and a vitally important project.

Sign In List

Agency Scoping Meeting, May 16th, 2006

Design Concept Report and Environmental Studies
I-10; I-8 to Tangerine Road, Casa Grande - Tucson Highway

Name	Company/Organization	Phone Number	E-Mail Address	Check-in
Aglan, Mona	ADOT Traffic	602-712-7611	maglan@azdot.gov	
Allison, Craig	EEC	520-321-4625	callison@eectuc.com	CA
Beimer, Jeff	ADOT	602-712-8609	jbeimer@azdot.gov	
Beloshapka, Sarah	EcoPlan	480-733-6666 x101	sbeloshapka@ecoplanaz.com	SB
Brann, Keith	Town of Marana	520-382-2629	kbrann@marana.com	KEB
Campbell, Cherie	PAG	520-792-1093 x518	ccampbell@pagnet.org	
Cañizo, Susanna	Gordley Design Group	520-327-6077	susanna@gordleydesign.com	SC
Christelman, Jennife	Town of Marana	520-382-2600	jchristelman@marana.com	JC
Cooney, Tom	Pima Association of Governments	520-792-1093	tcooney@pagnet.org	TAC
Crowe, Jonathan	PCDOT	520-740-6383	jonathan.crowe@pima.dot.gov	JC
Davis, Ken	Federal Highway Acministration	602-379-3645 ext.120	ken.davis@fhwa.dot.gov	KHD
Deitering, Tom	Federal Highway Acministration	602-379-3645 x114	thomas.deitering@fhwa.dot.gov	TPD
Delleo, Mike	ADOT	602-712-8648	mdelleo@azdot.gov	MD
Gentsch, Greg	ADOT	520-620-5411	ggentsch.azdot.gov	
Gorman, Don	ADOT	602-712-6799	dgorman@azdot.gov	DWG
Granillo, Danny	ADOT	520-620-5422	dgranillo@azdot.gov	DG
Grier, Christy	DMJM Harris	602-337-2777	christina.grier@dmjmharris.com	CG
Hanson, Doug	Pinal County	520-866-6407	doug.hanson@co.pinal.az.us	
Haque, Shajed	ADOT	602-712-6244	shaque@azdot.gov	
Helms, W.D.	ASLD	520-209-4250	dhelms@land.az.gov	DH
Horne, Kammy	DMJM Harris	602-337-2777	kammy.horne@dmjmharris.com	
Kershner, Matt	DMJM Harris	520-299-8700	matthew.kershner@dmjmharris.com	
Kies, Mike	DMJM Harris	602-337-2777	michael.kies@dmjmharris.com	
Kish, Kevin	Town of Marana	520-382-2600	kkish@marana.com	
Leister, Bill	CAAG	800-782-1445	bleister@caagcentral.org	BL
Litin, Curtis	ADOT Traffic	602-712-8687	clitin@azdot.gov	
Maiefski, Melissa	ADOT EEG	520-321-4625	mmaiefski@azdot.gov	MM
Mazur, George	Cambridge Systematics	530-750-1166	gmazur@camsys.com	GDM
Mitchell, John	City of Eloy	520-466-3082	jmitchell@ci.eloy.az.us	JM
Morais, Julio	EEC	520-321-4625	jmorais@eectuc.com	JM
Nilson, Sgt. Dave	DPS	520-560-1808	dnilson@azdps.gov	DSN
Olivares, Ana	ADOT	520-620-5412	aolivares@azdot.gov	AMO
Ortiz, Joe R.	Pinal County Public Works	520-866-6413	joe.ortiz@co.pinal.az.us	JO

Sign In List

Agency Scoping Meeting, May 16th, 2006

Design Concept Report and Environmental Studies
I-10; I-8 to Tangerine Road, Casa Grande - Tucson Highway

Name	Company/Organization	Phone Number	E-Mail Address	Check-in
Parker, Laurel	ADOT	520-620-5430	lparker@azdot.gov	LP
Pfeiffer, Jackie	DMJM Harris	602-337-2777	jaclyn.pfeiffer@dmjmharris.com	JP
Prol, Fernando	Town of Marana	520-382-2600	fprol@marana.com	
Richardson, Scott	U.S. Fish and Wildlife Service	520-670-6144	scott.richardson@fws.gov	
Rodriguez, Celeste	City of Casa Grande	520-421-8625	crodriguez@ci.casa-grande.az.us	CR
Ruziska, Ron	ASLD	520-209-4250	rruziska@land.az.gov	RR
Sanchez, Manuel E.	Federal Highway Administration	602-379-3645 ext 115	manuel.sanchez@fhwa.dot.gov	MS
Schlesinger, Bill	DMJM Harris	520-299-8700	william.schlesinger@dmjmharris.com	WDS
Smith, Andy	Pinal County	520-866-6934	andrew.smith@co.pinal.az.us	
Stewart, Sally	ADOT	602-712-7003	sstewart@azdot.gov	SS
Sykes, Debra	ADOT	520-904-3568	dsykes@azdot.gov	DS
Tanner, René	Gordley Design	520-327-6077	rene@gordleydesign.com	RG
Thorne, Steve	Structural Grace	520-320-0156	sthorne@structuralgrace.com	ST
Thornton, Kevin	Town of Marana	520-382-2600	kthornton@marana.com	KT
Van Echo, Jay	DMJM Harris	520-299-8700	jay.vanecho@dmjmharris.com	JVE
Vana, Bruce	ADOT	602-712-8687	bvana@azdot.gov	
Warner, Hank	DMJM Harris	520-299-8700	hank.warner@dmjmharris.com	JHW
Yang, Pe-Shen	ADOT Bridge Group	602-712-8606	pyang@azdot.gov	
Young, Rob	Picacho State Park	520-466-3183	ryoung@pr.state.az.us	RY

DMJM HARRIS | AECOM

DATE: June 9, 2006

TO:

Ana Olivares, ADOT - Construction, MD T100
Bill Lyons, ADOT - Roadway, MD 615E
Bruce Vana, ADOT - Utilities and Railroad, MD 618E
Curt Litin, ADOT - Traffic Design, MD 063R
Dan Williams, ADOT - Tucson District Maintenance, MD T100
Danny Granillo, ADOT - Tucson District Development, MD T100
Debra Sykes, ADOT - Utility and Railroad, MD T100
Don Gorman, ADOT - Predesign, MD 605E
Greg Gentsch, ADOT - Tucson District, MD T100
Jeff Beimer, ADOT - Drainage, MD 634E
John Lawson, ADOT - Geotechnical, MD 068R
Laurel Parker, ADOT - SPMG, MD T100
LeRoy Brady, ADOT - Roadside Development, MD 617E
Melissa Maiefski, ADOT - Environmental Planning Group, MD T100
Mike Delleo, ADOT - Utilities and Railroad, MD 618E
Mona Aglan, ADOT - Traffic, MD 063R
Paul Burch, ADOT - Pavement Design, MD 068R
Pe-Shen Yang, ADOT - Bridge Group, MD 613E
Reza Karimvand, ADOT - Baja Regional Traffic, MD T120
Robert Miller, ADOT - Assistant State Engineer, MD 614E
Sally Stewart, ADOT - Communications and Community Partnerships, MD 118A
Shajed Haque, ADOT - Roadway Drainage Group, MD 634E
Ken Davis, FHWA, MD 005R
Manuel E. Sanchez, FHWA, MD 005R
Steve Thomas, FHWA, MD 005R
Tom Deitering, FHWA, MD 005R
Scott Richardson, U.S. Fish and Wildlife Service, 201 North Bonita Ave., Suite 141, Tucson, AZ 85745
Sherry Barrett, U.S. Fish and Wildlife Service, 201 North Bonita Ave., Suite 141, Tucson, AZ 85745
Steve Spangle, U.S. Fish and Wildlife Service, 2321 W. Royal Palm Road, Suite 103, Phoenix, AZ 85021
Ron Ruziska, Arizona State Land Department, 177 N Church Ave., Suite 1100, Tucson, AZ 85701
W.D. Helms, Arizona State Land Department, 177 N Church Ave., Suite 1100, Tucson, AZ 85701
Kenneth E. Travous, Arizona State Parks, 1300 W. Washington, Phoenix, AZ 85007
Rob Young, Picacho State Park, P.O. Box 275, Picacho, AZ 85241
Lieutenant Del Blunk, Arizona Department of Public Safety, 6401 S. Tucson Blvd., Tucson, AZ 85706
Roger Vanderpool, Arizona Department of Public Safety, P.O. Box 6638, Phoenix, AZ 85005
Sgt. Dave Nilson, Arizona Department of Public Safety, 410 W. Centennial, Casa Grande, AZ 85222
Andy Smith, Pinal County , P.O. Box 727, Florence, AZ 85232
Doug Hansen, Pinal County, P.O. Box 727, Florence, AZ 85232
Greg Stanley, Pinal County, P.O. Box 727, Florence, AZ 85232
Joe R. Ortiz, Pinal County, P.O. Box 727, Florence, AZ 85232
Fernando Prol, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653

Harvey Gill, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Jennifer Christelman, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Jim DeGrood, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Keith Brann, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Kevin M. Kish, AICP, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Kevin Thornton, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Bill Leister, Central Arizona Association of Govt., 271 Main St., Superior, AZ 85273
A.J. Blaha, City of Casa Grande, 510 E. Florence Blvd., Casa Grande, AZ 85222
Celeste Rodriguez, City of Casa Grande, 510 E. Florence Blvd., Casa Grande, AZ 85222
Scott Bender, City of Casa Grande, 510 E. Florence Blvd., Casa Grande, AZ 85222
Jim Zozaya, City of Eloy, 226 North Main St., Eloy, AZ 85231
John Mitchell, City of Eloy, 801 North Main St., Eloy, AZ 85231
Cherie Campbell, Pima Association of Governments, 177 N Church Ave., Suite 405, Tucson, AZ 85701
Lee Comrie, Pima Association of Governments, 177 N Church Ave., Suite 405, Tucson, AZ 85701
Tom Cooney, Pima Association of Governments, 177 N Church Ave., Suite 405 Tucson, AZ 85701
Jonathan Crowe, Pima County DOT, 201 N. Stone Ave, Tucson, AZ 85701
James Smith, Union Pacific Railroad, 10031 Foothills Blvd., Roseville, CA 95747

FROM: Michael Kies, P.E.
DMJM Harris

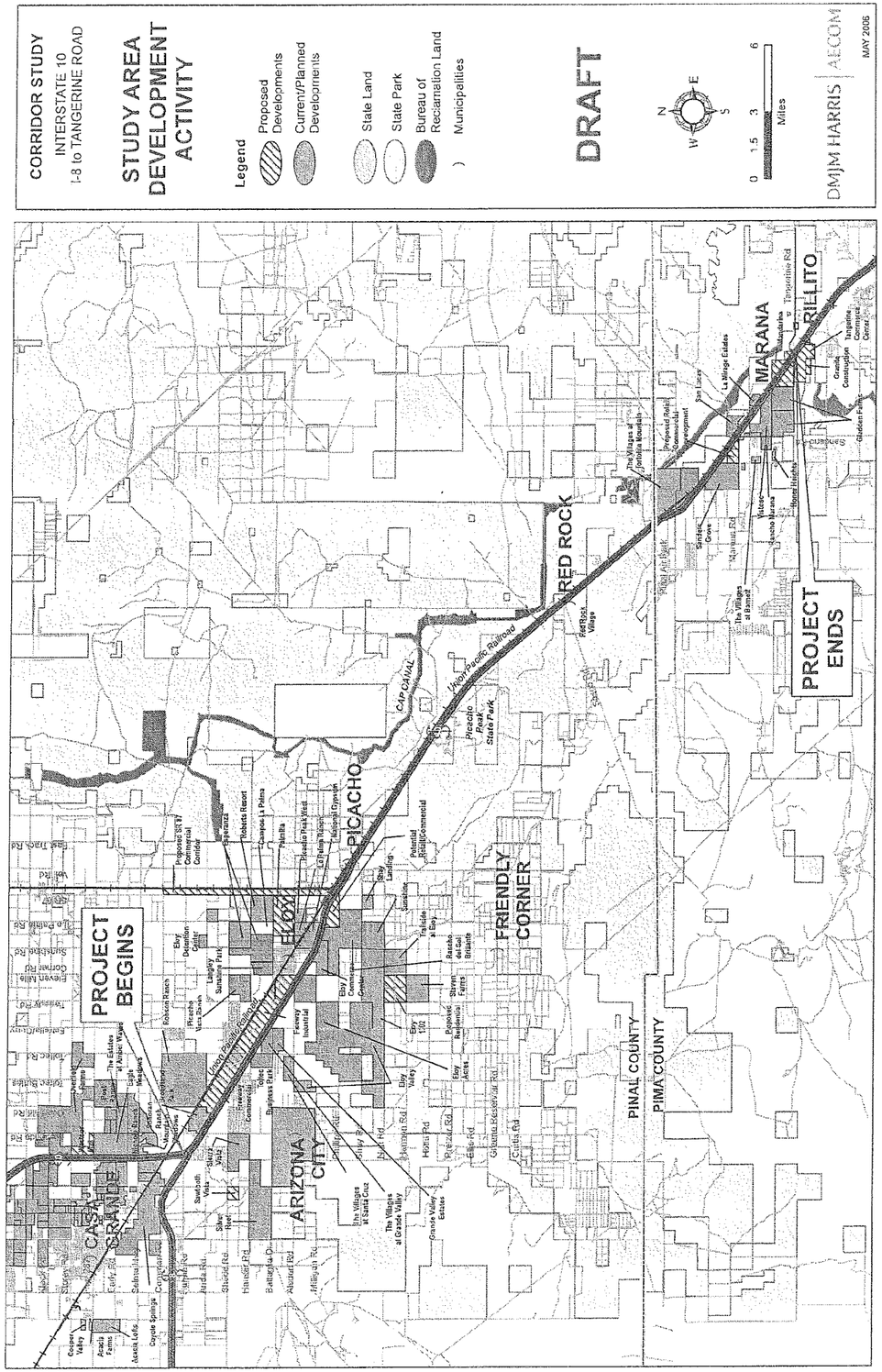
THRU: ADOT Predesign – Don Gorman, R.L.S., P.E.

RE: Agency Scoping Meeting Minutes

Project Name: I-10 Corridor Study; Junction I-8 to Tangerine Road, Casa Grande – Tucson Highway

TRACS No.: 10 PN 199 H 6773 01 L

Please find the attached meeting minutes and development activity map from the May 16th Agency Scoping.



Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Sam Elters
State Engineer

August 23, 2006

Dear Government Official:

The Arizona Department of Transportation (ADOT) is preparing a corridor study of Interstate 10 (I-10), from its junction with Interstate 8 (I-8) at milepost 199 in Casa Grande, to milepost 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

To successfully plan for the long-term future of I-10, ADOT and the project team require public input. ADOT will hold the first round of public meetings on the following dates:

Tuesday, Sept. 12, 2006
Marana Municipal Complex
2nd Floor Conference Room
11555 W. Civic Center Drive
Marana, AZ

Thursday, Sept. 14, 2006
Troy Thomas Center
501 W. 3rd Place
Eloy, AZ

Tuesday, Sept. 19, 2006
City of Casa Grande
Council Chambers
510 E. Florence Boulevard
Casa Grande, AZ

At each meeting, a presentation followed by a question-and-answer session will start 30 minutes after the meeting begins. Representatives from ADOT and the study team will be present to answer questions and address concerns about the study. Maps and displays will be available for viewing before and after the presentation. The public will be encouraged to fill out and submit comment forms.

The meetings will be advertised through newsletters mailed to residents, property owners, business owners and other interested parties in the study area, in addition to newspaper advertisements in local newspapers and a news release sent to area media. Information about the project and meetings will be posted on the project Web site at www.i10tucsondistrict.com.

We would like to invite you to participate in the public meeting process. ADOT is committed to working with the public and governmental representatives to develop the long-term plan for I-10.

Sincerely,

Don Gorman
ADOT Predesign Project Manager
(602) 712-6799

Sincerely,

Laurel Parker
ADOT Design Project Manager
(520) 388-4260

Arizona Governor's Award for Quality
2001 Award Recipient

Appendix 2 - Public Scoping Meeting Materials

Interstate 10 Corridor Study

Jct. I-8 to Tangerine Road

Public Meetings

Summer 2006

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

The Arizona Department of Transportation (ADOT) is preparing a corridor study of Interstate 10 (I-10), from its junction with Interstate 8 (I-8) at milepost 199 in Casa Grande to milepost 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030. ADOT will coordinate with stakeholders to determine how the proposed I-10 improvements will be implemented in conjunction with other related projects along the I-10 corridor.

El Departamento de Transporte de Arizona está estudiando mejoras a la Interestatal 10, entre la Interestatal 8 y Tangerine Road. Para información, favor de comunicarse con Paki Rico al (520) 327-6077.

What the study will evaluate:

- Highway deficiencies
- Freight mobility
- Frontage roads
- Traffic interchanges
- Drainage features
- Environmental issues

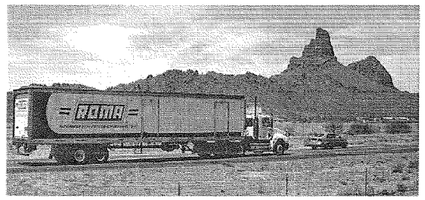
Project study schedule:

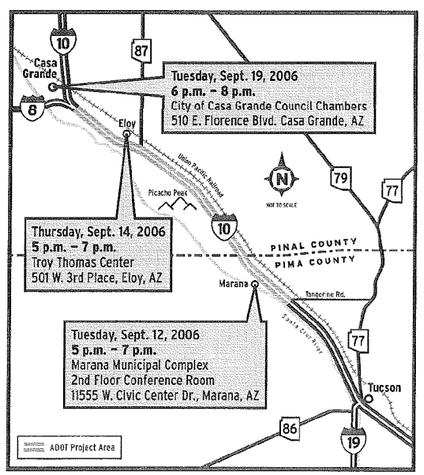
- Began in spring of 2006
- Complete in spring of 2008
- The study will produce an Access Management Plan and Design Concept Report
- The study will follow the National Environmental Policy Act process to evaluate alternatives for improvements and document potential impacts to the social, natural and cultural environment

Did you know?

Along this segment of I-10...

- Current average daily traffic is 42,000 vehicles
- Commercial truck traffic constitutes 38% of average daily traffic
- Truck stops in the corridor can accommodate over 1,000 trucks a day
- The current population of Pinal County is 246,660, and by 2030, the Pinal County population is projected to be 1.9 million





You're invited!

The public is invited to attend any one of three public meetings for the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road. At each meeting, a presentation will be given 30 minutes after the start of the meeting, followed by a question-and-answer session. Representatives from ADOT and the study team will be present to answer questions and address concerns about the study, and maps and displays will be available for viewing.

For more information about the public meetings, please contact Angie Lyons of Gordley Design Group at (520) 327-6077. Please submit written comments by faxing them to (520) 327-4687, e-mailing them to angie@gordleydesign.com or mailing them to Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ 85716. Written comments should be submitted by Oct. 23, 2006.

Americans with Disabilities Act (ADA): Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Angie Lyons at angie@gordleydesign.com or (520) 327-6077. Requests should be made as soon as possible to allow time to arrange the accommodations.

c/o Gordley Design Group, Inc.
2540 N. Tucson Blvd.
Tucson, AZ 85716

We need your input!

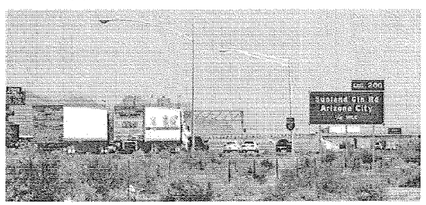
Mark your calendar!

Marana	Eloy	Casa Grande
Tuesday Sept. 12, 2006	**Thursday Sept. 14, 2006**	**Tuesday Sept. 19, 2006**
5 p.m. – 7 p.m., with a presentation at 5:30 p.m.	**5 p.m. – 7 p.m., with a presentation at 5:30 p.m.**	**6 p.m. – 8 p.m., with a presentation at 6:30 p.m.**
Marana Municipal Complex 2nd Floor Conference Room	Troy Thomas Center	City of Casa Grande Council Chambers
11555 W. Civic Center Dr. Marana, AZ 85653	501 W. 3rd Place Eloy, AZ 85231	510 E. Florence Blvd. Casa Grande, AZ 85222

For directions and maps to the meeting facilities, please visit the project Web site at: www.i10tucsondistrict.com

Your input is valuable!

To successfully plan for the long-term future of I–10, ADOT and the project team require public input. Through a series of public meetings, the public involvement effort for this corridor study will focus on gathering your input on key issues during the early stages of the project. In 2007, ADOT will hold another round of public meetings to provide information back to you about the study findings. This outreach effort involves the public in the planning effort and builds community support for the study process and recommendations.



Ways to get involved:

- Attend one of three public meetings being held on Sept. 12, 14, and 19, 2006, in the study area
- Fill out and submit a comment form at a public meeting
- Visit the project Web site at: www.i10tucsondistrict.com
- Contact the project team via phone or e-mail:
  - ▶ Don Gorman, ADOT Predesign Project Manager, (602) 712-6799, dgorman@azdot.gov
  - ▶ Laurel Parker, ADOT Design Project Manager, (520) 388-4260, lparker@azdot.gov
  - ▶ Mike Kies, DMJM Harris Project Manager, (602) 337-2595, michael.kies@dmjmharris.com
  - ▶ Angie Lyons, Gordley Design Group, (520) 327-6077, angie@gordleydesign.com

NEWS RELEASE

Date: Aug. 28, 2006
Media Contact: Teresa Welborn, ADOT Communication and Community Partnerships, (520) 388-4257

Public Meetings for Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

The Arizona Department of Transportation (ADOT) will hold three public meetings in September to provide information and gather input on the Interstate 10 (I-10) Corridor Study. ADOT is studying long-term improvements for I-10 between Interstate 8 (I-8) at milepost 199 in Casa Grande and Tangerine Road at milepost 240 in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

The public meetings will be held on the following dates:

Tuesday, Sept. 12, 2006
5 – 7 p.m.
Presentation at 5:30 p.m.
Marana Municipal Complex
2nd Floor Conference Room
11555 W. Civic Center Drive
Marana, AZ

Thursday, Sept. 14, 2006
5 – 7 p.m.
Presentation at 5:30 p.m.
Troy Thomas Center
501 W. 3rd Place
Eloy, AZ

Tuesday, Sept. 19, 2006
6 – 8 p.m.
Presentation at 6:30 p.m.
City of Casa Grande
Council Chambers
510 E. Florence Blvd.
Casa Grande, AZ

At each meeting, a presentation followed by a question-and-answer session will start 30 minutes after the meeting begins. Representatives from ADOT and the study team will be available to answer questions and address concerns about the study. Maps and project information will be on display.

For more information about the meeting arrangements, please contact Angie Lyons, Gordley Design Group, at (520) 327-6077. Please visit the project Web site at: www.i10tucsondistrict.com.

###

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

ARIZONA DEPARTMENT OF TRANSPORTATION

Tucson District
1221 S. 2nd Avenue
Tucson, AZ 85713

Don Gorman
ADOT Predesign
Project Manager
(602) 712-6799

Laurel Parker
ADOT Design
Project Manager
(520) 388-4260

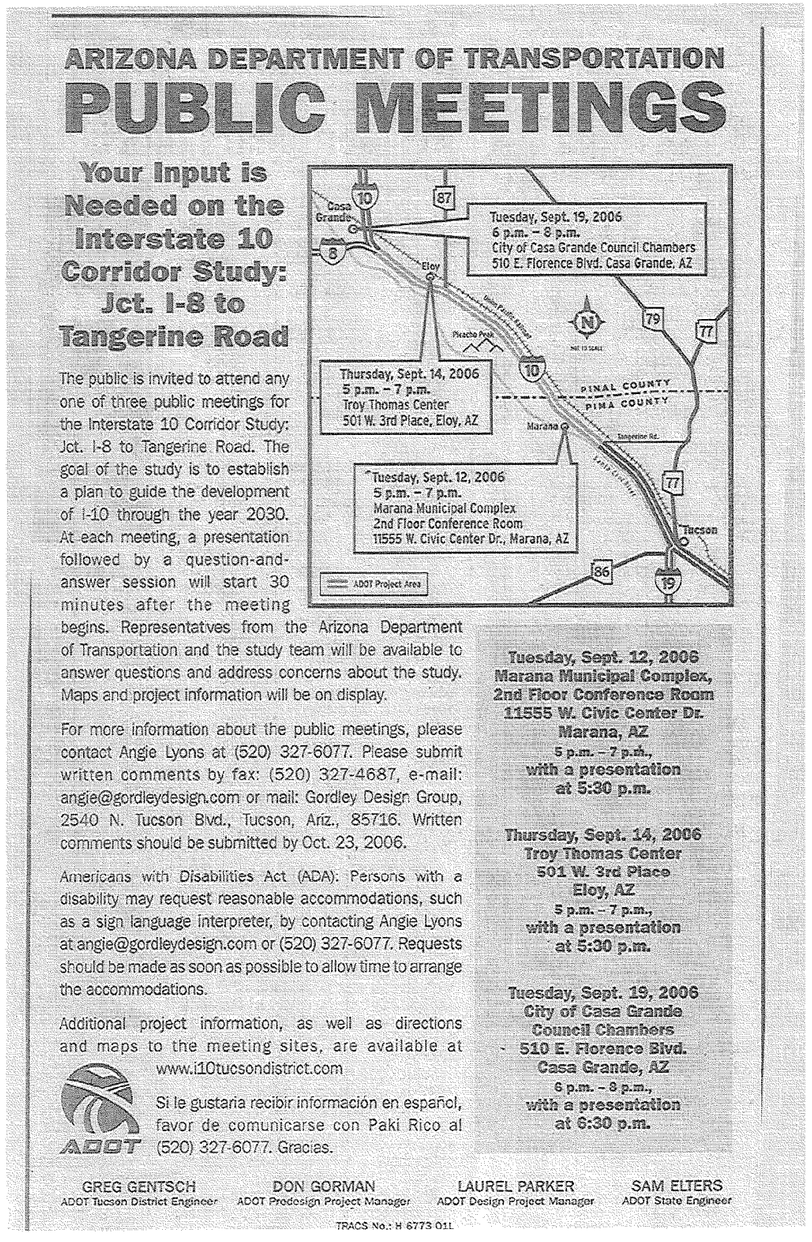
Angie Lyons
Jan Gordley
Community Relations
(520) 327-6077
angie@gordleydesign.com
jan@gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

August 29, 2006

Arizona Daily Star, Section E2



2540 North Tucson Blvd.
Tucson, AZ 85716
520-327-6077
Fax 327-4687
gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

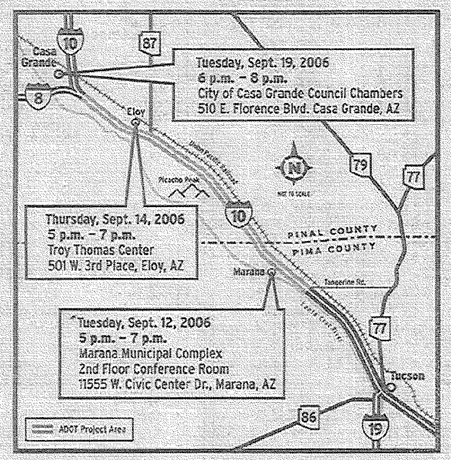
August 29, 2006

Tucson Citizen, Section 2B

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

Your Input is Needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



The public is invited to attend any one of three public meetings for the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030. At each meeting, a presentation followed by a question-and-answer session will start 30 minutes after the meeting begins. Representatives from the Arizona Department of Transportation anc the study team will be available to answer questions and address concerns about the study. Maps and project infcrmation will be on display.

Tuesday, Sept. 12, 2006
Marana Municipal Complex,
2nd Floor Conference Room
11555 W. Civic Center Dr.
Marana, AZ
5 p.m. – 7 p.m.,
with a presentation
at 5:30 p.m.

Thursday, Sept. 14, 2006
Troy Thomas Center
501 W. 3rd Place
Eloy, AZ
5 p.m. – 7 p.m.,
with a presentation
at 5:30 p.m.

Tuesday, Sept. 19, 2006
City of Casa Grande
Council Chambers
510 E. Florence Blvd.
Casa Grande, AZ
6 p.m. – 8 p.m.,
with a presentation
at 6:30 p.m.

For more information about the public meetings, please contact Angie Lyons at (520) 327-6077. Please submit written comments by fax: (520) 327-4687, e-mail: angie@gordleydesign.com or mail: Gordley Design Group, 2540 N. Tucson Blvd., Tucson, Ariz., 85716. Written comments should be submitted by Oct. 23, 2006.

Americans with Disabilities Act (ADA): Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Angie Lyons at angie@gordleydesign.com or (520) 327-6077. Requests should be made as soon as possible to allow time to arrange the accommodations.

Additional project information, as well as directions and maps to the meeting sites, are available at www.i10tucsondistrict.com

Si le gustaria recibir información en español, favor de comunicarse con Paki Rico al (520) 327-6077. Gracias.

ADOT

GREG GENTSCH, ADOT Tucson District Engineer
DON GORMAN, ADOT Predesign Project Manager
LAUREL PARKER, ADOT Design Project Manager
SAM ELTERS, ADOT State Engineer

TRACS No.: H 6773 01L

2540 North Tucson Blvd.
Tucson, AZ 85716
520-327-6077
fax 327-4687
gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

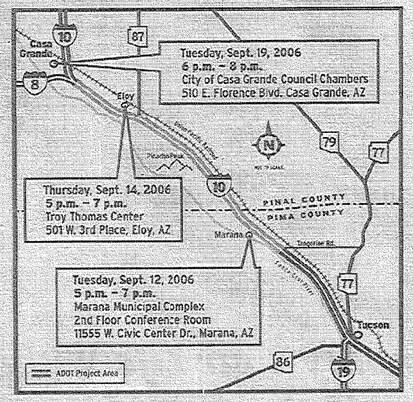
August 30, 2006

Explorer, Page 22A

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

Your Input is Needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



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Marana Municipal Complex,
2nd Floor Conference Room
11555 W. Civic Center Dr.
Marana, AZ
5 p.m. – 7 p.m.,
with a presentation
at 5:30 p.m.

Thursday, Sept. 14, 2006
Troy Thomas Center
501 W. 3rd Place
Eloy, AZ
5 p.m. – 7 p.m.,
with a presentation
at 5:30 p.m.

Tuesday, Sept. 19, 2006
City of Casa Grande
Council Chambers
510 E. Florence Blvd.
Casa Grande, AZ
6 p.m. – 8 p.m.,
with a presentation
at 6:30 p.m.

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Si le gustaria recibir información en español, favor de comunicarse con Paki Rico al (520) 327-6077. Gracias.

ADOT

GREG GENTSCH, ADOT Tucson District Engineer
DON GORMAN, ADOT Predesign Project Manager
LAUREL PARKER, ADOT Design Project Manager
SAM ELTERS, ADOT State Engineer

TRACS No.: H 6773 01L

2540 North Tucson Blvd.
Tucson, AZ 85716
520-327-6077
fax 327-4687
gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

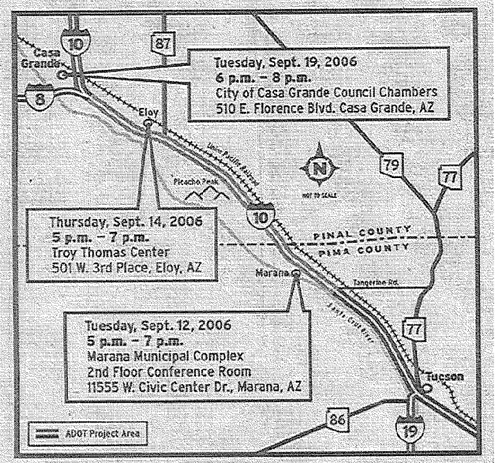
August 30 & 31, 2006

Casa Grande Tri-Valley Dispatch, Section 13A

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

Your Input is Needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



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DMJM Harris, I-10:I-8 to Tangerine

September 06 & 07, 2006

Tri-Valley Dispatch, page 11A

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

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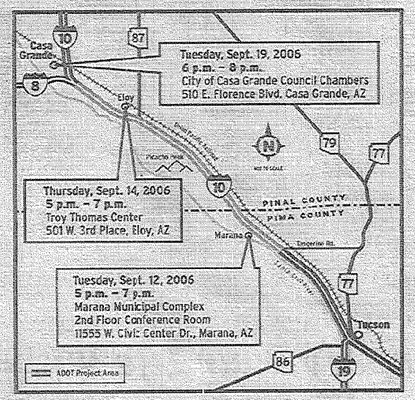

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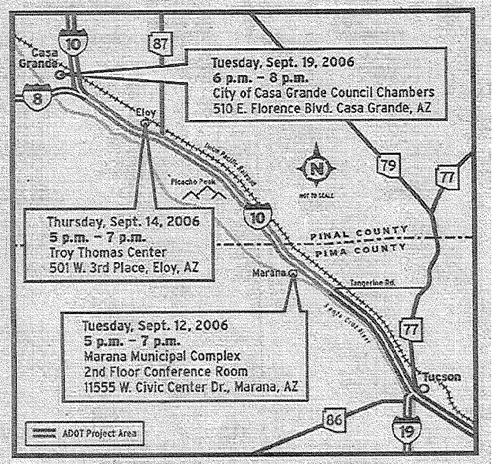

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DMJM Harris, I-10:I-8 to Tangerine

September 06, 2006

Arizona City Independent, Page 3

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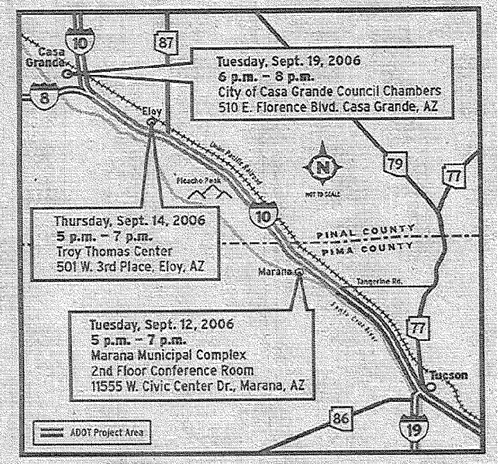

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DMJM Harris, I-10:I-8 to Tangerine

August 18, 2006

Gila River Indian News, page 6

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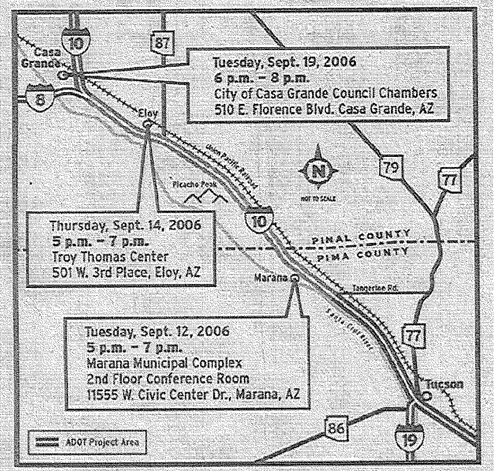

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DMJM Harris, I-10:I-8 to Tangerine

August 18-31, 2006

Ak-Chin O'odham Runner

Page 3

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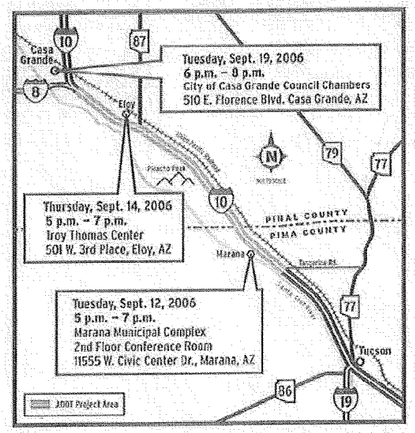

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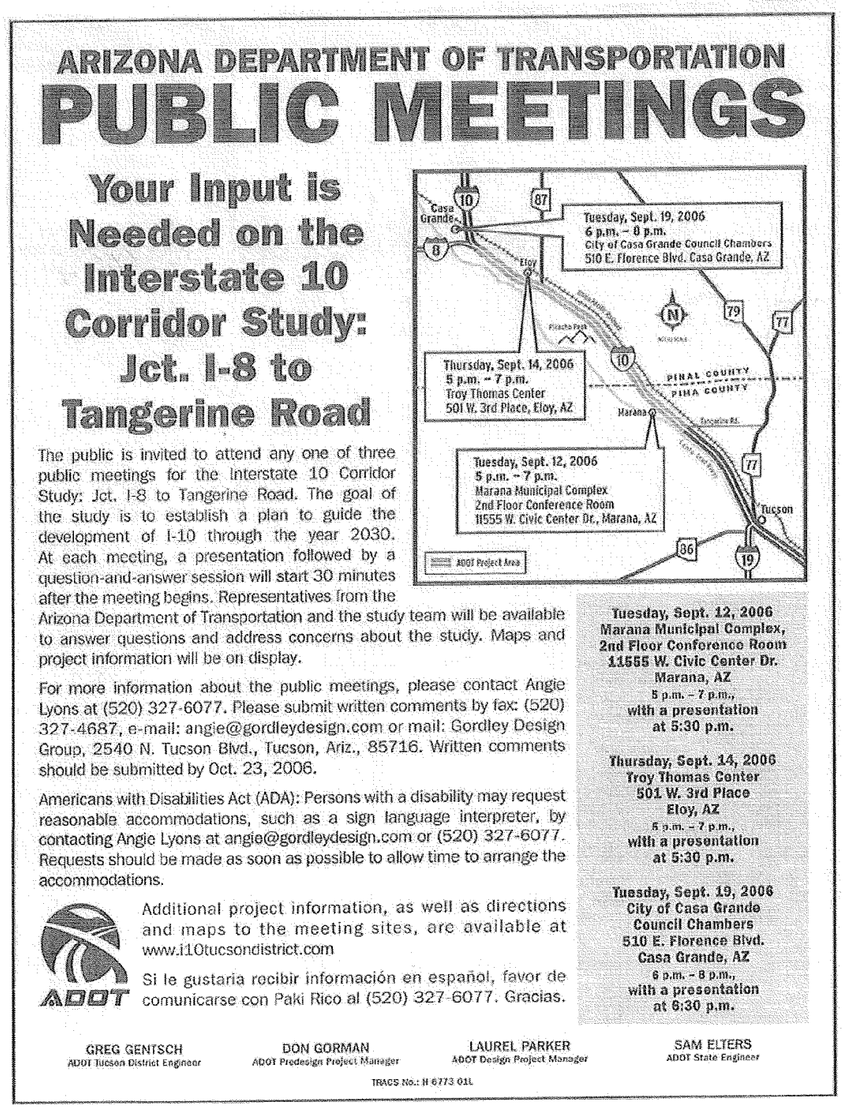
September 1-14, 2006

Ak-Chin O'odham Runner

Page 9



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ADOT

Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Elters
State Engineer

November 3, 2006

Re: TRACS No. 010 PN 199 H6773 01L
Project Name: I-10 Corridor Study, Jct. I-8 to Tangerine Road

Dear :

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA) is preparing a corridor study and Environmental Assessment (EA) for Interstate 10 (I-10) between its junction with Interstate 8 (I-8) at milepost (MP) 199 and Tangerine Road at MP 240 (see Figure 1–State Location Map and Figure 2–Project Vicinity Map). The approximately 41-mile long project corridor is located within the central portion of Pinal County and the northeastern portion of Pima County between the City of Casa Grande and the Town of Marana.

In compliance with the National Environmental Policy Act of 1969 and FHWA regulations, potential environmental impacts will be evaluated in an EA. The corridor study and EA will identify long-term improvements through 2030 for I-10 between the junction with I-8 and Tangerine Road including the I-10 mainline; traffic interchanges; and frontage roads. Three public meetings were held in Casa Grande, Eloy, and Marana to gather input on key issues and solicit comments on the proposed alternatives. This is a follow-up letter to those meetings and a request for written comments, concerns, or issues relevant to the corridor study.

I-10 is a heavily used highway traversing the United States (US) from Santa Monica, California to Jacksonville, Florida, and serves as a major east-west cargo trade corridor for large, load-bearing trucks. It is the primary highway connecting central and western Arizona with the southern and southeastern portions of the state and connects metropolitan Phoenix with metropolitan Tucson. I-10 functions as an interstate road for the entire length of the project corridor.

The purpose of these studies is to establish a plan to guide the development of I-10 through the year 2030. The study will evaluate:

- highway deficiencies
- freight mobility
- frontage roads
- traffic interchanges
- drainage features

The ultimate widening of I-10 would include expanding the existing four lane roadway (two lanes in each direction) to 10 lanes (five lanes in each direction). The alternatives presented at the public meetings included ideas to improve access at existing interchanges, locations for new interchanges, and a parallel one-way frontage road system.

Both of the two alternatives presented at the public meetings would alter access to I-10. The location and design of existing interchanges at Sunland Gin Road (MP 200), Toltec Highway (MP204), Sunshine (MP 209), SR87/Picacho (MP 211), Picacho State Park (MP 218), Red Rock (MP 226), Pinal Air Park (MP 231), and Marana (MP 236) would be changed, but access would be maintained. The alternatives would add either six or eight new interchanges at different locations throughout the corridor (see Figures 3a and 3b – Project Alternatives).

A main difference between the two alternatives is the distance between individual interchanges seen in the number of added traffic interchanges. Interchanges provide a location to enter and exit I-10, while the spacing of interchanges on an interstate affects its capacity and the speed of vehicles. Alternative 1 proposes eight additional interchanges, with a distance of approximately 2 miles between each. Alternative 2 proposes six additional interchanges, with distances two miles or greater between each interchange.

Design of the I-10 corridor through the community of Picacho, approximately between MP210 and 215, presents a second difference in the two alternatives. Alternative 1 proposes to keep the I-10 roadway in its current corridor. Alternative 2 proposes to realign the entire corridor to the south, around the community of Picacho.

Please provide your comments regarding the project alternatives to Kammy Horne at: DMJM Harris, 2777 East Camelback Road, Suite 200, Phoenix, AZ 85016; fax 602.337.2620; or send your comments to kammy.horne@dmjmharris.com. If you have any questions regarding the project, please also feel free to contact her by phone at 602-337-2518. Additional details on the project alternatives can be found at the project website: www.i10tucsondistrict.com. We would appreciate receipt of your comments by December 4, 2006. Thank you for your time and assistance.

Sincerely,

Melissa Maiefski
Section Manager
ADOT Environmental Planning Group

MGEM:kh

Arizona Governor's Award for Quality
2001 Award Recipient

Enclosures: Figure 1: State Location Map
Figure 2: Project Vicinity Map
Figure 3a: Project Alternative 1
Figure 3b: Project Alternative 2

cc:
Don Gorman, ADOT Predesign
Greg Gentsch, Tucson District Engineer
Michael Kies, DMJM Harris
Kammy Horne, DMJM Harris
Sarah Beloshapka, EcoPlan Associates, Inc.

December 1, 2006

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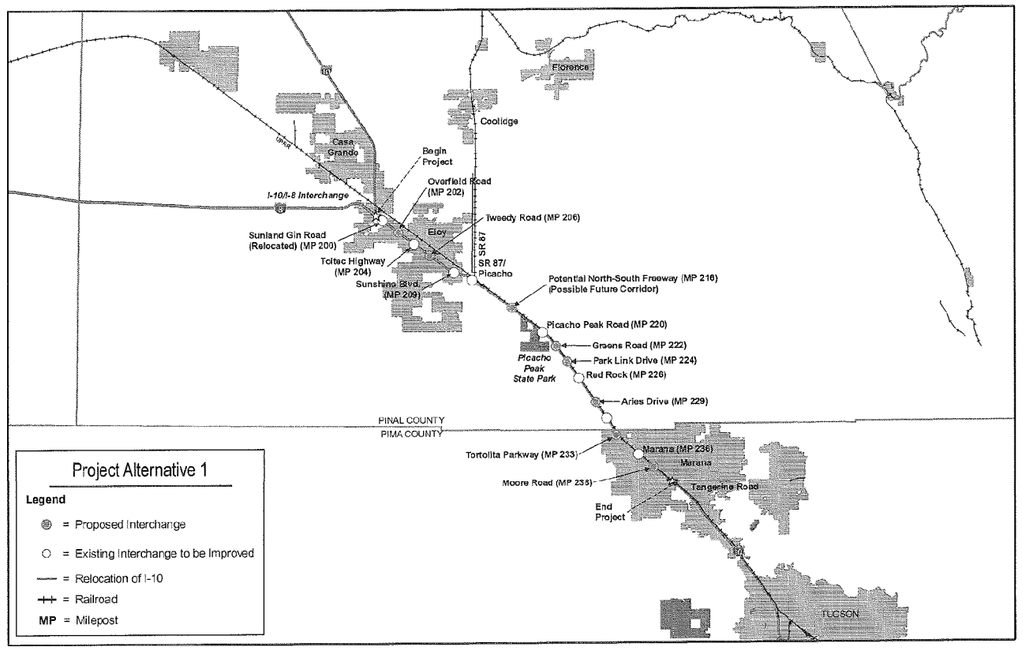
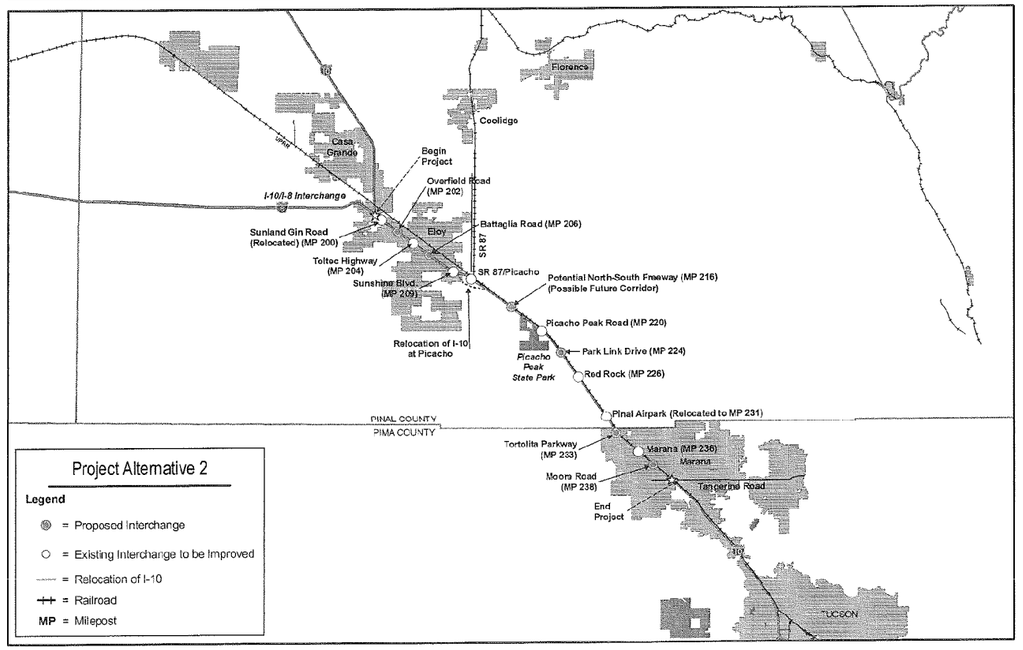
A main difference between the two alternatives is the distance between individual interchanges seen in the number of added traffic interchanges. Interchanges provide a location to enter and exit I-10, while the spacing of interchanges on an interstate affects its capacity and the speed of vehicles. Alternative 1 proposes eight additional interchanges, with a distance of approximately 2 miles between each. Alternative 2 proposes six additional interchanges, with distances two miles or greater between each interchange.

Design of the I-10 corridor through the community of Picacho, approximately between MP210 and 215, presents a second difference in the two alternatives. Alternative 1 proposes to keep the I-10 roadway in its current corridor. Alternative 2 proposes to realign the entire corridor to the south, around the community of Picacho.

Please provide your comments regarding the project alternatives to Kammy Horne at: DMJM Harris, 2777 East Camelback Road, Suite 200, Phoenix, AZ 85016; fax 602.337.2620; or send your comments to kammy.horne@dmjmharris.com. If you have any questions regarding the project, please also feel free to contact her by phone at 602-337-2518. Additional details on the project alternatives can be found at the project website: www.i10tucsondistrict.com. We would appreciate receipt of your comments by December 30, 2006. Thank you for your time and assistance.





Project Name: I-10 Corridor Study, Junction I-8 to Tangerine Road
Project Number: Not Assigned
TRACS Number: 10 PN 199 H6773 01L

Figure 1: Project Alternatives 1 & 2
I-10, Junction I-8 to Tangerine Road (ADOT)

Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
Marana Municipal Complex 2nd Floor Conference Room
Sept. 12, 2006

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Name	Address	Phone	E-mail

Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Eloy Troy Thomas Center
Sept. 14, 2006

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Name	Address	Phone	E-mail

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
Sept. 19, 2006

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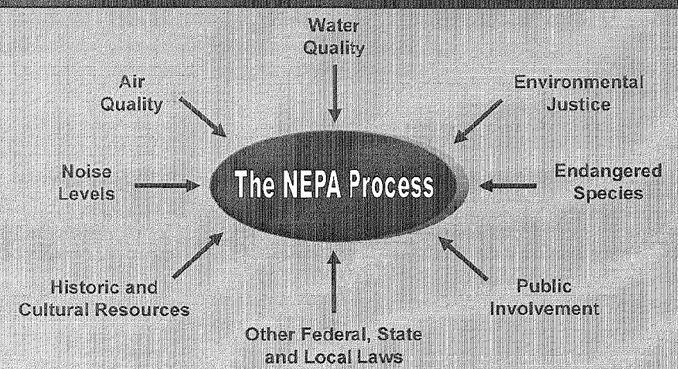
Name	Representing	Address	Phone	E-mail

September 2006

This study will include an environmental process that follows the National Environmental Policy Act (NEPA)

Interstate 10 Corridor Study

Junction I-8 to Tangerine Road



Purpose of Tonight's Meeting

Provide you with information about:

- Proposals for the Interstate 10 Corridor
- Environmental studies that will be completed with this study

Display ideas for enhancing Interstate 10 including:

- How many lanes can be added to Interstate 10
- Possible locations for new interchanges along the corridor
- Possible improvements to existing interchanges

Obtain your input and comments on all of the information presented tonight.

ADOT is planning to move forward with four separate widening projects along Interstate 10 to expand the freeway to three lanes in each direction as follows:

Interstate 8 to State Route (SR) 87:
Construction could begin in 2008

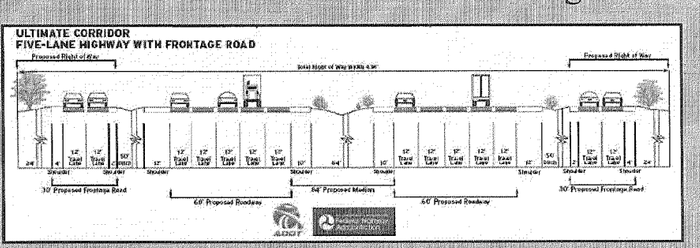
SR 87 to Picacho Peak Road:
Construction could begin in Fall 2007

Picacho Peak Road to Pinal Air Park:
Construction could begin in Fall 2007

Pinal Air Park to Tangerine Road:
Construction will begin in Spring 2007

Si le gustaría recibir información en español, favor de comunicarse con Irene Quero al 520-327-6077. Gracias.

Interstate 10 – Ultimate Widening



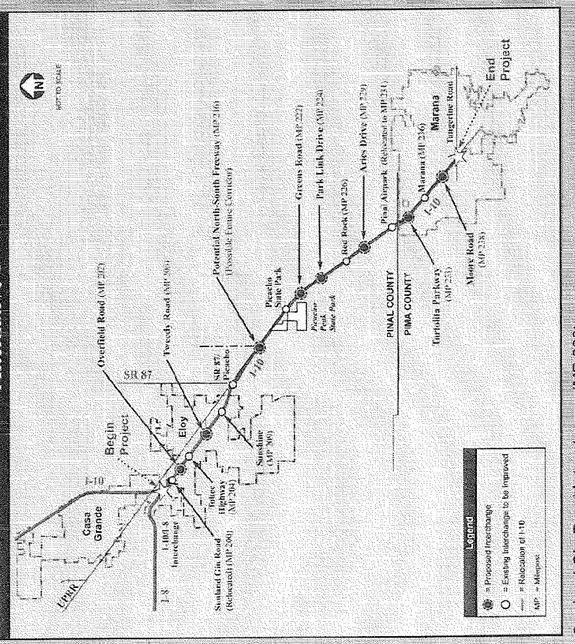
- Expand conventional freeway to five lanes in each direction
- Maximize corridor flexibility with open median
- Continuous one-way frontage roads

Access Management Alternatives

Access to interstate facilities is controlled; vehicles can only access the highway at interchanges. Therefore, a plan for managing where access will be allowed in the future is included with this study.

The access management alternatives presented include ideas to improve access at existing interchanges, locations for new interchanges, and a parallel one-way frontage road system.

Alternative 1



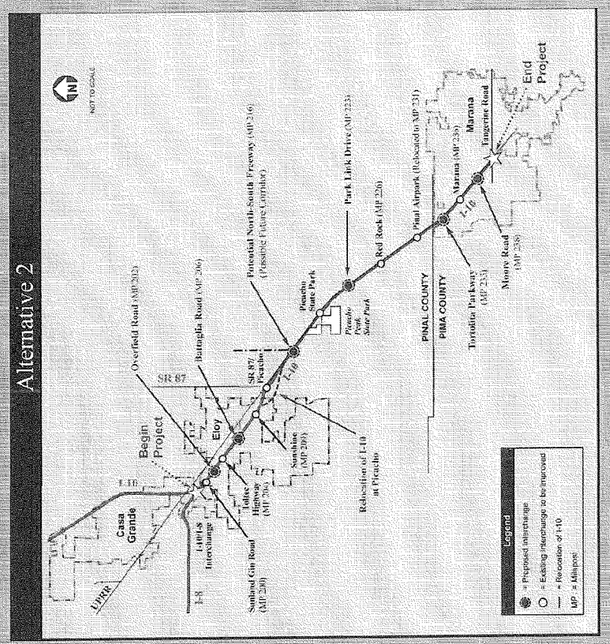
Sunland Gin Road Interchange (MP 200)

- Alternative 1 proposes to move this interchange approximately 1/8 mile to the east.
- Alternative 2 proposes to maintain the interchange in nearly the same location.

Proposed New Interchange Locations within the City of Eloy (MP 200 to 209)

- Alternative 1 proposes a new interchange near the Overfield Road alignment and another near the Tweedy Road alignment.
- Alternative 2 proposes a new interchange near the Overfield Road alignment and at Battaglia Road.
- Both propose planning for a continuous one-way frontage road system through Eloy.

Alternative 2



Picacho Peak State Park to Tangerine Road (MP 220 to 240)

- Alternative 1 proposes to maximize the number of interchanges through this 20-mile section of the corridor. Interchanges are proposed at eight locations.
- Alternative 2 proposes interchanges at a greater spacing.

You are encouraged to provide your comments on these proposals.

Alternatives at the Community of Picacho (MP 211 to 212)

- Alternative 1 proposes an alignment for Interstate 10 similar to the existing alignment, with improvements.
- Alternative 2 proposes a new alignment for Interstate 10 that would relocate the entire corridor south of Picacho.
- Each alternative proposes an interchange with a possible North-South freeway to the east of Picacho. There are currently no plans for this freeway, but this study proposes advance planning for this interchange if a future connection is desired.

ADOT

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

U.S. Department of Transportation Federal Highway Administration

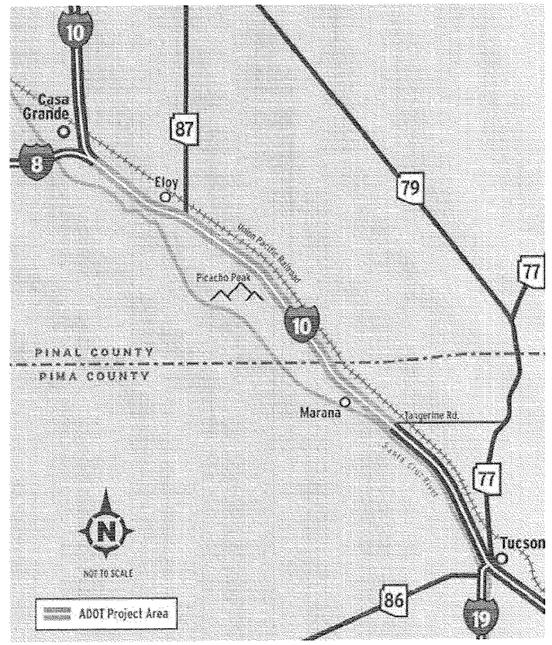
FACT SHEET

Project Overview

The Arizona Department of Transportation (ADOT) is studying long-term improvements for 41 miles of Interstate 10, between Interstate 8 at milepost 199 in Casa Grande and Tangerine Road at milepost 240 in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

What the Study will Evaluate

- Highway deficiencies
- Freight mobility
- Frontage roads
- Traffic interchanges
- Drainage features
- Environmental issues



Project Schedule and Purpose

- Began in the spring of 2006
- Complete in the spring of 2008
- Will produce an Access Management Plan and Design Concept Report
- Will follow the National Environmental Policy Act process to evaluate alternatives for improvements and document potential impacts to the social, natural and cultural environment
- Will identify and incorporate environmental mitigation measures into future I-10 improvements

Contact Information

- Don Gorman, ADOT Predesign Project Manager, (602) 712-6799, dgorman@azdot.gov
- Laurel Parker, ADOT Design Project Manager, (520) 388-4260, lparker@azdot.gov
- Mike Kies, DMJM Harris Consultant Project Manager, (602) 337-2595, michael.kies@dmjmharris.com
- Angie Brown, Gordley Design Group, (520) 327-6077, angie@gordleydesign.com

www.i10tucsondistrict.com

Estudio del Corredor Interestatal I-10: Cruce I-8 con Tangerine Road

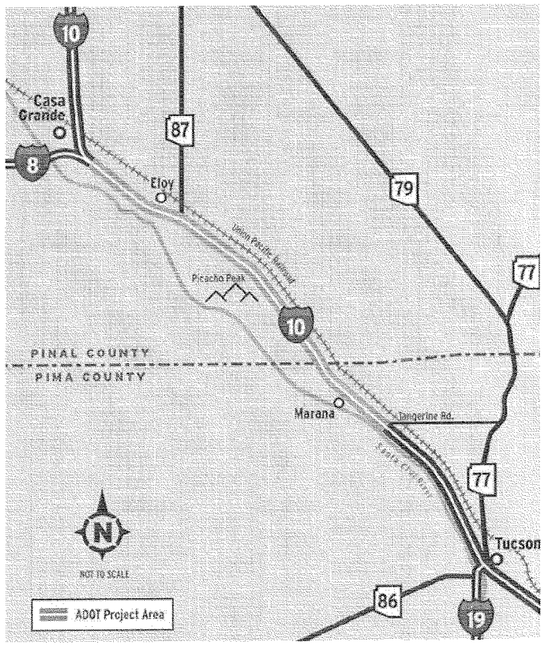
HOJA INFORMATIVA

Visión General del Proyecto

El Departamento de Transporte de Arizona (ADOT siglas en inglés) está estudiando mejoras a largo plazo en 41 millas de la Interestatal 10, entre la Interestatal 8 en la milla 199 en Casa Grande y la milla 240 en Tangerine Road en Marana. El fin de este estudio es establecer un plan que guiará el desarrollo de la I-10 a través del año 2030.

Lo que el Estudio Evaluará

- Deficiencias de la Carretera
- Movilidad de carga
- Caminos laterales adyacentes
- Intersecciones de tráfico
- Características del drenaje
- Temas ambientales



Programa y Propósito del Proyecto

- Comenzó en la primavera del 2006
- Terminará en la primavera del 2008
- Producirá un Plan de Control de Acceso y un Reporte Sobre el Concepto del Diseño
- Seguirá los procesos de la Ley Nacional de Política Ambiental para evaluar alternativas en mejoras y documentar impactos potenciales al medio ambiente social, natural y cultural
- Identificará e incorporará medidas ambientales atenuantes para las futuras mejoras a la I-10

Contacto para Información

- Don Gorman, ADOT Gerente Prediseño de Proyecto, (602) 712-6799, dgorman@azdot.gov
- Laurel Parker, ADOT Gerente Diseño de Proyecto, (520) 388-4260, lparker@azdot.gov
- Mike Kies, DMJM Harris Gerente Consultor de Proyecto, (602) 337-2595, michael.kies@dmjmharris.com
- Angie Brown, Gordley Design Group, (520) 327-6077, angie@gordleydesign.com

www.i10tucsondistrict.com

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10 PN 199 H6773 01L

1/5/07

Comment Form
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Public Meeting

City of Casa Grande, Council Chambers
Sept. 19, 2006

The Arizona Department of Transportation is interested in your comments regarding this study. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

1. What did you like most about alternative 1?

2. What did you like the least about alternative 1?

3. What did you like the most about alternative 2?

4. What did you like the least about alternative 2?

General comments:

Name: Address: City: State: Zip:

Phone: E-mail:

Optional: ☐ Please include me on your mailing list to receive information concerning this project.

Formulario Para Comentarios

Estudio del Corredor Interestatal 10: Cruce I-8 con Tangerine Road

Foro Abierto

City of Casa Grande, Council Chambers
Sala de Conferencias
19 de Septiembre, 2006

El Departamento de Transporte de Arizona (ADOT siglas en Inglés) está interesado en sus comentarios con respecto a este estudio. Por favor deposite esta forma con sus comentarios en la caja de sugerencias, o envíelos electrónicamente a angie@gordleydesign.com, o por correo a Angie Brown en Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Gracias por su participación.

Por favor escriba claramente con letra de molde.

1. ¿Qué es lo que más le gustó de la alternativa 1?

2. ¿Qué es lo que menos le gustó de la alternativa 1?

3. ¿Qué es lo que más le gustó de la alternativa 2?

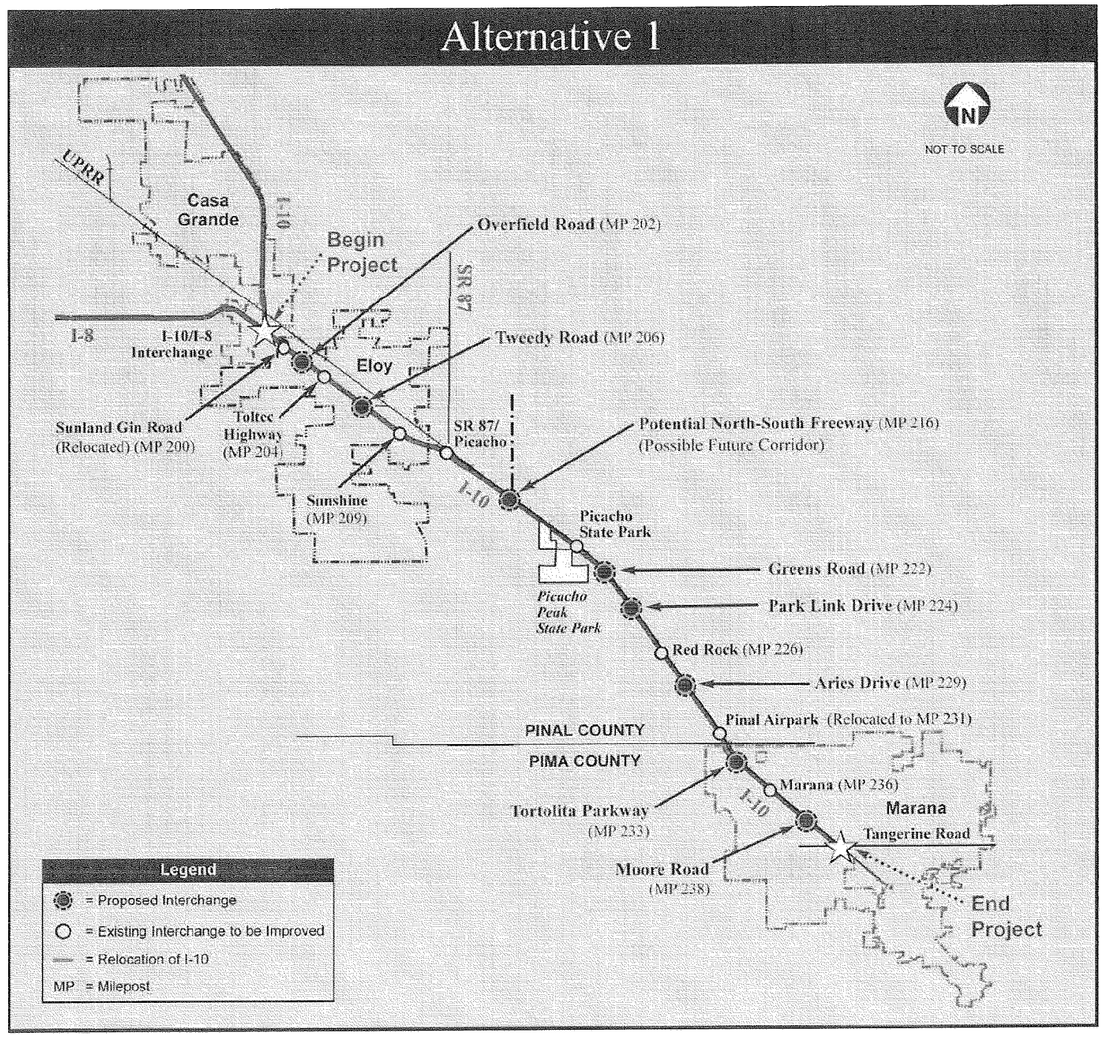
4. ¿Qué es lo que menos le gustó de la alternativa 2?

Comentarios Generales:

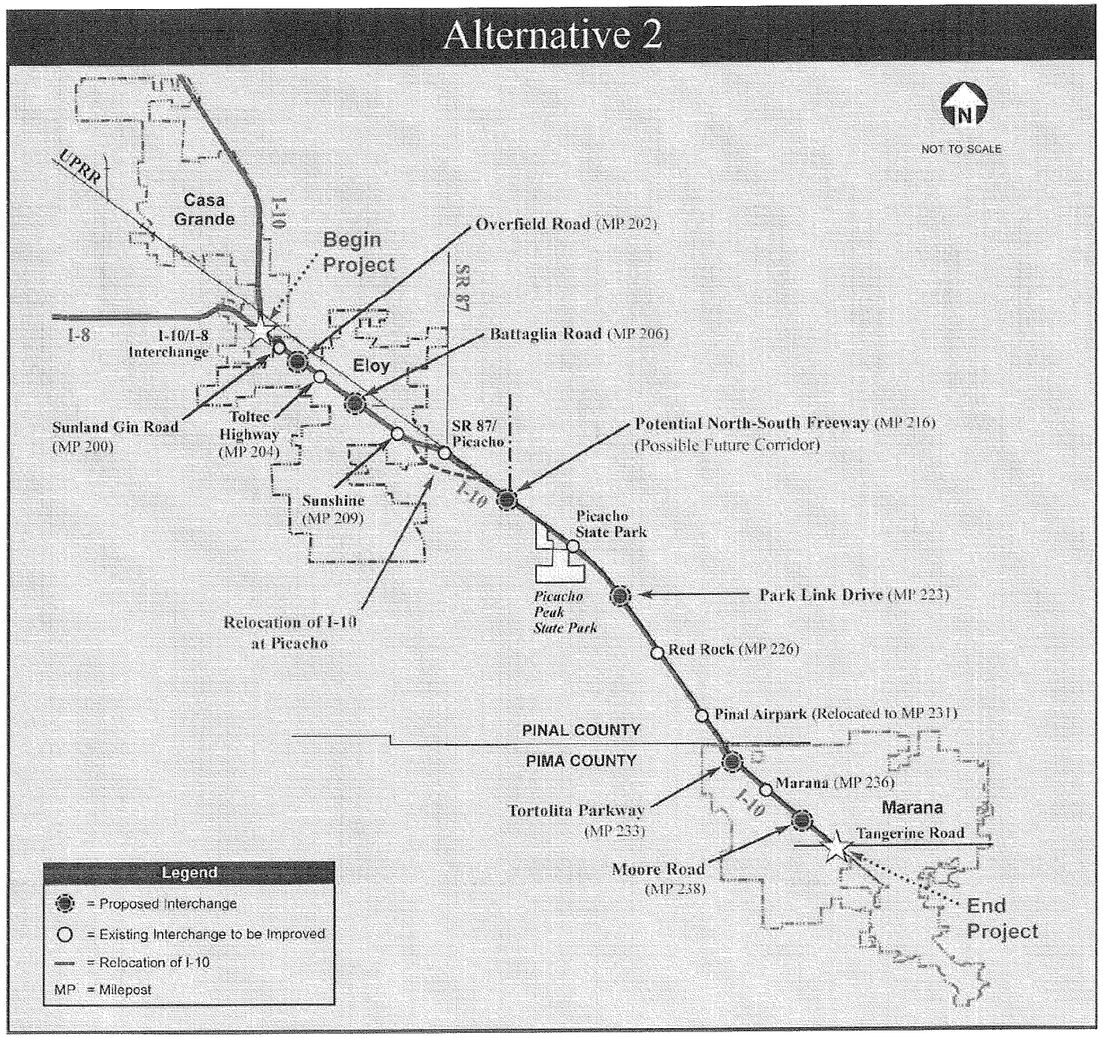
Nombre: Domicilio: Ciudad: Estado: Código Postal:

Teléfono: Correo Electrónico:

Opcional: ☐ Por favor incluyan mi nombre en su lista de correo para recibir información sobre este proyecto.



Alternative 2



Comment Form

Interstate 10 Widening: Additional Travel Lane in Each Direction from Jct. I-8 to Pinal Air Park Road

The Arizona Department of Transportation is interested in your comments. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

Comments:

Name: Address: City: State: Zip:

Phone: E-mail:

Optional: ☐ Please include me on your mailing list to receive information concerning this project.

Formulario Para Comentarios

Ampliación de la Interestatal 10: Carril Adicional de Circulación en cada Dirección desde el cruce con I-8 hasta Pinal Air Park Road

El Departamento de Transporte de Arizona (ADOT siglas en Inglés) está interesado en sus opiniones con respecto a este estudio. Por favor deposite esta forma con sus comentarios en la caja de sugerencias, o envíelos electrónicamente a angie@gordleydesign.com, o por correo a Angie Brown en Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Gracias por su participación.
Por favor escriba claramente en letra de molde.

Comentarios:

Nombre: Domicilio: Ciudad: Estado: Código Postal:

Teléfono: Correo Electrónico:

Opcional: ☐ Por favor incluyan mi nombre en su lista de correo para recibir información sobre este proyecto.

Interstate 10 Widening:
Picacho Blvd. to Pinal Air Park Road

FACT SHEET

Project Overview

The Arizona Department of Transportation (ADOT) is designing proposed roadway improvements to Interstate 10, from milepost 219 near Picacho Peak State Park, to milepost 232 at Pinal Air Park Road in Marana. The proposed improvements include widening I-10 from two lanes to three lanes in each direction and reconstructing the Picacho Blvd. Traffic Interchange. Included in the traffic interchange reconstruction, ADOT is proposing to widen Picacho Blvd. under the I-10 overpass by adding a continuous left-turn lane to the roadway. The goal of the project is to increase capacity and improve traffic operations and safety of this segment of I-10.

Project Schedule

- Design to begin in the fall of 2006
- Anticipated completion of design in the summer of 2007
- Construction scheduled to begin in the fall of 2007, and last for 18 to 24 months

Additional Projects

ADOT is planning to move forward with three additional widening projects along I-10 to expand the freeway to three lanes in each direction as follows:

- Interstate 8 to State Route (SR) 87: construction could begin in 2008
- SR 87 to Picacho Peak Road: construction could begin in fall 2007
- Pinal Air Park to Tangerine Road: construction could begin in spring 2007

Contact Information

- Laurel Parker, ADOT Project Manager, (520) 388-4260, lparker@azdot.gov
- Jay Koesters, Parsons Brinckerhoff Quade & Douglas Consultant Project Manager, (520) 882-6424, koesters@pbworld.com
- Angie Brown, Gordley Design Group, (520) 327-6077, angie@gordleydesign.com

9/12/06

Ampliación Interestatal 10:
Picacho Blvd., a Pinal Air Park Road

HOJA INFORMATIVA

Visión General del Proyecto

El Departamento de Transporte de Arizona (ADOT siglas en inglés) está estudiando propuestas para mejorar la Interestatal 10 (I-10), desde la milla 219 cerca de Picacho Peak State Park, hasta la milla 232 (Pinal Air Park Road) en Marana. Las propuestas para mejorar el camino incluyen ampliar la I-10 de dos carriles a tres carriles en cada dirección y la reconstrucción del cruce de tráfico de la I-10 con Picacho Blvd. Como parte de la reconstrucción de este cruce de tráfico, ADOT propone ampliar Picacho Blvd., bajo el paso a desnivel en la I-10, añadiendo al camino un carril continuo para vuelta a la izquierda. EL objetivo del proyecto es incrementar la capacidad y mejorar las operaciones de tráfico, así como la seguridad vial en este segmento de la I-10.

Programa del Proyecto

- El diseño comienza en el otoño del 2006
- Se anticipa finalizar el diseño en el verano del 2006
- Construcción esta programada para empezar en el otoño del 2007, con una duración de 18 a 20 meses

Proyectos Adicionales

ADOT está planeando avanzar con cuatro proyectos separados de ampliación, a lo largo de la Interestatal 10, para ensanchar la carretera a tres carriles en cada dirección en los siguientes segmentos adicionales a este:

- Interestatal 8 a la Ruta Estatal (SR) 87: la construcción pudiera comenzar en el 2008
- SR 87 a Picacho Peak Road: la construcción pudiera comenzar en el otoño del 2007
- Pinal Air Park a Tangerine Road: la construcción pudiera iniciar en la primavera del 2007

Contacto para Información

- Laurel Parker, ADOT Gerente de Proyecto, (520) 388-4260, lparker@azdot.gov
- Jay Koesters, Parsons Brinckerhoff Quade & Douglas, Gerente Consultor de Proyecto, (520) 882-6424, koesters@pbworld.com
- Angie Brown, Gordley Design Group, (520) 327-6077, angie@gordleydesign.com

1/5/07

Sign-In Sheet

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Sept. 12, 2006

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Name	Address	Phone	E-mail
Sarah Beloshapka	EcoPlan	480.733.6666	
Michael Kies	DMJM	602-337-2595	
Ken Davis	FHWA	602-379-3646 x120	
Angie Brown	Gordley Design	520-327-6077	angie@gordleydesign.com
Bill Schlesinger	DMJM	520-299-8700	
Kathy Borgnez	Pinal County	520-866-6466	kathy.borgnez@co.pinal.az.us
Bruce Beenken	TranSystems	520-792-2206	bgbeenken@comcast.net
Tim Terrill	2390 E. Camelback Rd. #305 Phoenix, AZ 85016	602-264-1278	~~tterrill@~~ tterrill@waltonintemational.com
Don Burtchin	6600 N Paseo de Gabriel Tucson 85741	520 742 3865	
Mike Rawlett	PC Rd 10th T	632-1904	mvlUWSa@cmarana.a
Lori Wathowski	4011 W. Delta St	744-3499	

Sign-In Sheet

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Name	Address	Phone	E-mail
Jan Gordley	Gordley Design	327-6077	
JAY VAN EPPS	DMJM Harris	299-8700	jay.vanepps@dmjmharris.com
Amari Soltero	11652 W. Barley Dr. 85653	531-8299	monainred55@aol.com
Tom Wilson	23855 S. 185th Chandler	215-1810	tomeddiwilson@MSN.com
John Officer	12303 W. Grier	419-3201	joewoc@msn.com
LISA RIBES	4442 N 6th Ave	884-7911	lribes@wheatscharf.com
BILLY SCHISLER	12561 N. WHITE AVE	682-3560	
Scott Richardson	201 N. Bonita Ave. Suite 141	620-6150 x242	SRichardson@fmsgov
JIM BLAKE	TOWN OF MARANA	382-1900	jblake@MARANA.com
James Wittkowski	4021 W. Delta St. Tucson, AZ	744-3499	jwittkowski@m-m.net
Steven Eddy	110 S Church Str. 6320 Tucson, AZ 85701	623-6146	seddy@azplanningcenter.com
Jon Haas	1079 N Rancho	682-9872	

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Name	Address	Phone	E-mail
Eric Griffith	1860 E RIVER RD	299-8700	
DON GARRAN	ADOT-PM		
Matt Kershner	1860 E. River Rd	299-8700	
T. VanHook	11555 W. Civic Center	382-1909	tvanhook@marana.com
Thomas Thiesen	" Town of Marana	382-2600	tthiesen@marana.com
Keith Brann	Town of Marana	382-2600	kbrann@marana.com
Carl Larson	Town of Marana	382-2600	clarson@marana.com
Marc Palkowitsh	MSP Companies	303 399-8800	MARCUS@MSPcompanies.com
Clay Parsons	14901 W Kirby Nuglies Rd	Marana AZ 85653	520 444 7650

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Name	Address	Phone	E-mail
Dempsey Helms	177 N. Church Tucson	520 209-4250	dhelms@land.AZ.gov
Brent Crowther	14979 N. 6 Wynks Rn	520-615-9191	brent.crowther@kimley-horn.com
Jim DeGrood	11555 W Civic Center	382-1906	jdegrood@marana.com
Amber Smith	12725 N. Satsuma	310-4800	amber@[illegible]
Brian D Varney	201 N. Bonita Ave	545 7411	bvarney@stantec.com
Bob Lannarino	2200 E. River Rd #115	577-0200	[illegible]

Sign-In Sheet

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Sept. 12, 2006

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Name	Address	Phone	E-mail
Elizabeth Crown	16823 W Silverbell Rd	616-9092	ArizonaCrown@Peoplepc.com
Bruce Higgins	8530 N. Mulberry	297-2467	
Bonnie Higgins	" "	"	
Bill Hallinan			

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Eloy Troy Thomas Center
Sept. 14, 2006

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Name	Address	Phone	E-mail
Edie Griffith	1860 E River Rd		
Mike Smalley	6613 N. Scottsdale Rd.	480 505 3935	msmalley@[illegible]
Richard HORTON	409 N. SANTA CRUZ ELOY	520 466-3111	rilsba@QWEST.NET
[illegible]	[illegible]		
Bente Jensen	305 Stuart Eloy	4663411	info@eloychamber.com
Doug Hansen	PO Box 727 Florence 85232	866 6407	
WL MOECK	POB 124 PICACHO AZ	4043926115	
RE HOLLAND	POB 124 PICACHO AZ	4043926115	
Armida Flores	699 E. Hopi Cir Eloy	866 7449	Lionel Ruiz City Board of Supervisor
Heidi Kimball	6720 E Scottsdale Rd Scotts	480-609-2304	hkimball@sunbeltholdings.com
BRENT CAIN	4116 W DAVEAN ST CHANDLER AZ	[illegible]	brent.cain@cox.net

Sign-In Sheet

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Name	Address	Phone	E-mail
MARY AGUIRRE-VOGLER	P.O. BOX 1024 RED ROCK AZ	520 254-1658	maguirrevogler@aol.com
HOFFMAN ROBERT	17065 E PEAK LANE PICACHO, AZ 85245	520 223 9582	BOB8539@YAHOO.COM
[illegible]	[illegible] AZ 85231	520 [illegible]	[illegible]
Charlie Ballard	P.O. BOX 896 1175 W. ASDORE [illegible] AZ 85231	464 1007	cballard@ballard-truss.com
Tom Wilson	2383 S 148 St CHANDLER	4808839565	
Dan Gorman	ADOT/PREDESIGN		
Jan Stock	42479 W Chambers Dr. Maricopa AZ 85239	520-423-4215	
Russ STOCK	"	"	
Etta Amerson	3320 W. Shedd	466-7278	[illegible]@earthlink.net
Terry Sutton	1639 E. Maricopa St 85222 CASA GRANDE, AZ	—	—
Troy Hubbard	10201 N TREKELL CG AZ	(520) 560-6147	TROYHUBBARD1@MAC.COM

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Eloy Troy Thomas Center
Sept. 14, 2006

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Name	Address	Phone	E-mail
Angie Brown	Gardley Design Group 2540 N TUCSON Blvd	520 327-6077	angie@gardleydesign.com
Amari Soltero	11652 Barkley, Marana	520 331-8299	
Ron Vogler	P.O Box 1024 RED ROCK AZ 85245	520 251 1661	
Joyce Fuller Kleikamp	Desert Rose Bahái Inst. 5688 N Tweedy Rd Eloy	520 466-7961	drbi@cgmailbox.com
CAMERON MACDONALD	1223 S CLEARVIEW #103 MESA AZ 85209	480 222 5870	CMACDONALD@ CBCHCOMPANIES.COM
Temple [illegible]	710 W Main Stanfield	466-7333	temple[illegible].com
Eric Schulman	PO BOX 3886 Arizona City, AZ 85223	602-628 7599	Sholand1@yahoo.com
Don Montano	P.O Box 1204 Maricopa AZ.	—	
JAY VANLUND	860 E River #310 Tucson	299-8700	jay.vanlund@dmjmharris.com

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City of Eloy Troy Thomas Center
Sept. 14, 2006

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Name	Address	Phone	E-mail
KEN SUTTON	PO Box 12523 CASA GRANDE 85178		
Tim Hubbard	1501 N. Amarillo St	566-0559	
Tom DeMeine	FHWA		
Bill Schlesinger	~~DMJM~~	299-8700	
Felipe Padilla	--	--	

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
Dan Gorman	ADOT / Predesign			
Jim Norris	CG Council			
Matt Kirchner	DMJM Harris			
Jan Gordley	Gordley Design	8840 E Bellevue, T	520-327 6077	jan@gordleydesign.com
Tom Buick	Morrison-Maierle	80 E. Rio Salado Parkway	480-517 5800	tbuick@m-m.net
Tim Williams (Dad)	Sun Country Premier Const	4245 E. Superior Phx	602-526-0735	
Jeff Creedon	APS	50 N Brown CG 85222	520 421-8551	jeffrey.creedon@aps.com
Jim Thompson	City		520 421-8600	jimt@ci.casa-grande.az.us
Stacie Harrison	HDR	3200 E. Camelback #350, Phx 85016	602/ 321-5698	stacie.harrison@hdrinc.com
Michael N[illegible]	SECF	2585 West Secor Hwy Casa Grande	876 0249	
Pisoot Senethavilay		2390 E. Camelback Rd Ste 305. Phoenix 85016	602-617 0734	pisoot@yahoo.com
Ken Davis	FHWA	400 E. Van Buren St Phoenix, AZ 85004	602-379 3645	ken.davis@fhwa.dot.gov

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Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
Jack Gilmore	Gilmore Planning	2211 N. 7th St. Phx 85006	602-266-5622	jgilmore@getgilmore.com
Doug LaMont	PBQD	1501 W. Fountainhead Pkwy Ste 400 Tempe AZ 85282	480 966-8295	Lamont@pbworld.com
[illegible]	self	1213 E [illegible]	520 [illegible]	[illegible]@hotmail.com
Dick Powell	C.L. CCG Council	1100 N. [illegible]	520 836-7013	to City
Rudy Salazar	SECF	517 E. 3rd St CG	(520) 421-0733	
Mel Gind	Self	2448 N Sandstone Pl	520 836-2143	melg[illegible]@aol.com
Cody Rutschman	Clear Channel Outdoor	4686 E. Van Buren St. #20	602-957-8116	CodyRutschman@ClearChannel.c[illegible]
Joseph Houle	Self	1669 E Elegante	421-9303	
[illegible]	Self	[illegible]	836-[illegible]	[illegible]dmanning@[illegible]
Kevin Louis	City of Casa Grande	510 E. Florence Blvd	421-8622	klouis@ci.casa-grande.az.us
Ron Armhurst	Self	15511 E. Ocotillo	480/732-0103	
[illegible]	Self	823 E. Cathedral Rock Phx	602 273 1111	[illegible]@carlson.com

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Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
Nancy Mecri	self	Palm Creek	836-7069	
Brent Billingsley	Maricopa	9121 N. Bel Air		Bbillingsley@cityofmaricopa.net
Bob Miller	ADOT	Phoenix		
MANUEL F SANCHEZ	FHWA	400 E VAN BUREN STE 410 PHOENIX, AZ 85004	602.379.3646 x17	mesanchez@dot.gov
George T. Chasse	Casa Grande Mt. Ranch	5740 Via Las Ranchos P.V. 85253	602 952-2200	GCHASSEREALTY.COM
Norm DeWeaver	Casa Grande Resident	1215 E Delano Dr CG 85222	520 421-9243	norm_deweaver@rocketmail.com
Bill Cummings	DNA INC.	314 E. 8TH STREET CASA GRANDE AZ 85222	520-836-5501	DNAGIVIL@AOL.COM
John Willett	SWTE	3838 N. Central #1810 Phx AZ 85012	(602) 266-7983	johnwill@swte.us
Linn Ballard	Self	310 Righters Mill Rd Glenmoore PA 19343	610 649 3046	linnmoney@comcast.net
Nancy David	Self	PO Box 13047 CASA GRANDE		
Chas Bennett	Self Rodeo Committee	P.O. Box 1087 Red Rock AZ 85245	466-3658	Cogburn@C2J2.com
D.C. Cogburn	Self OS Ranch	" "	466-3658	

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City of Casa Grande Council Chambers
Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
Angie Brownson	Gordley Design	Tucson, AZ	327-6077	angie@gordleydesign.com
Felipe Ladron	DMJM Harris	Tucson, AZ	520 799 8900	
CARTER L. MCKLING		CASA GRANDE AZ 25300 W. CLAYTON	520 705 1172	
Michael Langley	Eco Plan Assoc.	Mesa AZ	480-733-6666	
Edie Griffith	DMJM	TUCSON AZ		
JIM CREEDON	LANDRAY/CREEDON & ASSOCIATE	PHOENIX COYOTE SPRINGS	602 254-5858	JCREEDON@LANDRAY-CREEDON.COM
Ken Buchanan	Pinal County	31 E Pinal St Florence	520 866 6099	Ken.Buchanan@co.pinal.az.us
Harold Kitching	Dispatch Supervisor	200 W 2nd St CG		
MARY Alice Mock	Self	1110 N. Henness #1088	520 836-7088	
Maria Billingsley	Self	9121 N. Belair Rd		Mbillingsley@cityofmaricopa.net
Cathy Thuringer	Trammell Crow Co.	2550 E. Camelback 210 Phx 85016	602-285-3104	Cthuringer@trammellcrow.com
Bill Cowdrey	HDR	3200 E Camelback #350 Phx, AZ 85018	602 522 7744	bill.cowdrey@hdrinc.com

Sign-In Sheet

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Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
CRAIG STEINHOFF	DAIRY QUEEN/CHEVRON	2234 E FLORENCE BLVD	520 705 2882	craigo.steinhoff@gmail.com
Doug Hansen	Pinal County	PO Box 727 Florence	520 866-6407	—
Chet Tealford	HDR	3200 E Camelback Pkwy	602. 522.7700	ctealford@hdrinc.com
PATTI STANLEY		293 E. Wiley Drive		
Roberta Munier	DMJM		299-8700	roberta.munier@dmjmharris.com
Ann Jordan	RPS	P.O. Box 852 Sierra Vista	924-3322	email rapid@aol.com

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Name	Representing	Address	Phone	E-mail
JIMMIE KERR	SELF	1125 N. GILBERT AVE CASA GRANDE	520- 836-8817	
MARK DOBLE	PRO-TURF INT'L	BOX 12336 CG, 85230	602 768-2082	
GREG STANLEY	PINAL COUNTY	PO BOX 727 FLORENCE, AZ 85232		
Bill Schlesinger	DMJM Harris			
Richard Oz	SELF	P.O. Box 12006 C.G. 85230	520-251-2911	
William French	Grubb & Ellis/BRE Commercial, Inc.	2375 E. Camelback Rd #300 Phx, AZ 85016	602-224-4496	wfrench@brephoenix.com

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Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
Mike [illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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Appendix 3 – Public Comment Summary

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

Marana Municipal Complex 2nd Floor Conference Room

Sept. 12, 2006

The Arizona Department of Transportation is interested in your comments regarding this study. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

1. What did you like most about alternative 1?

Tortalita Interchange, Moore Rd Interchange, Tangerine SR 87 Traffic Interchange

2. What did you like the least about alternative 1?

(No North South Corridor)

3. What did you like the most about alternative 2?

Tortalita Interchange

4. What did you like the least about alternative 2?

Proposed North South Corridor

General comments:

Name:	Address:	City:	State:	Zip:
Clay Parsons	14901 W Kirby Hughes	Marana	AZ	85653

Phone:	E-mail:
5204447650	MSY Cattle @ aol.com

Optional: ☑ Please include me on your mailing list to receive information concerning this project.

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Eloy, Troy Thomas Center

Sept. 14, 2006

The Arizona Department of Transportation is interested in your comments regarding this study. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

1. What did you like most about alternative 1?

?

2. What did you like the least about alternative 1?

IT WOULD ~~did~~ ~~not~~ interfere w/ a portion of OUR FACILITY FORCING US to MOVE OUR FACILITY TO ANOTHER LOCATION.

3. What did you like the most about alternative 2?

THE EXPANTION WOULD NOT AFFECT THE ALSDORF OVERPASS.

4. What did you like the least about alternative 2?

THE COST ~~WOULD~~ OF BUYING OUT OUR FACILITY AND OTHERS MIGHT BE LESS.

General comments:

Name:	Address:	City:	State:	Zip:
Charlie Ballard	P.O. Box 896	Eloy	AZ	85231

Phone:	E-mail:
520-464-1007	cballard@ballardtruss.com

Optional: ☒ Please include me on your mailing list to receive information concerning this project.

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Eloy, Troy Thomas Center

Sept. 14, 2006

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Please print clearly.

1. What did you like most about alternative 1?

MP-199/209 Toltec Rd opt 1

Sunland Gin Road opt 2

Battaglia Road opt 1 or 2 Sunkist Blvd opt 1

2. What did you like the least about alternative 1?

Private Interchange do not use

either one. Route just north of current

3. What did you like the most about alternative 2?

4. What did you like the least about alternative 2?

General comments:

Name: Richard Horton Address: City: State: Zip:

Phone: 520-251-0504 E-mail: RICSHA@QWEST.NET

Optional: ☐ Please include me on your mailing list to receive information concerning this project.

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Eloy, Troy Thomas Center

Sept. 14, 2006

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Please print clearly.

1. What did you like most about alternative 1?

2. What did you like the least about alternative 1?

cuts off too much of Tweed Rd. business area

3. What did you like the most about alternative 2?

I like the Battaglia option this will service AZ City, Toltec, Eloy!

4. What did you like the least about alternative 2?

General comments:

Name: Bente Jensen Address: 305 Stuart City: Eloy State: AZ Zip: 85223

Phone: 520 466-3411 E-mail:

Optional: ☑ Please include me on your mailing list to receive information concerning this project.

Comment Form

Interstate 10 Widening: Additional Travel Lane in Each Direction from Jct. I-8 to Pinal Air Park Road

The Arizona Department of Transportation is interested in your comments. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

Comments:

I was pleased to see that there will be elevated RR crossings. I have a Son + Daughter in law + 5 Driving teen age Grandchildren who live at the E. end of Missle Base Rd. With 100 trains per Day - It's frightening. I'm glad there will be access to I-10 at Missle Base.

Is there any possibility of black top coating like on I-10 near Elliot Rd? It is so much quieter. Also uses alot of old tires. Makes a car feel like it's riding on Michelins.

I hope you will use some Art on Over Passes etc. so the taggers will not deface it.

Please consider Palo Verde trees in Medians. I-10 is the Dirtiest hwy. in the U.S. between Tucson + Phx.

Name: Mary Alice Moore

Address: 1110 N. Henness Rd. #1088

City: Casa Grande

State: AZ

Zip: 85222

Phone: 520-876-7085

E-mail: fmoore3@msn.com

Optional: ☐ Please include me on your mailing list to receive information concerning this project.

Formulario Para Comentarios

Ampliación de la Interestatal 10: Carril Adicional de Circulación en cada Dirección desde el cruce con I-8 hasta Pinal Air Park Road

El Departamento de Transporte de Arizona (ADOT siglas en Inglés) está interesado en sus opiniones con respecto a este estudio. Por favor deposite esta forma con sus comentarios en la caja de sugerencias, o envíelos electrónicamente a angie@gordleydesign.com, o por correo a Angie Brown en Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Gracias por su participación.

Por favor escriba claramente en letra de molde.

Comentarios:

If a Drunk or asleep driver hits a tree in a median it is better than hitting on coming traffic, + Killing an innocent.

Nombre: Domicilio: Ciudad: Estado: Código Postal:

Teléfono: Correo Electrónico:

Opcional: ☐ Por favor incluyan mi nombre en su lista de correo para recibir información sobre este proyecto.

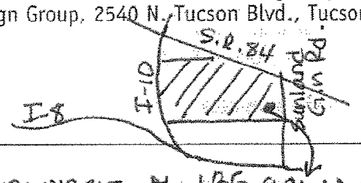
Comment Form

Interstate 10 Widening: Additional Travel Lane in Each Direction from Jct. I-8 to Pinal Air Park Road

The Arizona Department of Transportation is interested in your comments. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

Comments:



I represent the owners of 185 acres of commercial property @ the SWC of Sunland Gin Road and Tinnie Kerr Blvd (S.R. 84). This property has ½ mile+ of frontage along I-10 immediately adjacent to ADOT's existing ROW. Areas of concern are:

① TI Configuration options @ Sunland Gin Road
② TI configuration options @ Tinnie Kerr Blvd
③ Reconfiguration options for I-10/I-8 interchange
④ Scheduling of interim widening of I-10 north of MP 199.
⑤ Implementation of add'l ROW acquisition for I-10 ultimate widening. This could potentially directly impact our freeway fronting property.

PLEASE provide me w/any information updates re: these issues.

Name: Cathy Thuringer Address: 2850 E. Camelback, #270 City: Phx State: AZ Zip: 85016
Phone: 602-285-3104 E-mail: cthuringer@trammellcrow.com

Optional: ☒ Please include me on your mailing list to receive information concerning this project.

Wish the new part down so had some median landscaping. Native type - Saharos, Mesquites, Palo Verdi's

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Casa Grande, Council Chambers
Sept. 19, 2006

I hire at Palm Creek RV Resort. Winter visitors are arriving + say they like the Hwy - Got so many

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Please print clearly.

1. What did you like most about alternative 1?

After the mtg. + thinking it through Alt. #1 seems to me it would allow more growth potential since it has more interchanges. This makes good sense.

2. What did you like the least about alternative 1?

I think the proposed "by-pass" so to speak at Picacho would be much better, that is on Alt. 2.

3. What did you like the most about alternative 2?

More interchanges + by-pass Picacho.

4. What did you like the least about alternative 2?

My small maps don't give the details of Missle Base Rd. as the lg. ones at mtg. did. I think the interchange + RR overpass should be at Missle Base Rd. with new Rd. W. of I-10 to the air park.

General comments:

You ran a good meeting - short, sweet + to the point. You had someone there who could ans. questions well. Now get it done + start at I-8 to Firebird Park !! Soon !!

Name: Mary Alice Moor Address: 110 N Henness Rd. #108 City: Casa Grande State: Az Zip: 85222
Phone: 520-876-7088 E-mail: fmoor3@mac.com

Optional: ☒ Please include me on your mailing list to receive information concerning this project.

also add my kids on Missle Base Rd.,
Mr. + Mrs R.R. Moor
31012 E. Mountain Rd.
Marana, Az 85653
Thanks!

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Casa Grande, Council Chambers
Sept. 19, 2006

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Please print clearly.

1. What did you like most about alternative 1?

ADDITIONAL INTERCHANGES AT ARICA DRIVE AND GREEN RD.

2. What did you like the least about alternative 1?

INTERCHANGE AT TWEEDY RD, MOVING SUNLAND GIN INTERCHANGE 1/8 MILE TO THE EAST

3. What did you like the most about alternative 2?

INTERCHANGE AT BATTAGLIA RD (BETTER ACCESS TO AZ CITY AND DOWNTOWN ELOY VS INTERCHANGE AT TWEEDY)

4. What did you like the least about alternative 2?

RELOCATION ON I-10 AT PICACHO

General comments: FRONTAGE RDS AND EXPANDING NUMBER OF LANES ARE CRITICAL FOR THE GROWTH OF THIS AREA ALSO INCLUSION OF PARK & RIDE LOTS WOULD BE NICE FOR FUTURE CAR POOLING AND LIGHT/HEAVY RAIL USE

Name: JERRY MORRISON Address: 2402 W HARRISON ST City: CHANDLER State: AZ Zip: 85224

Phone: 602-502-5353 E-mail: JERRY@MAXIMUMHOMES.NET

Optional: [X] Please include me on your mailing list to receive information concerning this project.

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
Public Meeting Comment Summary

	Name / Address	Phone	e-mail	Join list?	What did you like most about alternative 1?	What did you like least about alternative 1?	What did you like most about alternative 2?	What did you like least about alternative 2?	General Comments
COMMENTS SUBMITTED BEFORE MEETINGS									
	Cragle, Paul		Paul.Cragle@ Honeywell.com						I have a few suggestions that might make the drive between Phoenix and Tucson a bit more safe. It seems we do need six lanes, but there could be some new laws that could make is safer until then. The biggest problem I've seen and the reason I don't like the drive, large trucks going only about 65 mph pass slower moving vehicles and stay in the passing lane for miles. Not only do they slow traffic down, but when they jump out in front of vehicles that are going 75 mph to pass, it causes that vehicle to slam on their brakes. I'm positive this has caused many accidents and road rage. My solution is like they do in Texas: Large trucks have a speed limit 10 mph less than cars. They also in some places restrict them to the right lane only.
COMMENTS SUBMITTED AT THE TUESDAY, SEPT. 12, 2006, MEETING AT THE MARANA MUNICIPAL COMPLEX									
	Parsons, Clay 14901 W. Kirby Hughes Rd. Marana, AZ 85653	444-7650	msycattle@ aol.com	yes	Tortolita Interchange, Moore Road Interchange, Tangerine, SR 87 Traffic Interchange	No North-South Corridor	Tortolita Interchange	Proposed North-South Corridor	
COMMENTS SUBMITTED AT THE THURSDAY, SEPT. 14, 2006, MEETING AT THE CITY OF ELOY TROY THOMAS CENTER									
	Ballard, Charlie PO Box 896 1175 W. Alsdorf Eloy, AZ 85231	464-1007	cballard@ ballardtruss. com	yes		It would interfere with a portion of our facility, forcing us to move our facility to another location.	The expansion would not affect the Alsdorf overpass. The cost of buying out our facility and others might be less.		
	Horton, Richard 409 N. Santa Cruz Eloy, AZ	251-0504	ricsha@ qwest.net			Picacho Interchange - do not use other one. Relocate just north of current.			Sunland Gin Road - Option 2 Battaglia Road - Option 1 or 2 MP 199/209 Tufter Road - Option 1 Sunshine Boulevard - Option 1
	Jensen, Bente 305 Stuart Eloy, AZ 85223	466-3411	info@ eloychamber. com	yes		Cuts off too much of Tweed Road business area.	I like the Battaglia option - this will service AZ City, Toltec and Eloy!		
COMMENTS SUBMITTED AT THE TUESDAY, SEPT. 19, 2006, MEETING AT THE CITY OF CASA GRANDE COUNCIL CHAMBERS									
	Moor, Mary Alice 1110 N. Herness Rd. #1088 Casa Grande, AZ 85222	826-7088	fmoor3@ mac.com						I was PLEASED to see that there will be elevated RR crossings. I have a son and daughter in-house and five driving teenage grandchildren who live at the east end of Missile Base Road. With 100 trains per day, its frightening. I'm glad there will be access to I-10 at Missile Bridge. Is there any possibility of blacktop coating like on I-10 near Elliott Road? It is so much quieter. Also, uses a lot of old tires. Makes a car feel like its riding in Michelins. I hope you will use some art on overpasses, etc. so the taggers will not deface it. Please consider Palo Verde trees in medians. I-10 is the dirtiest highway in the U.S. between Tucson and Phoenix. If drunk or asleep driver hits a tree in a median, it is better than hitting oncoming traffic and killing an innocent.

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
Public Meeting Comment Summary

	Name / Address	Phone	E-mail	Join list?	What did you like the most about alternative 1?	What did you like the least about alternative 1?	What did you like the most about alternative 2?	What did you like the least about alternative 2?	General Comments
COMMENTS SUBMITTED AFTER MEETINGS									
	Hallinan, Bill 3567 E. Sunrise Dr. Suite 219 Tucson, AZ 85718	299-8424	bhallinan@cottonwood properties.com	yes					Your e-mail was provided at a recent public meeting regarding widening of I-10 from Marana northward to Pinal County. I have heard that some consideration is being given to relocating the Tangerine/I-10 interchange. An affiliate of our firm owns approximately 100 acres on the west side of this interchange. We are currently marketing the property to various retail interests. A plan to relocate this interchange in the future would seriously inhibit our ability to solidify retail interests for this property. Please maintain the current road alignment and interchange location. I believe the goal of relocating the interchange was to provide a grade-separated road for the railroad tracks. This can readily be accommodated by elevating the railroad tracks and maintaining the current alignment. I realize there is significant expense with relocating or elevating the railroad tracks to provide a grade-separated interchange, but intuitively this would be less costly. That is, in either event, railroad tracks would have to be elevated so it should be less costly to do so without relocating the interchange. Please keep me apprised of any plans ADOT may have with respect to the Tangerine/I-10 interchange. Thanks for your consideration in this regard.
	Menne, Philip 11115 W. Monte Carlo Lane Casa Grande, AZ 85222		philmenne@azci.net						Thank you for giving me the opportunity to make comments on the I-10 widening project. I totally support Alternative One of the widening project from MP 199 to MP 211. My name is Philip Menne and I am a permanent owner/resident who lives at 11115 W. Monte Carlo Ln., Casa Grande, AZ 85222, which is located to the west of the Sunland Gin Road overpass at MP 200. I believe it is imperative you choose this alternative, as the residents of this fast growing area experience excruciating difficulty in entering and exiting our neighborhood due to extremely busy major truck traffic we experience in the area. It is a major safety concern for the residents of the area. Although parts of the area called Mountain View Estates Unit One are in a county island, it is within the Casa Grande Planning Area and will most likely eventually be annexed into the city. As this area may become another gateway to access Casa Grande Mountain in the future, access needs to be provided to the area that will not present future access problems greater than is presently experienced. I beseech the department to choose Alternative One, which will allow the truck stops in the area to better manage the access of their truck traffic to their facilities, hopefully forcing them to provide safer and more convenient access of their truck traffic. The current situation causes trucks to line up on Arica to Sunland Gin Road, blocking traffic access to our neighborhood and resulting in unsafe maneuvers to get around them.
	Moor, Mary Alice 1110 N. Henness Rd. #1088 Casa Grande, AZ 85222	826-7088	fmoor3@mac.com		After the meeting and thinking it through, it seems to me that Alternative #1 would allow more growth potential since it has more interchanges. This makes good sense.	I think the proposed "bypass" at Picacho on Alternative #2 would be much better.	More interchanges and by-pass Picacho.	My small maps don't give the details of Missile Base Road as the large ones at the meeting did. I think the interchange and RR overpass should be at Missile Base Road with new road west of I-10 to the air park.	You ran a good meeting - short, sweet and to the point. You had someone there who could answer questions well. Now get it done and start at I-8 to Firebird Park! Soon!! I wish the new part down south had some median landscaping; Native types - Saguaros, mesquite and Palo Verdes. I hire at Palm Creek RV Resort. Winter visitors are arriving and say that they like the highway, but why is it so ugly?

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
Public Meeting Comment Summary

	Name / Address	Phone	E-mail	Join list?	What did you like the most about alternative 1?	What did you like the least about alternative 1?	What did you like the most about alternective 2?	What did you like the least about alternative 2?	General Comments
	Morrison, Jerry 2402 W. Harrison St. Chandler, AZ 85224	(602) 502-5353	jerry@maximumr homes.net	yes	Additional interchanges at Aries Drive and Green Road	Interchange at Tweedy Road; moving Sunland Gin Interchange 1/8 mile to the east	Interchange at Battaglia Road (better access to AZ City and downtown Eloy vs. Interchange at Tweedy)	Relocation on I-10 at Picacho	Frontage roads in addition to expanding the number of lanes are critical for the growth of this area. Also, inclusion of Park and Ride lots would be nice for future carpooling and light/heavy rail use.
	Thuringer, Catherine 2850 E. Camelback #270 Phoenix, AZ 85016	(602) 285-3104	cthuringe@trammellcrow.com	yes					I represent the owners of 185 acres of commercial property at the SWC of Sunland Gin Road and Jimmie Kerr Blvd. (SR 84). This property has 1/2 mile of frontage along I-10 immediately adjacent to ADOT's existing ROW. Areas of concern are: 1) TI configuration options at Sunland Gin Road, 2) TI configuration options at Jimmie Kerr Blvd., 3) Reconfiguration options for I-10/I-8 interchange, 4) Scheduling of interim widening of I-10 north of MP 199, 5) Implementation of additional ROW acquisition for I-10 ultimate widening. This could potentially directly impact our freeway fronting property. PLEASE provide me with any information updates regarding these issues. The development plan for our property weighs heavily on the adjacency of I-10 and I-8. Any consideration for changes either in widening, reconfiguring existing traffic interchanges and timing of improvements are a top priority with respect to impacts to our property.

QUESTIONS ASKED AT THE TUESDAY, SEPT. 12, 2006, MEETING AT THE MARANA MUNICIPAL COMPLEX

	Question	Answer
	None	

QUESTIONS ASKED AT THE THURSDAY, SEPT. 14, 2006, MEETING AT THE CITY OF ELOY TROY THOMAS CENTER

	Question	Answer
	What is the policy for access to the frontage roads and major arterials?	Property owners can apply for a permit from ADOT to obtain an access point on state owned roadways.
	Will you notify local agencies of what you are proposing?	We have been coordinating closely with the local agencies, including the City of Eloy and Pinal County, and will provide information about our recommendations as soon as practical. If the local agencies allow development, it will cost more money in the end.
	Are the frontage roads the responsibility of the state?	Currently the frontage roads are the responsibility of Pinal County, but the state is going to begin discussions to change that status.
	Will you maintain an open median to allow for light rail?	We do not know what other modes future planners may consider, but we provide options in the future. A rail line could be considered but not with this study.
	Will there be a chain link fence or barrier between the frontage road and the highway?	There will be a fence between the highway and frontage road. The type of fence has not been determined at this time.
	What is the source of the additiona funding for the interim widening?	The Arizona Legislature has allocated additional money for ADOT to move forward on key projects. This corridor has been identified as a high priority for improvements.
	What is the Pinal County growth projection?	1.9 million persons in the year 2020
	Is there a plan in place for public art at the interchanges?	There will be the opportunity for enhancements, however it is usually left to the local community to decide what type of enhancements are desired.

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
Public Meeting Comment Summary

QUESTIONS ASKED AT THE TUESDAY, SEPT. 19, 2006, MEETING AT THE CITY OF CASA GRANDE COUNCIL CHAMBERS

	Question	Answer
	Will the frontage roads be two lanes?	Yes
	Will the existing frontage roads be used to make the freeway 10 lanes? Or will they be eliminated?	All of the frontage roads will have to be rebuilt when I-10 goes to five lanes in each direction.
	What percentage of the funding is federal? To what extent are our federal representatives included in the process of widening I-10 from Phoenix to Tucson? It seems that all levels of government in Arizona lack urgency regarding expanding our freeways compared to other areas in the country.	The work is eligible for Federal Highway Administration funding, up to 94.3 percent. The federal money is distributed to the states which then decide how it will be used.
	Regarding the federal funding allocation, what if the project north of Casa Grande finally moves forward – are you putting all your eggs in one basket by putting all the funds to this project south of Casa Grande? Does ADOT have a contingency plan?	We are not trying to shoot ourselves in the foot. The crystal ball is still a little bit cloudy, but I can tell you from Tucson to the I-10/I-8 split is truly the bottleneck.
	Can the current overpasses accommodate 10 lanes, or will they need to be expanded?	All of the existing traffic interchanges would have to be rebuilt to accommodate this future widening.
	Is your plan or desire to have five lanes from Tucson up to I-8 before there are three lanes from I-8 to Phoenix?	We are planning a long range plan for the section of I-10 from I-8 to Tangerine Road. There will also be a long range plan from I-8 to Phoenix. These plans will be coordinated, and the implementation would be timed so there are lanes added to Phoenix before this section is widened to five lanes in each direction.
	The medians are 64 feet wide, and you are planning on obtaining right-of-way on both sides of the freeway. Why aren't you using the median space to widen the freeway? Is that for future use?	The open median is a safety consideration; we don't want a solid strip of concrete wall for 110 miles between Tucson and Phoenix. We also want to do a favor for the next generation; we don't know if other modes of transportation may be considered that could utilize this space.
	When do you anticipate purchasing right-of-way?	This is a long range plan and no timeframes have been established for purchasing the right-of-way.
	For the proposed six lanes, do you have enough right-of-way already? When is the proposed start for the 10-lane widening? Are you saying it may or may not happen?	The six lanes will fit within the existing right-of-way. The 10 lane freeway will happen, but this is a long range plan for the year 2030 and there is not a schedule for when the lanes will be added.
	Do you have population projections this plan is based on?	Yes, there have been traffic projections, and we have worked with Casa Grande, Eloy, and Pinal County to model those projections through 2030.
	Will you use quiet blacktop?	You are referring to rubberized asphalt and this has become a popular approach within the state.
	Will you use concrete stamping so the taggers will leave the bridges alone?	ADOT encourages enhancements to the bridges that will discourage taggers. The details of these enhancements will be coordinated with the local communities during final design of the structures.
	Will you be cutting down additional mesquite and palo verde trees in the median?	The only trees we are going to cut are in the clear zone, that's about 30 feet away from the edge to the roadway. This is for safety; if someone leaves the road there should be a clear area with no trees.

DMJM HARRIS | AECOM

DMJM Harris
2777 East Camelback Road, Suite 200, Phoenix, Arizona 85016
T 602.337.2777 F 602.337.2620 www.dmjmharris.com

Date, 2006

Name
Organization
Address
City, State Zip

RE: Project Name: I-10 Corridor Study
Project Location: Jct. I-8 to Tangerine Road
TRACS Number: 10 PN 199 H6773 01L

Dear Name:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are initiating a study to evaluate improvements to Interstate 10 (I-10) from milepost MP 199, Junction I-8, south to MP 240, Tangerine Road. Your organization is invited to attend a Corridor Field Review and Agency Scoping Meeting in order to participate in the study process, corridor issues, and meet project team members.

Your participation is critical to helping us meet the project goals and schedule. If you or your representative is planning to attend the Corridor Field Review and/or Agency Scoping Meeting listed below, please RSVP for each of these events to Kammy Horne, DMJM Harris, at 602.337.2518 or Kammy.Horne@dmjmharris.com by May 3, 2006, so we can ensure adequate space on the bus and in the meeting room.

- **Corridor Field Review** – Thursday, May 11 – 10 a.m. to 3 p.m., starting and ending at the Marana Municipal Complex
  - Conducted to introduce everyone, including the local, state, and federal agencies, to the project through on-site discussions of primary issues that could affect decisions on project alternatives.
- **Agency Scoping Meeting** – Tuesday, May 16 – 9 a.m. to noon, Marana Municipal Complex – Conference Center (Building A)
  - Conducted as part of the National Environmental Policy Act (NEPA) process for the Environmental Assessment. During this meeting, the elements of the purpose and need for the project and the available supporting data will be presented. Input from the agencies regarding their areas of jurisdiction on the project will be requested and discussed.

The study will be conducted in two major steps. The first step will include agency and public scoping efforts, preliminary alternatives development, preliminary engineering feasibility analysis, an overview of the environmental resources and constraints, and consensus on alternatives to be carried forward. This step will be documented by an Alternative Selection Report.

The second step will refine and evaluate the remaining alternatives through an integrated process, including the engineering of design concepts, the preparation of technical reports, and the assessment of potential environmental impacts. A Design Concept Report and Environmental Assessment will document the results of the Corridor Study.

To assist you in preparing for the meeting, an itinerary has been included for the Corridor Field Review and Agency Scoping Meeting. If you are attending the Corridor Field Review please plan on arriving at the Marana Municipal Complex by 9:45 AM to board the bus and allow for a 10:00 AM departure. There will be four stops during the field review where participants will be required to wear a Hard Hat and Safety Vest when outside the bus, and sturdy leather shoes are required for walking at the locations chosen for the bus stops. Please bring your own safety gear with you since DMJM has a limited number of hats and vests available.

Input from your organization is essential to ensure a corridor plan that helps meet the objectives of all stakeholders and the development of study documents. Please take time prior to the meeting to consider and identify any relevant studies or projects (such as proposed developments, capital improvement plans, technical studies) within your agency that may be of importance to this corridor (and provide the necessary information to enable the team to obtain a copy) and any information that will aid in communicating agency concerns/issues/ opportunities. During each of the meetings listed above there will be time available to discuss various issues or concerns your organization may have about the corridor.

Thank you for your cooperation, and I am looking forward to working with you on this exciting project. Please feel free to contact me if you need any further information or have questions at 602-337-2595, 602-617-9114 (Cell), or Michael.kies@dmjmharris.com.

Sincerely,

DMJM+HARRIS

Michael Kies P.E.
Project Manager

Attachments;

- ☑ Agendas – Corridor Field Review, Agency Scoping Meeting
- ☑ Project Vicinity Map
- ☑ Map and Directions to the Marana Municipal Complex

Sign In List
Field Review Meeting, May 11th, 2006

Design Concept Report and Environmental Studies
I-10; I-8 to Tangerine Road, Casa Grande - Tucson Highway

Name	Company/Organization	Phone Number	E-Mail Address	Check-in
Aglan, Mona	ADOT Traffic	602-712-7611	maglan@azdot.gov	
Allison, Craig	EEC	520-321-4625	callison@eectuc.com	
Beloshapka, Sarah	EcoPlan	480-733-6666 x101	sbeloshapka@ecoplanaz.com	
Brann, Keith	Town of Marana	520-382-2629	kbrann@marana.com	
Campbell, Cherie	PAG	520-792-1093 x518	ccampbell@pagnet.org	
Cañizo, Susanna	Gordley Design Group	520-327-6077	susanna@gordleydesign.com	
Cooney, Tom	Pima Association of Governments	520-792-1093	tcooney@pagnet.org	
Delleo, Mike	ADOT	602-712-8648	mdelleo@azdot.gov	
Deitering, Tom	Federal Highway Administration	602-379-3645 x114	thomas.deitering@fhwa.dot.gov	
Gentsch, Greg	ADOT	520-620-5411	ggentsch.azdot.gov	
Gorman, Don	ADOT	602-712-6799	dgorman@azdot.gov	
Granillo, Danny	ADOT	520-620-5422	dgranillo@azdot.gov	
Hanson, Doug	Pinal County	520-866-6407	doug.hanson@co.pinal.az.us	
Haque, Shajed	ADOT	602-712-6244	shaque.azdot.gov	
Horne, Kammy	DMJM Harris	602-337-2777	kammy.horne@dmjmharris.com	
Kies, Mike	DMJM Harris	602-337-2777	mike.kies@dmjmharris.com	
Kish, Kevin	Town of Marana	520-382-2600	kkish@marana.com	
Ladron, Felipe	DMJM Harris	520-299-8700	felipeladrondeguevara@dmjmharris.com	
Leister, Bill	CAAG	800-782-1445	bleister@caagcentral.org	
Litin, Curtis	ADOT Traffic	602-712-8687	clitin@azdot.gov	
Lyons, Bill	ADOT	602-712-7404	wlyons@azdot.gov	
Maiefski, Melissa	ADOT EEG	520-321-4625	mmaiefski@azdot.gov	
Mazur, George	Cambridge ~~Systems~~ SYSTEMATICS	530-750-1166	gmazur@camsys.com	
Mitchell, John	City of Eloy	520-466-3082	jmitchell@ci.eloy.az.us	
Morais, Julio	EEC	520-321-4625	jmorais@eectuc.com	
Olivares, Ana	ADOT	520-620-5412	aolivares@azdot.gov	
Parker, Laurel	ADOT	520-620-5430	lparker@azdot.gov	
Pfeiffer, Jackie	DMJM Harris	602-337-2777	jaclyn.pfeiffer@dmjmharris.com	
Prol, Fernando	Town of Marana	520-382-2600	fprol@marana.com	
Schlesinger, Bill	DMJM Harris	520-299-8700	bill.schlesinger@dmjmharris.com	
Smith, Andy	Pinal County	520-866-6934	andrew.smith@co.pinal.az.us	

Sign In List
Field Review Meeting , May 11th, 2006

Design Concept Report and Environmental Studies
I-10; I-8 to Tangerine Road, Casa Grande - Tucson Highway

Name	Company/Organization	Phone Number	E-Mail Address	Check-in
Belmer, Jeff	ADOT		jbelmer@azdot.gov	
Cañizo, Susanna	Gordley Design Grpup	520-327-6077	susanna@gordleydesign.com	
Cooney, Tom	Pima Association of Governments	520-792-1093	tcooney@pagnet.org	
Delleo, Mike	ADOT	602-712-8648	mdelleo@azdot.gov	
Deitering, Tom	Federal Highway Administration	602-379-3645 x114	thomas.deitering@fhwa.dot.gov	
Granillo, Danny	ADOT	520-620-5422	dgranillo@azdot.gov	
Grier, Christy	DMJM Harris			
Haque, Shajed	ADOT	602-712-6244	shaque.azdot.gov	
Helms, Dempsey	Arizona State Land Department	520-2094750	dhelms@land.AZ.GOV	
Horne, Kammy	DMJM Harris	602-337-2777	kammy.horne@dmjmharris.com	
Johnston, Brett	DMJM Harris	520-299-8700	brett.johnston@dmjmharris.com	
Kershner, Matt	DMJM Harris	520-299-8700	matt.kershner@dmjmharris.com	
Kidane, Meron	DMJM Harris	520-299-8700	merone.kidane@dmjmharris.com	
Kies, Mike	DMJM Harris	602-337-2777	mike.kies@dmjmharris.com	
Ladron, Felipe	DMJM Harris	520-299-8700	felipeladrondeguevara@dmjmharris.com	
Lyons, Bill	ADOT	602-712-7404	wlyons@azdot.gov	
Mazur, George	Cambridge Systems	530-750-1166	gmazur@camsys.com	
Morais, Julio	EEC	520-321-4625	jmorais@eectuc.com	
Murietta, Roberto	DMJM Harris	520-299-8700	roberto.murietta@dmjmharris.com	
Olivares, Ana	ADOT		aolivares@azdot.gov	
Perchinelli, Claudia	Structural Grace	520-320-0156	cperchinelli@structuralgrace.com	
Ruziska, Ron	Arizona State Land Department	520-209-4250	rruziska@land.az.gov	
Schlesinger, Bill	DMJM Harris	520-299-8700	bill.schlesinger@dmjmharris.com	
Smith, Andy	Pinal County	520-866-6480	andrew.smith@co.pinal.az.us	
Streicher, Eric	DMJM Harris	520-299-8700	eric.streicher@dmjmharris.com	
Sykes, Debra	ADOT	520-904-3568	dsykes@azdot.gov	
Tanner, René	Gordley Design Grpup	520-327-6077	rene@gordleydesign.com	
Van Echo, Jay	DMJM Harris	520-299-8700	jay.vanecho@dmjmharris.com	
Vana, Bruce	ADOT	602-712-8681	bvana@azdot.gov	
Warner, Hank	DMJM Harris	520-299-8700	hank.warner@dmjmharris.com	
Young, Rob	Picacho State Park	520-466-3183	ryoung@pr.state.az.us	
Karimvand Reza	ADOT	520-620-5431	rkarimvand@azdot.gov	
MANUEL E. SANCHEZ	FHWA	(602.379.3645 x115	manuel.sanchez@fhwa.dot.gov	

Sign In List
Field Review Meeting, May 11th, 2006

Design Concept Report and Environmental Studies
I-10; I-8 to Tangerine Road, Casa Grande - Tucson Highway

Name	Company/Organization	Phone Number	E-Mail Address	Check-in
Sykes, Debra	ADOT	520-904-3568	dsykes@azdot.gov	[signature]
Tanner, René	Gordley Design	520-327-6077	rene@gordleydesign.com	
Thornton, Kevin	Town of Marana	520-382-2600	kthornton@marana.com	
Van Echo, Jay	DMJM Harris	520-299-8700	jay.vanecho@dmjmharris.com	
Warner, Hank	DMJM Harris	520-299-8700	hank.warner@dmjmharris.com	
Yang, Pe-Shen	ADOT Bridge Group	602-712-8606	pyang@azdot.gov	

ADOT

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I-10 Corridor Study
Design Concept and Environmental Studies
Jct. I-8 to Tangerine Road, Casa Grande – Tucson Highway
10 PN 199 H 6773 01 L

Agency Scoping Meeting
May 16, 2006
Comment Sheet

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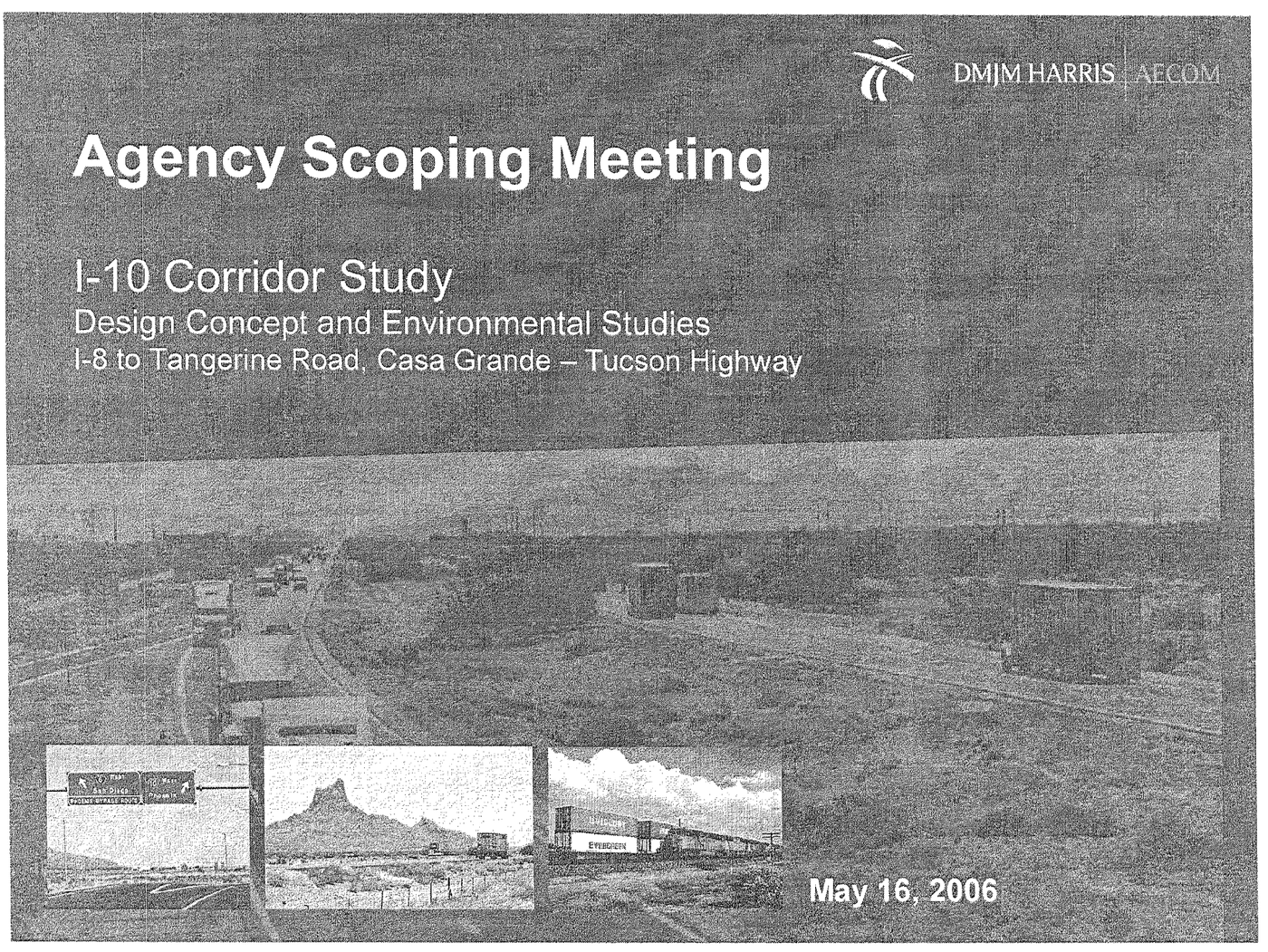
Name______________________________

Agency_____________________________

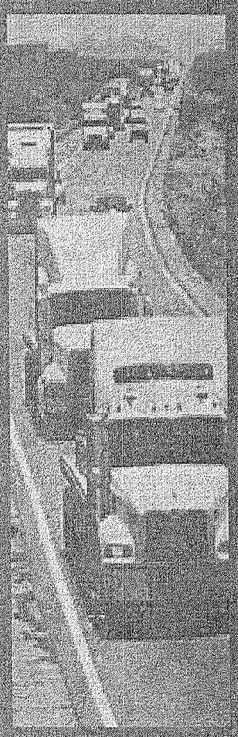
Affiliation	First	Last	Title	Agency	Address	City	State	Zip
Federal								
BLM				BLM Tucson Field Office	12661 E Broadway	Tucson	AZ	85748
WAPA	Jo	Pennuri		Western Area Power Administration	PO Box 6457	Phoenix	AZ	85005-6457
Reclamation	Robert W.	Johnson	Regional Director	U.S. Bureau of Reclamation	P.O. Box 61470	Boulder City	NV	89006-1470
State								
	Mike	Corbin	Lt.	Arizona Department of Public Safety	410 West Centennial	Casa Grande	AZ	85222
	Delmas	Blunk	Lt.	Arizona Department of Public Safety	6401 S Tucson Blvd	Tucson	AZ	85706
	Rob	Young	Park Manager	Picacho Peak State Park	P.O. Box275	PICACHO	AZ	85241
	Ken	Travous		Arizona State Parks	1300 W Washington	Phoenix	AZ	85007
County								
	Maxine	Leather	Director	Central Arizona Association of Governr	271 Main St	Superior	AZ	85273
	Gary	Hayes	Executive Director	Pima Association of Governments	177 N Church Ave	Tucson	AZ	85701
	Chuck	Huckelberry	County Administrator	Pima County	130 W Congress St	Tucson	AZ	85701
	John M.	Bernal	Deputy County Administrator	Pima County	130 W Congress St	Tucson	AZ	85701
	Clarence	Dupnik	Pima County Sheriff	Pima County	1750 E Benson Highway	Tucson	AZ	85714
	Benny	Gomez	Senior Coordinator	Pima County	150 W Congress	Tucson	AZ	85701-1333
	Nanette	Jenkins	Assistant County Administrator	Pima County	130 West Congress	Tucson	AZ	85701
	Oscar	Miranda	Captain	Pima County	1750 E Benson Highway	Tucson	AZ	85714
	Ana	Olivares	Deputy Director, Transportation In	Pima County Department of Transportat	201 N Stone Ave.3rd Floor	Tucson	AZ	85701-1207
	Kerry	Reeve	Homeland Security Manager	Pima County	150 W Congress St	Tucson	AZ	85701
	Priscilla	Cornelio	Director	Pima County Department of Transportat	201 N Stone Ave	Tucson	AZ	85701
	Priscilla	Cornelio	Director	Pima County Department of Transportat	150 W Congress St	Tucson	AZ	85705
	Jonathan	Crowe	Principal Planner	Pima County Department of Transportat	201 N Stone Ave	Tucson	AZ	85701-1215
	Albert	Letzkus	Division Manager	Pima County Department of Transportat	1313 S Mission Rd	Tucson	AZ	85713
	Juanita	Garcia-Seiger	Assistant to Deputy County Admi	Pima County Public Works	130 W Congress	Tucson	AZ	85701
	Stanley	Griffis	Manager/Clerk of the Board	Pinal County	31 N Pinal St, Bldg A	Florence	AZ	85232
	Terry	Haifley	Director	Pinal County	PO Box 3110, 11MC-RB	Casa Grande	AZ	85222
	Phil	Hogue	Flood Plain Administrator	Pinal County	31 N Pinal St, Bldg F	Florence	AZ	85232
	David	Kuhl	Director	Pinal County	31 N Pinal St, Bldg F	Florence	AZ	85232
	Joe	Ortiz	District Project Engineer	Pinal County	PO Box 727	Florence	AZ	85232
	John	Rotter	Director	Pinal County	31 N Pinal St, Bldg F	Florence	AZ	85232
	Greg	Stanley	Director	Pinal County	PO Box 727	Florence	AZ	85232
	Chris	Vasquez	Sheriff	Pinal County	971 N Pinal Pkwy, Bldg C	Florence	AZ	85232

Local								
	Barry	Gerber	Chief	Avra Valley Fire Department	15790 W Silverbell Road	Marana	AZ	85653
				Central Arizona Irrigation	231 S Sunshine Blvd	Eloy	AZ	85231
				Central Arizona Irrigation & Drainage I	PO Box 605	ELOY	AZ	85231
	Albert	Gugenberger	Mayor Pro Tempore	City of Casa Grande	510 E Florence Blvd	Casa Grande	AZ	85222
	Kevin	Louis	Public Works Director	City of Casa Grande	3181 N Lear Ave	Casa Grande	AZ	85222
	Jim	Thompson	City Manager	City of Casa Grande	510 E Florence Blvd	Casa Grande	AZ	85222
	Scott	Bender	Deputy Director	City of Casa Grande	510 E Florence Blvd	Casa Grande	AZ	85222
	AJ	Blaha	Director	City of Casa Grande	510 E Florence Blvd	Casa Grande	AZ	85222
	Robert	Huddleston	Police Chief	City of Casa Grande	520 N. Marshall	Casa Grande	AZ	85222
	Timothy	Lee	Planning Comm. Chairman	City of Casa Grande	510 E. Florence Blvd.	Casa Grande	AZ	85222
	Richard	Miller	Planning Director	City of Casa Grande	510 E. Florence Blvd.	Casa Grande	AZ	85222
	Scott	Miller	Chief	City of Casa Grande	101 E 5th Street	Casa Grande	AZ	85222
	Celeste	Rodriguez	Engineering Project Manager	City of Casa Grande	510 E. Florence Blvd.	Casa Grande	AZ	85222
	Byron	Jackson	Mayor	City of Eloy	628 N Main St	Eloy	AZ	85231
	Jim	McFellin	City Manager	City of Eloy	628 N Main St	Eloy	AZ	85231
	Gayle	Medina	Director	City of Eloy	501 W 3RD PL	ELOY	AZ	85231
	John	Mitchell	City Engineer	City of Eloy	226 N Main St	Eloy	AZ	85231
	Bill	Pitman	Police Chief	City of Eloy	628 N MAIN ST	ELOY	AZ	85231
	Gilbert	Tarango	Fire Chief	City of Eloy	500 S. Sunshine Blvd.	ELOY	AZ	85231
	Jim	Zozaya	Public Works Superintendent	City of Eloy	226 N MAIN ST	ELOY	AZ	85231
	Robert	Condit	Director	Cortaro Water Users' Association	12253 W. Grier Road	Marana	AZ	85653
				Hohokam Irrigation & Drainage Distric	142 S. Arizona Blvd.	Coolidge	AZ	85228
	Michael	Reuwsaat	Town Manager	Town of Marana	11555 W Civic Center Dr	Marana	AZ	85653
	Keith	Brann	Town Engineer	Town of Marana	11555 W Civic Center Drive	Marana	AZ	85653
	Jennifer	Christelman	Environmental Manager	Town of Marana	11555 W. Civic Center Dr.	Marana	AZ	85653
	Brad	DeSpain	Utilities Director	Town of Marana	5100 W Ina Rd	Tucson	AZ	85741
	Harvey	Gill	Public Works Director	Town of Marana	3696 W Orange Grove Rd	Tucson	AZ	85741
	Kevin	Kish	Deputy Planning Director	Town of Marana	11555 W Civic Center Dr	Marana	AZ	85653
	Scott	Leska	CIP Project Manager	Town of Marana	3696 W Orange Grove Rd	Tucson	AZ	85741
	Fernando	Prol	Traffic Division Manager	Town of Marana	3696 W Orange Grove Rd	Tucson	AZ	85741
	Ron	Smith	Parks & Recreation Director	Town of Marana	13250 N Lon Adams Rd	Marana	AZ	85653
	Kevin	Thornton	Engineering Division Manager	Town of Marana	3696 W Orange Grove Rd	Tucson	AZ	85741
	Richard	Vidaurri	Police Chief	Town of Marana	11555 W Civic Center Dr	Marana	AZ	85653
	Doug	Mason	Director at Large	San Carlos Irrigation District	P.O. Box 218	Coolidge	AZ	85228
			Post Office	Rillito	11651 N. Casa Grande Dr	Rillito	AZ	85654
			Post Office	Red Rock	22187 E Camino Correo	Red Rock	AZ	85245-9997

Schools									
	Dennis	Dearden	Superintendent	Marana Unified School District	11279 W Grier Rd	Marana	AZ	85653	
	Frank	Davidson	Superintendent	Casa Grande Elementary School Distric	1460 N. Pinal Avenue	Casa Grande	AZ	85222	
	Tom	Hollenbach	School Board President	Casa Grande Elementary School Distric	1460 N. Pinal Ave	Casa Grande	AZ	85222	
	Kevin	Kelty	Administrative Services Manager	Casa Grande Elementary School Distric	1460 N. Pinal Avenue	Casa Grande	AZ	85222	
	Jack	Henness	Board President	Casa Grande Union High School Distric	1362 N. Casa Grande Ave.	Casa Grande	AZ	85222	
	Nancy	Pifer	Superintendent of Schools	Casa Grande Union High School Distric	1362 N. Casa Grande Ave.	Casa Grande	AZ	85222	
	Delia	Rodriguez	President	Eloy Elementary School District	1011 N. Sunshine Blvd.	ELOY	AZ	85231	
				Red Rock Elementary District	33656 W. Aguirre Ln.	Red Rock	AZ	85245	
Interest Groups									
	Brian	Segee		Center for Biological Diversity	P.O. Box 710	Tucson	AZ	85702-0710	
	Robin	Silver		Center for Biological Diversity	P.O. Box 39382	Phoenix	AZ	85069	
Hospitals									
	Jeff	Carnoki		Southwest Ambulance	3759 N Commerce Dr	Tucson	AZ	85705	
	John	Cole	Operations Manager	Southwest Ambulance	3759 N Commerce Dr	Tucson	AZ	85705	
	Jeanne	Crawford		Southwest Ambulance	3759 N Commerce Dr	Tucson	AZ	85705	
	Marco	Rivera		Southwest Ambulance	3759 N. Commerce Drive	Tucson	AZ	85705	
	Patrick	Sullivan	DGM/Director of Operations	Southwest Ambulance	3759 North Commerce Drive	Tucson	AZ	85705	
Private									
	Chuck	Wilcox		Trico Electric	PO Box 35970	Tucson	AZ	85743	
	Eddie	Reyes		Southwest Gas Corporation	201 W 4th St	Casa Grande	AZ	85222	
	Randy	Smith		Southwest Gas Corporation	3401 E Gas Rd	Tucson	AZ	85726	
	Martin	Shultz	Vice President	Pinnacle West Capital Corporation	400 North 5th Street	Phoenix	AZ	85004	
	Larry	Lewis	Senior Design Engineer	Qwest Communication	333 E Wetmore	Tucson	AZ	85705	
	Tony	Pro		Qwest Communication	333 E Wetmore Rd	Tucson	AZ	85705	
	Jack	Rowland		APS	50 N Brown St	Casa Grande	AZ	85222	
	James	Smith	Manager, Industry and Public Proj	Union Pacific Railroad	10031 Foothills Blvd.	Roseville	CA		



Meeting Overview and Agenda



- Project Overview
- Purpose and Need
- Action Items and Next Steps
- Open Discussion

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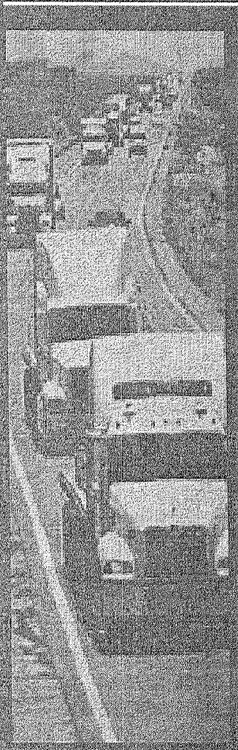
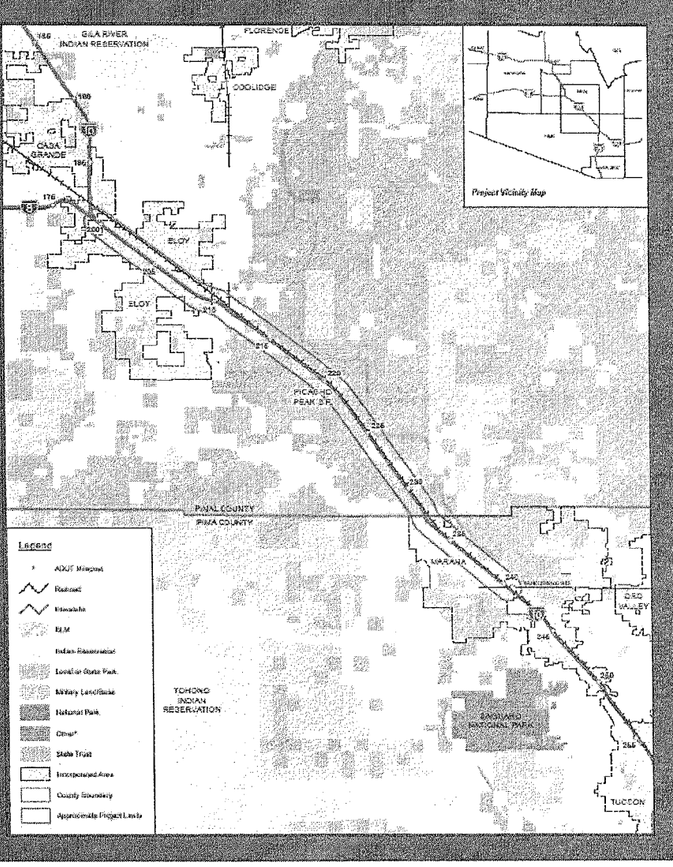
Project Overview



- Project Limits
  - I-10; I-8 to Tangerine Road



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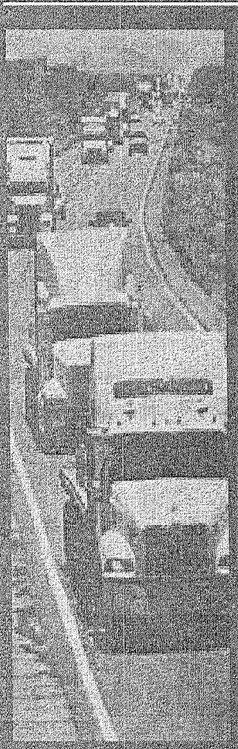
Project Overview



- Project Objectives
  - Long Range Corridor Plan
    - Mainline Widening
    - Access Management
    - Environmental Documentation
  - Interim Capacity
    - 3rd Lane from Pinal Air Park to Jct I-8
    - Developer Framework

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The NEPA Process

- NEPA, CEQ, FHWA, ADOT
- Purpose and Need
- Alternatives Development
- Environmental Analysis
- Environmental Finding

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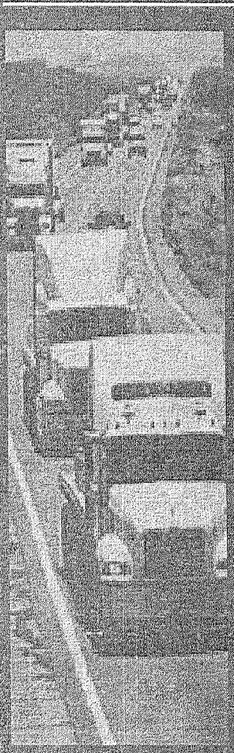
Purpose and Need



- Population growth and future development

	Year 2005	Year 2015	Year 2025
Pinal County (Bond Feasibility Study)	504,201	990,675	1.5 million
Southern Pinal County (Casa Grande, Eloy, Picacho-Red Rock, Marana subsections)	93,273	173,340	295,356
Casa Grande (SATS)	51,000	---	200,000
Eloy (General Plan)	17,190	---	55,843
Marana (Arizona DES)	29,518	62,328	88,678
Municipality Totals	*97,708*	*62,328+*	*370, 961*

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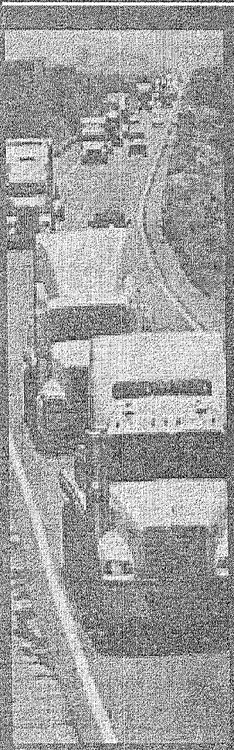
Purpose and Need



- Future Traffic Congestion
- Improved Safety
- Roadway Considerations

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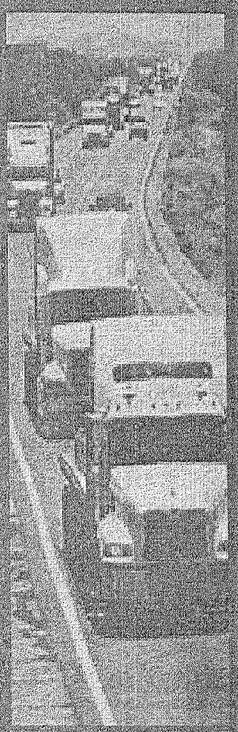
Purpose and Need



- Environmental Resources
  - Process and Products
    - Cultural Resources
    - Biological Resources
    - Hazardous Materials
  - Next Steps for Agency Coordination

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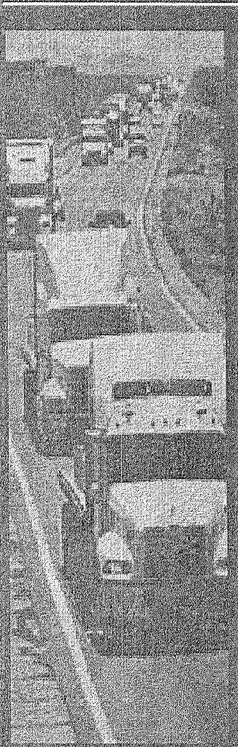
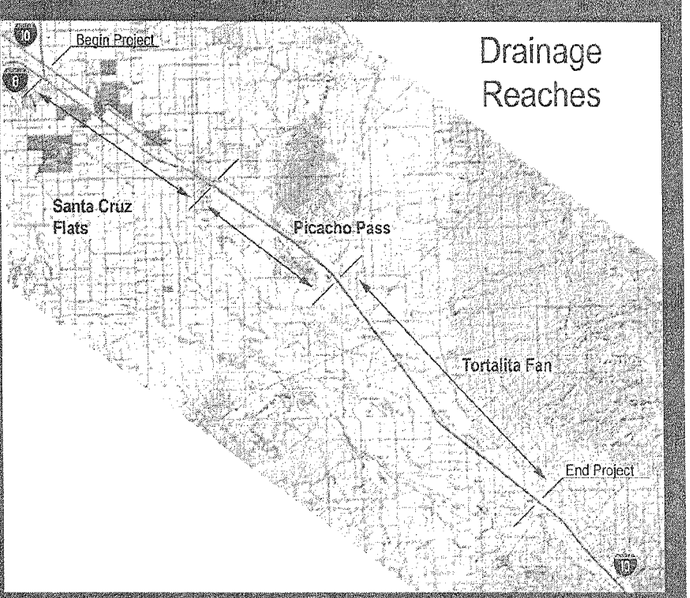
Purpose and Need



- Drainage Issues
  - Floodplain
    - FEMA mapped floodplains
  - Frontage Roads
    - Dip Sections
    - Irrigation Channels
  - Mainline Drainage Structures



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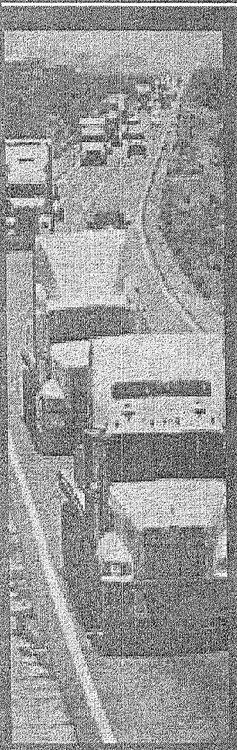
Action Items and Next Steps



- Regional Coordination
- Public Involvement
- Alternatives Analysis Process

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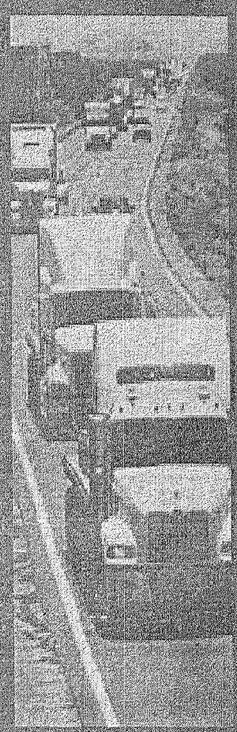

Open Discussion

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MEETING SUMMARY

I-10 CORRIDOR STUDY

Junction I-8 to Tangerine Road, Casa Grande – Tucson Highway
10 PN 199 H 6773 01 L

Agency Scoping Meeting Minutes
May 16, 2006 9:00 AM
Marana Municipal Complex – Conference Center

ATTENDEES: SEE SIGN IN LIST

The meeting started with attendee introductions and a project overview. It concluded with a question comment period. Issues discussed are described below:

Project Overview (Kammy Horne and Michael Kies, DMJM Harris):

- The project is a long range corridor plan for I-10, from and including, Junction 1-8 at milepost 199 south to Tangerine Road at milepost 240. The length of the corridor is approximately 40 miles.
- This project is being conducted under the guidelines of the National Environmental Policy Act (NEPA) as well as the Council on Environmental Quality (CEQ) implementing regulations, FHWA regulations, and ADOT guidance.
- The following communities are located within the I-10 Corridor: Casa Grande, Eloy, unincorporated areas of Pinal County, including Picacho and Red Rock, and the Town of Marana in Pima County.
- The following will be included as part of the long range plan:
  - Planning to support the need to widen I-10;
  - An access management plan; and
  - Planning considerations for the frontage road system.

Purpose and Need (Kammy Horne):

The elements that will be included in the Purpose and Need are as follows:

- Maintaining the original FHWA purpose for the interstate;
- Population growth and future development;
- Project timing with area development;
- Accommodating increase in traffic;
- Providing adequate access;
- Interactions with frontage roads; and
- Improved safety – an accident analysis was conducted early in the project; results indicated 1,870 accidents occurred over five years (approximately 370 accidents per year).

Existing Conditions (Sarah Beloshapka, EcoPlan Associates):

The existing conditions within the project corridor will be documented for the following subject areas:

- Cultural Resources: Within the project corridor, the majority of the existing ADOT right-of-way has been surveyed for cultural resources. The previous surveys will be reviewed and new and/or omitted areas will be surveyed.
- Biological Resources: A Biological Evaluation will include an analysis of threatened and endangered species (e.g. pygmy owl and possibly Tucson shovel-nose snake) and critical habitats.
- Hazardous Materials: A Hazardous Materials Site Assessment (records search and site visit) will be completed.
- Water Resources: An assessment will include the identification of floodplains and a jurisdictional delineation of waters of the U.S.
- Farmlands: Prime and unique farmland within the project corridor will be identified; coordination with the Natural Resources Conservation Service will proceed as appropriate.
- Environmental Justice: Minority and low income populations located within the project corridor will be identified.

Public Involvement (Rene Tanner, Gordley Design Group, Inc.):

- A website for the project is being created.
- First public meeting dates:
  - September 12, 2006 – Town of Marana
  - September 13, 2006 – Casa Grande
  - September 14, 2006 – Eloy

ISSUES

The topics provided below are topics that attendees either requested to be included in this study or that may be potential issues for the project:

Drainage Issues (Craig Allison, EEC):

- Floodplains – water from Picacho Peak and the Tortolita Fan drains to I-10.
- Drainage crossings – there are many dip sections and 150 mainline crossings.
- During a 100 year flood event, McClellan Wash flows over top of freeway. This is an existing condition from the 1960s, which may or may not be an issue now because of the completion of the CAP canal.
- Drainage data collection will need to be coordinated with FEMA and/or Army Corps.

Project Response Actions: Existing drainage conditions will be mapped to include the existing floodplains along the project corridor. The Environmental Chapter of the Alternatives Selection Report will include a summary and map of existing drainage conditions to be considered in alternative design and development.

Railroad (Mike Delleo, ADOT):

- Union Pacific Railroad (UPRR) will be adding an additional track; they are currently at capacity. UPRR will be at capacity with the future additional track.
- The I-10 Corridor Study will not preclude potential future commuter rail.
- If new overcrossings are proposed over the railroad, a construction management plan will have to be submitted to UPRR for approval at least 18 to 24 months prior to construction. It will have to include access to their corridor.
- The design of I-10 will have to include access to the railroad corridor; the railroad could maintain access with one-way frontage roads if recommended by the study.

Project Response Actions: ADOT will continue to coordinate with UPRR at regular monthly meetings as necessary for the I-10 project. A list of questions regarding this project has been submitted to UPRR by Mike Delleo; however responses have not been received to date.

Frontage Roads Issues (Open group discussion):

- The footprint and future capacity for utilities should be considered in the project.
- In Eloy, five wastewater treatments plants are planned; crossings will be needed under the freeway.
- Picacho Peak State Park uses the frontage roads during the peak tourist season when traffic is highest; back-ups occur as vehicles wait to pass through the fee payment gate.
- Regarding emergency access, two-way frontage roads are preferred for accidents; emergency response personnel will use them to access the disabled vehicles and to reroute traffic.
- The Arizona State Land Department is completing a Master Planning effort for a portion of their holdings along I-10 that could include up to 80,000 dwelling units; two-way frontage roads are preferred for diverting traffic to these new neighborhoods. Coordination with local communities will be required to evaluate local access.
- For Marana, the continuation of one-way frontage roads is a logical progression from the Tucson Metro Area.
- Bicyclists in Pinal County currently use the Frontage Roads.

Project Response Actions: Frontage roads are a key issue to be discussed early in project technical meetings and throughout the project with all project stakeholders. The public will also have an opportunity to comment on their concerns regarding the frontage roads during the public involvement meetings scheduled for September 2006.

Right-of-ways:

- Need to be aware of all possible issues during the planning process to adequately plan for sufficient right-of-way.
- Providing for existing and proposed utilities should be included in right-of-way considerations.

Project Response Actions: The project GIS database is currently being populated with current and planned land development, land ownership, drainage and topographic features, utilities, and other potential constraints that would impact right-of-way acquisition. This information will be included in the Alternatives Selection Report and will be a primary factor in developing project alternatives.

Interchange Issues:

- During the study, the team will need to look at all crossings and the potential effects on utilities and future development.
- At the Red Rock Interchange, a planned six-lane expressway from SR-79 to I-10 and the subsequent development will need to be considered. In addition, Park Link Drive will be realigned to the north and a new interchange will be created.
- FHWA approves all new connections to local arterials from the interstate system. They have placed all recent requests on hold until the long term plan has been completed. They do not want a lone interchange serving one development, which would cause residents to use the interstate for small trips. That is not the purpose of the interstate.
- Consider the spacing between the interchanges for future potential freeway connections; want to avoid potential operational issues.
- The Town of Marana has a Major Routes Plan that includes a connection from Tangerine Road to Marana Road and a new interchange at Moore Road that will connect to Tangerine Road.

Project Response Actions: The project team is currently working with Pinal County, Marana, Eloy, Casa Grande, and other stakeholders to identify important issues to be considered regarding both new and potential reconstruction of existing interchanges in the project corridor.

State Trust Lands (Ron Ruzika, Arizona State Land Department):

- Several projects, which would include approximately 80,000 new homes, are being planned in the following state lands corridors: Picacho Peak to South Park (east of CAP) and I-10 to Oracle Junction.
- Implications of predicted 80,000 homes:
  - Spacing between new and existing interchanges
  - Congestion
  - Access
  - Emergency response
- The Urban Master Plan will be completed in two years.
- Coordination with the State Trust Lands consultants – Jack Neubeck or Linda Morales – is necessary during the course of the project.

Project Response Actions: The Arizona State Land Department is a key project stakeholder. The project team will be conducting follow-up interviews with the Arizona State Land Department and other stakeholders to discuss the project in further detail and to include their input on future development in the project corridor.

Median Issues:

- There are existing utilities that run between the control of access line and the frontage roads.
- Emergency response – need to include in the design of median crossovers for emergency vehicles; close spacing (approximately 1/4 mile) is important. Considerations for each alternative is based on Arizona Department of Public Safety (**Sgt. Dave Nilson**) observations:
    - Barrier– difficult to cross the median; could decrease fatal accidents.
    - Open Median– larger right of way requirements for I-10; ideal for patrol cars; could contribute to fatal accidents with drivers making u-turns and accelerating into high speed traffic.
- The highway was originally conceived as a rural highway with an open median. If a barrier were to be constructed in the median, will be getting away from the rural character.
- Could potentially add signage in the medians that warn drivers of the dangers when crossing a median.

Project Response Actions: The project team will continue to coordinate with the Arizona Department of Public Safety and other stakeholders through meetings and individual interviews to discuss issues regarding medians. In addition, the project team will develop design alternatives that explore various options for median treatment.

Alternate Mode Considerations:

- Bicyclists in Pinal County currently use the Frontage Roads.
- Pedestrian access may be an issue in Eloy and Picacho Peak in the future.
- Park-n-Ride lots should be a consideration.

Project Response Actions: Alternate modes of travel will be considered as a part of the Purpose and Need for the project as well as in the development of alternatives. In addition, the public will be provided an opportunity to comment on alternate mode considerations in the public meetings scheduled for September 2006.

Rest Areas:

- Will the study consider rest areas?
- A rest area was once proposed by ADOT at the County line but was abandoned.

Project Response Actions: None.

Potential Environmental Issues:

- Potential community impacts in the unincorporated areas around Picacho.
- The accommodation of wildlife connectivity
- Tucson shovel-nose snake may be listed on the USFWS list of Threatened and Endangered Species.

- The cactus ferriginuous pygmy-owl may be delisted.

Project Response Actions: This project is being conducted under the guidelines of the NEPA as well as FHWA regulations and ADOT guidance. All federal and state regulations will be considered in accordance with NEPA and environmental data will be documented in both the environmental chapter of the Alternatives Selection Report as well as the Environmental Assessment. Community impacts will be a part of the analysis as well as surveys for all

Closing:

Melissa Maiefski, ADOT, stated that consideration will be given to potential wildlife crossings in the project corridor. She noted that although the U.S. Fish and Wildlife Service was not represented, their project concerns would be considered.

Ken Davis stated FHWA's support of the project as it is a nationally significant (CANAMEX) corridor and a vitally important project.

Sign In List

Agency Scoping Meeting, May 16th, 2006

Design Concept Report and Environmental Studies
I-10; I-8 to Tangerine Road, Casa Grande - Tucson Highway

Name	Company/Organization	Phone Number	E-Mail Address	Check-in
Aglan, Mona	ADOT Traffic	602-712-7611	maglan@azdot.gov	
Allison, Craig	EEC	520-321-4625	callison@eectuc.com	CA
Beimer, Jeff	ADOT	602-712-8609	jbeimer@azdot.gov	
Beloshapka, Sarah	EcoPlan	480-733-6666 x101	sbeloshapka@ecoplanaz.com	SB
Brann, Keith	Town of Marana	520-382-2629	kbrann@marana.com	KEB
Campbell, Cherie	PAG	520-792-1093 x518	ccampbell@pagnet.org	
Cañizo, Susanna	Gordley Design Group	520-327-6077	susanna@gordleydesign.com	SC
Christelman, Jennife	Town of Marana	520-382-2600	jchristelman@marana.com	JC
Cooney, Tom	Pima Association of Governments	520-792-1093	tcooney@pagnet.org	TAC
Crowe, Jonathan	PCDOT	520-740-6383	jonathan.crowe@pima.dot.gov	JC
Davis, Ken	Federal Highway Administration	602-379-3645 ext.120	ken.davis@fhwa.dot.gov	KHD
Deitering, Tom	Federal Highway Administration	602-379-3645 x114	thomas.deitering@fhwa.dot.gov	TPD
Delleo, Mike	ADOT	602-712-8648	mdelleo@azdot.gov	MD
Gentsch, Greg	ADOT	520-620-5411	ggentsch.azdot.gov	
Gorman, Don	ADOT	602-712-6799	dgorman@azdot.gov	DWG
Granillo, Danny	ADOT	520-620-5422	dgranillo@azdot.gov	DG
Grier, Christy	DMJM Harris	602-337-2777	christina.grier@dmjmharris.com	CG
Hanson, Doug	Pinal County	520-866-6407	doug.hanson@co.pinal.az.us	
Haque, Shajed	ADOT	602-712-6244	shaque@azdot.gov	
Helms, W.D.	ASLD	520-209-4250	dhelms@land.az.gov	DH
Horne, Kammy	DMJM Harris	602-337-2777	kammy.horne@dmjmharris.com	
Kershner, Matt	DMJM Harris	520-299-8700	matthew.kershner@dmjmharris.com	
Kies, Mike	DMJM Harris	602-337-2777	michael.kies@dmjmharris.com	
Kish, Kevin	Town of Marana	520-382-2600	kkish@marana.com	
Leister, Bill	CAAG	800-782-1445	bleister@caagcentral.org	BL
Litin, Curtis	ADOT Traffic	602-712-8687	clitin@azdot.gov	
Maiefski, Melissa	ADOT EEG	520-321-4625	mmaiefski@azdot.gov	MM
Mazur, George	Cambridge Systematics	530-750-1166	gmazur@camsys.com	GDM
Mitchell, John	City of Eloy	520-466-3082	jmitchell@ci.eloy.az.us	JM
Morais, Julio	EEC	520-321-4625	jmorais@eectuc.com	JM
Nilson, Sgt. Dave	DPS	520-560-1808	dnilson@azdps.gov	DSN
Olivares, Ana	ADOT	520-620-5412	aolivares@azdot.gov	AMO
Ortiz, Joe R.	Pinal County Public Works	520-866-6413	joe.ortiz@co.pinal.az.us	JO

Sign In List

Agency Scoping Meeting, May 16th, 2006

Design Concept Report and Environmental Studies
I-10; I-8 to Tangerine Road, Casa Grande - Tucson Highway

Name	Company/Organization	Phone Number	E-Mail Address	Check-in
Parker, Laurel	ADOT	520-620-5430	lparker@azdot.gov	LP
Pfeiffer, Jackie	DMJM Harris	602-337-2777	jaclyn.pfeiffer@dmjmharris.com	JP
Prol, Fernando	Town of Marana	520-382-2600	fprol@marana.com	
Richardson, Scott	U.S. Fish and Wildlife Service	520-670-6144	scott.richardson@fws.gov	
Rodriguez, Celeste	City of Casa Grande	520-421-8625	crodriguez@ci.casa-grande.az.us	CR
Ruziska, Ron	ASLD	520-209-4250	rruziska@land.az.gov	RR
Sanchez, Manuel E.	Federal Highway Administration	602-379-3645 ext 115	manuel.sanchez@fhwa.dot.gov	MS
Schlesinger, Bill	DMJM Harris	520-299-8700	william.schlesinger@dmjmharris.com	WDS
Smith, Andy	Pinal County	520-866-6934	andrew.smith@co.pinal.az.us	
Stewart, Sally	ADOT	602-712-7003	sstewart@azdot.gov	SS
Sykes, Debra	ADOT	520-904-3568	dsykes@azdot.gov	DS
Tanner, René	Gordley Design	520-327-6077	rene@gordleydesign.com	RG
Thorne, Steve	Structural Grace	520-320-0156	sthorne@structuralgrace.com	ST
Thornton, Kevin	Town of Marana	520-382-2600	kthornton@marana.com	KT
Van Echo, Jay	DMJM Harris	520-299-8700	jay.vanecho@dmjmharris.com	JVE
Vana, Bruce	ADOT	602-712-8687	bvana@azdot.gov	
Warner, Hank	DMJM Harris	520-299-8700	hank.warner@dmjmharris.com	JHW
Yang, Pe-Shen	ADOT Bridge Group	602-712-8606	pyang@azdot.gov	
Young, Rob	Picacho State Park	520-466-3183	ryoung@pr.state.az.us	RY

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DATE: June 9, 2006

TO:

Ana Olivares, ADOT - Construction, MD T100
Bill Lyons, ADOT - Roadway, MD 615E
Bruce Vana, ADOT - Utilities and Railroad, MD 618E
Curt Litin, ADOT - Traffic Design, MD 063R
Dan Williams, ADOT - Tucson District Maintenance, MD T100
Danny Granillo, ADOT - Tucson District Development, MD T100
Debra Sykes, ADOT - Utility and Railroad, MD T100
Don Gorman, ADOT - Predesign, MD 605E
Greg Gentsch, ADOT - Tucson District, MD T100
Jeff Beimer, ADOT - Drainage, MD 634E
John Lawson, ADOT - Geotechnical, MD 068R
Laurel Parker, ADOT - SPMG, MD T100
LeRoy Brady, ADOT - Roadside Development, MD 617E
Melissa Maiefski, ADOT - Environmental Planning Group, MD T100
Mike Delleo, ADOT - Utilities and Railroad, MD 618E
Mona Aglan, ADOT - Traffic, MD 063R
Paul Burch, ADOT - Pavement Design, MD 068R
Pe-Shen Yang, ADOT - Bridge Group, MD 613E
Reza Karimvand, ADOT - Baja Regional Traffic, MD T120
Robert Miller, ADOT - Assistant State Engineer, MD 614E
Sally Stewart, ADOT - Communications and Community Partnerships, MD 118A
Shajed Haque, ADOT - Roadway Drainage Group, MD 634E
Ken Davis, FHWA, MD 005R
Manuel E. Sanchez, FHWA, MD 005R
Steve Thomas, FHWA, MD 005R
Tom Deitering, FHWA, MD 005R
Scott Richardson, U.S. Fish and Wildlife Service, 201 North Bonita Ave., Suite 141, Tucson, AZ 85745
Sherry Barrett, U.S. Fish and Wildlife Service, 201 North Bonita Ave., Suite 141, Tucson, AZ 85745
Steve Spangle, U.S. Fish and Wildlife Service, 2321 W. Royal Palm Road, Suite 103, Phoenix, AZ 85021
Ron Ruziska, Arizona State Land Department, 177 N Church Ave., Suite 1100, Tucson, AZ 85701
W.D. Helms, Arizona State Land Department, 177 N Church Ave., Suite 1100, Tucson, AZ 85701
Kenneth E. Travous, Arizona State Parks, 1300 W. Washington, Phoenix, AZ 85007
Rob Young, Picacho State Park, P.O. Box 275, Picacho, AZ 85241
Lieutenant Del Blunk, Arizona Department of Public Safety, 6401 S. Tucson Blvd., Tucson, AZ 85706
Roger Vanderpool, Arizona Department of Public Safety, P.O. Box 6638, Phoenix, AZ 85005
Sgt. Dave Nilson, Arizona Department of Public Safety, 410 W. Centennial, Casa Grande, AZ 85222
Andy Smith, Pinal County , P.O. Box 727, Florence, AZ 85232
Doug Hansen, Pinal County, P.O. Box 727, Florence, AZ 85232
Greg Stanley, Pinal County, P.O. Box 727, Florence, AZ 85232
Joe R. Ortiz, Pinal County, P.O. Box 727, Florence, AZ 85232
Fernando Prol, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Harvey Gill, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Jennifer Christelman, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Jim DeGrood, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Keith Brann, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Kevin M. Kish, AICP, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Kevin Thornton, Town of Marana, 11555 W. Civic Center Dr., Marana, AZ 85653
Bill Leister, Central Arizona Association of Govt., 271 Main St., Superior, AZ 85273
A.J. Blaha, City of Casa Grande, 510 E. Florence Blvd., Casa Grande, AZ 85222
Celeste Rodriguez, City of Casa Grande, 510 E. Florence Blvd., Casa Grande, AZ 85222
Scott Bender, City of Casa Grande, 510 E. Florence Blvd., Casa Grande, AZ 85222
Jim Zozaya, City of Eloy, 226 North Main St., Eloy, AZ 85231
John Mitchell, City of Eloy, 801 North Main St., Eloy, AZ 85231
Cherie Campbell, Pima Association of Governments, 177 N Church Ave., Suite 405, Tucson, AZ 85701
Lee Comrie, Pima Association of Governments, 177 N Church Ave., Suite 405, Tucson, AZ 85701
Tom Cooney, Pima Association of Governments, 177 N Church Ave., Suite 405 Tucson, AZ 85701
Jonathan Crowe, Pima County DOT, 201 N. Stone Ave, Tucson, AZ 85701
James Smith, Union Pacific Railroad, 10031 Foothills Blvd., Roseville, CA 95747

FROM: Michael Kies, P.E.
DMJM Harris

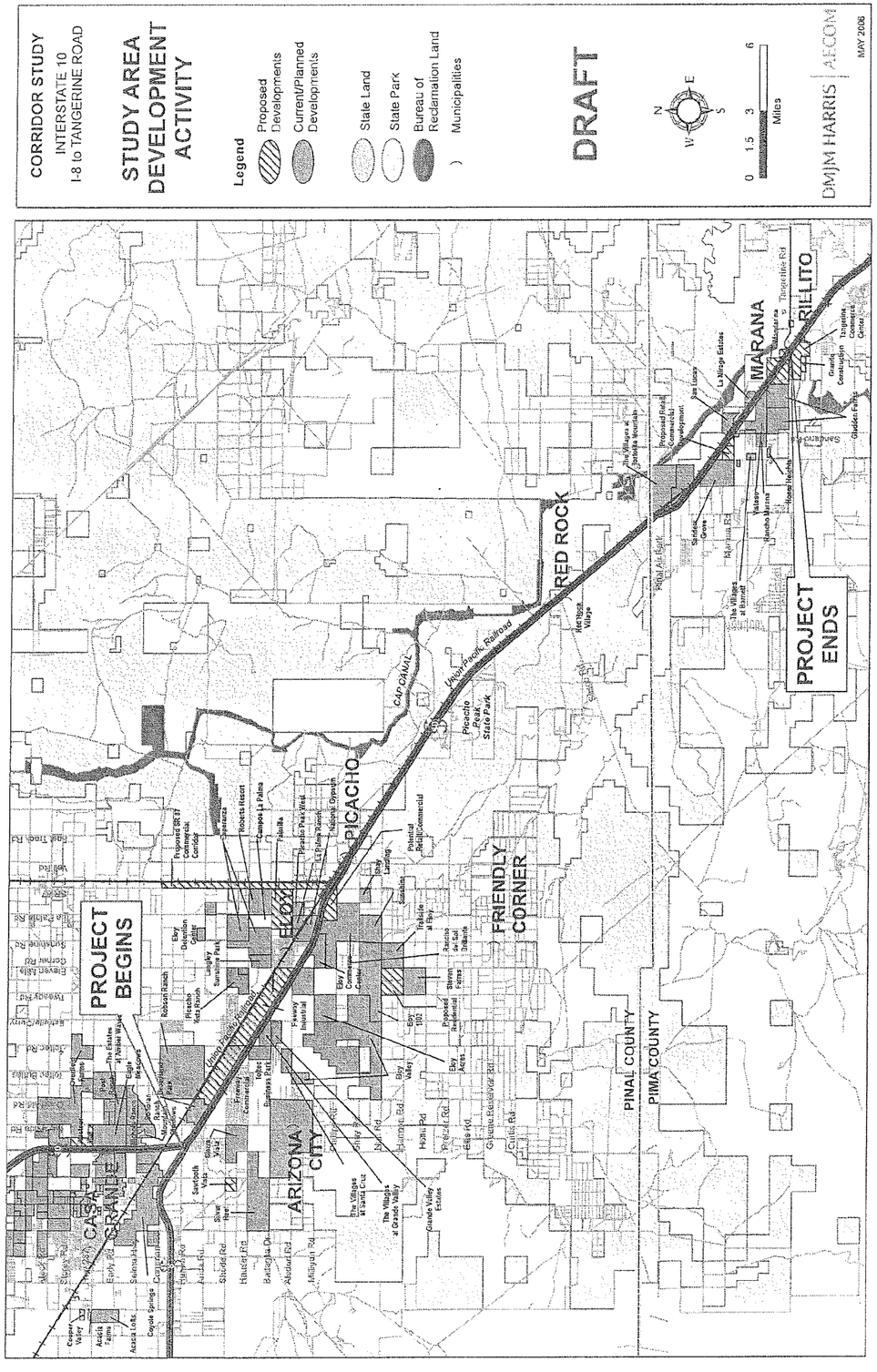
THRU: ADOT Predesign – Don Gorman, R.L.S., P.E.

RE: Agency Scoping Meeting Minutes

Project Name: I-10 Corridor Study; Junction I-8 to Tangerine Road, Casa Grande – Tucson Highway

TRACS No.: 10 PN 199 H 6773 01 L

Please find the attached meeting minutes and development activity map from the May 16th Agency Scoping.



ADOT

Janet Napolitano
Governor

Victor M. Mendez
Director

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Sam Elters
State Engineer

August 23, 2006

Dear Government Official:

The Arizona Department of Transportation (ADOT) is preparing a corridor study of Interstate 10 (I-10), from its junction with Interstate 8 (I-8) at milepost 199 in Casa Grande, to milepost 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

To successfully plan for the long-term future of I-10, ADOT and the project team require public input. ADOT will hold the first round of public meetings on the following dates:

Tuesday, Sept. 12, 2006
Marana Municipal Complex
2nd Floor Conference Room
11555 W. Civic Center Drive
Marana, AZ

Thursday, Sept. 14, 2006
Troy Thomas Center
501 W. 3rd Place
Eloy, AZ

Tuesday, Sept. 19, 2006
City of Casa Grande
Council Chambers
510 E. Florence Boulevard
Casa Grande, AZ

At each meeting, a presentation followed by a question-and-answer session will start 30 minutes after the meeting begins. Representatives from ADOT and the study team will be present to answer questions and address concerns about the study. Maps and displays will be available for viewing before and after the presentation. The public will be encouraged to fill out and submit comment forms.

The meetings will be advertised through newsletters mailed to residents, property owners, business owners and other interested parties in the study area, in addition to newspaper advertisements in local newspapers and a news release sent to area media. Information about the project and meetings will be posted on the project Web site at www.i10tucsondistrict.com.

We would like to invite you to participate in the public meeting process. ADOT is committed to working with the public and governmental representatives to develop the long-term plan for I-10.

Sincerely,

Don Gorman
ADOT Predesign Project Manager
(602) 712-6799

Sincerely,

Laurel Parker
ADOT Design Project Manager
(520) 388-4260

Arizona Governor's Award for Quality
2001 Award Recipient

Appendix 2 - Public Scoping Meeting Materials

Interstate 10 Corridor Study

Jct. I-8 to Tangerine Road
Public Meetings

Summer 2006

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

The Arizona Department of Transportation (ADOT) is preparing a corridor study of Interstate 10 (I-10), from its junction with Interstate 8 (I-8) at milepost 199 in Casa Grande to milepost 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030. ADOT will coordinate with stakeholders to determine how the proposed I-10 improvements will be implemented in conjunction with other related projects along the I-10 corridor.

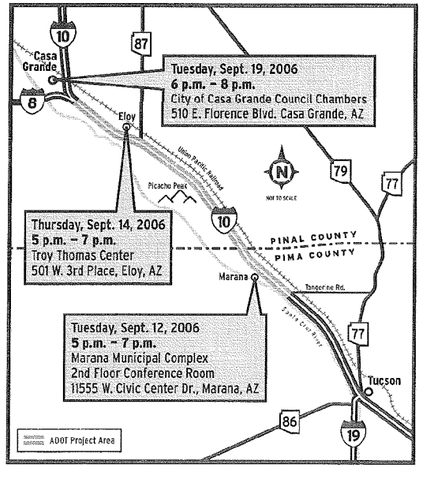
El Departamento de Transporte de Arizona está estudiando mejoras a la Interestatal 10, entre la Interestatal 8 y Tangerine Road. Para información, favor de comunicarse con Paki Rico al (520) 327-6077.

What the study will evaluate:

- Highway deficiencies
- Freight mobility
- Frontage roads
- Traffic interchanges
- Drainage features
- Environmental issues

Project study schedule:

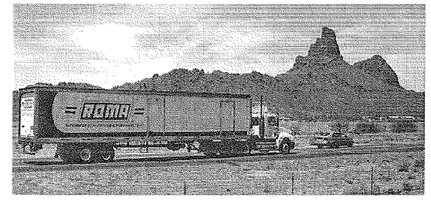
- Began in spring of 2006
- Complete in spring of 2008
- The study will produce an Access Management Plan and Design Concept Report
- The study will follow the National Environmental Policy Act process to evaluate alternatives for improvements and document potential impacts to the social, natural and cultural environment



Did you know?

Along this segment of I-10...

- Current average daily traffic is 42,000 vehicles
- Commercial truck traffic constitutes 38% of average daily traffic
- Truck stops in the corridor can accommodate over 1,000 trucks a day
- The current population of Pinal County is 246,660, and by 2030, the Pinal County population is projected to be 1.9 million



You're invited!

The public is invited to attend any one of three public meetings for the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road. At each meeting, a presentation will be given 30 minutes after the start of the meeting, followed by a question-and-answer session. Representatives from ADOT and the study team will be present to answer questions and address concerns about the study, and maps and displays will be available for viewing.

For more information about the public meetings, please contact Angie Lyons of Gordley Design Group at (520) 327-6077. Please submit written comments by faxing them to (520) 327-4687, e-mailing them to angie@gordleydesign.com or mailing them to Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ 85716. Written comments should be submitted by Oct. 23, 2006.

Americans with Disabilities Act (ADA): Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Angie Lyons at angie@gordleydesign.com or (520) 327-6077. Requests should be made as soon as possible to allow time to arrange the accommodations.

c/o Gordley Design Group, Inc.
2540 N. Tucson Blvd.
Tucson, AZ 85716

We need your input!

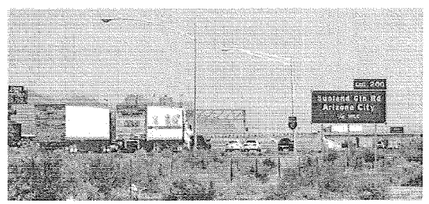
Mark your calendar!

Marana	Eloy	Casa Grande
Tuesday Sept. 12, 2006	**Thursday Sept. 14, 2006**	**Tuesday Sept. 19, 2006**
5 p.m. - 7 p.m., with a presentation at 5:30 p.m.	**5 p.m. - 7 p.m., with a presentation at 5:30 p.m.**	**6 p.m. - 8 p.m., with a presentation at 6:30 p.m.**
Marana Municipal Complex 2nd Floor Conference Room 11555 W. Civic Center Dr. Marana, AZ 85653	Troy Thomas Center 501 W. 3rd Place Eloy, AZ 85231	City of Casa Grande Council Chambers 510 E. Florence Blvd. Casa Grande, AZ 85222

For directions and maps to the meeting facilities, please visit the project Web site at: www.i10tucsondistrict.com

Your input is valuable!

To successfully plan for the long-term future of I-10, ADOT and the project team require public input. Through a series of public meetings, the public involvement effort for this corridor study will focus on gathering your input on key issues during the early stages of the project. In 2007, ADOT will hold another round of public meetings to provide information back to you about the study findings. This outreach effort involves the public in the planning effort and builds community support for the study process and recommendations.



Ways to get involved:

- Attend one of three public meetings being held on Sept. 12, 14, and 19, 2006, in the study area
- Fill out and submit a comment form at a public meeting
- Visit the project Web site at: www.i10tucsondistrict.com
- Contact the project team via phone or e-mail:
  - Don Gorman, ADOT Predesign Project Manager, (602) 712-6799, dgorman@azdot.gov
  - Laurel Parker, ADOT Design Project Manager, (520) 388-4260, lparker@azdot.gov
  - Mike Kies, DMJM Harris Project Manager, (602) 337-2595, michael.kies@dmjmharris.com
  - Angie Lyons, Gordley Design Group, (520) 327-6077, angie@gordleydesign.com

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

ARIZONA DEPARTMENT OF TRANSPORTATION

Tucson District
1221 S. 2nd Avenue
Tucson, AZ 85713

Don Gorman
ADOT Predesign
Project Manager
(602) 712-6799

Laurel Parker
ADOT Design
Project Manager
(520) 388-4260

Angie Lyons
Jan Gordley
Community Relations
(520) 327-6077
angie@gordleydesign.com
jan@gordleydesign.com

NEWS RELEASE

Date: Aug. 28, 2006
Media Contact: Teresa Welborn, ADOT Communication and Community Partnerships, (520) 388-4257

Public Meetings for Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

The Arizona Department of Transportation (ADOT) will hold three public meetings in September to provide information and gather input on the Interstate 10 (I-10) Corridor Study. ADOT is studying long-term improvements for I-10 between Interstate 8 (I-8) at milepost 199 in Casa Grande and Tangerine Road at milepost 240 in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

The public meetings will be held on the following dates:

Tuesday, Sept. 12, 2006
5 – 7 p.m.
Presentation at 5:30 p.m.
Marana Municipal Complex
2nd Floor Conference Room
11555 W. Civic Center Drive
Marana, AZ

Thursday, Sept. 14, 2006
5 – 7 p.m.
Presentation at 5:30 p.m.
Troy Thomas Center
501 W. 3rd Place
Eloy, AZ

Tuesday, Sept. 19, 2006
6 – 8 p.m.
Presentation at 6:30 p.m.
City of Casa Grande
Council Chambers
510 E. Florence Blvd.
Casa Grande, AZ

At each meeting, a presentation followed by a question-and-answer session will start 30 minutes after the meeting begins. Representatives from ADOT and the study team will be available to answer questions and address concerns about the study. Maps and project information will be on display.

For more information about the meeting arrangements, please contact Angie Lyons, Gordley Design Group, at (520) 327-6077. Please visit the project Web site at: www.i10tucsondistrict.com.

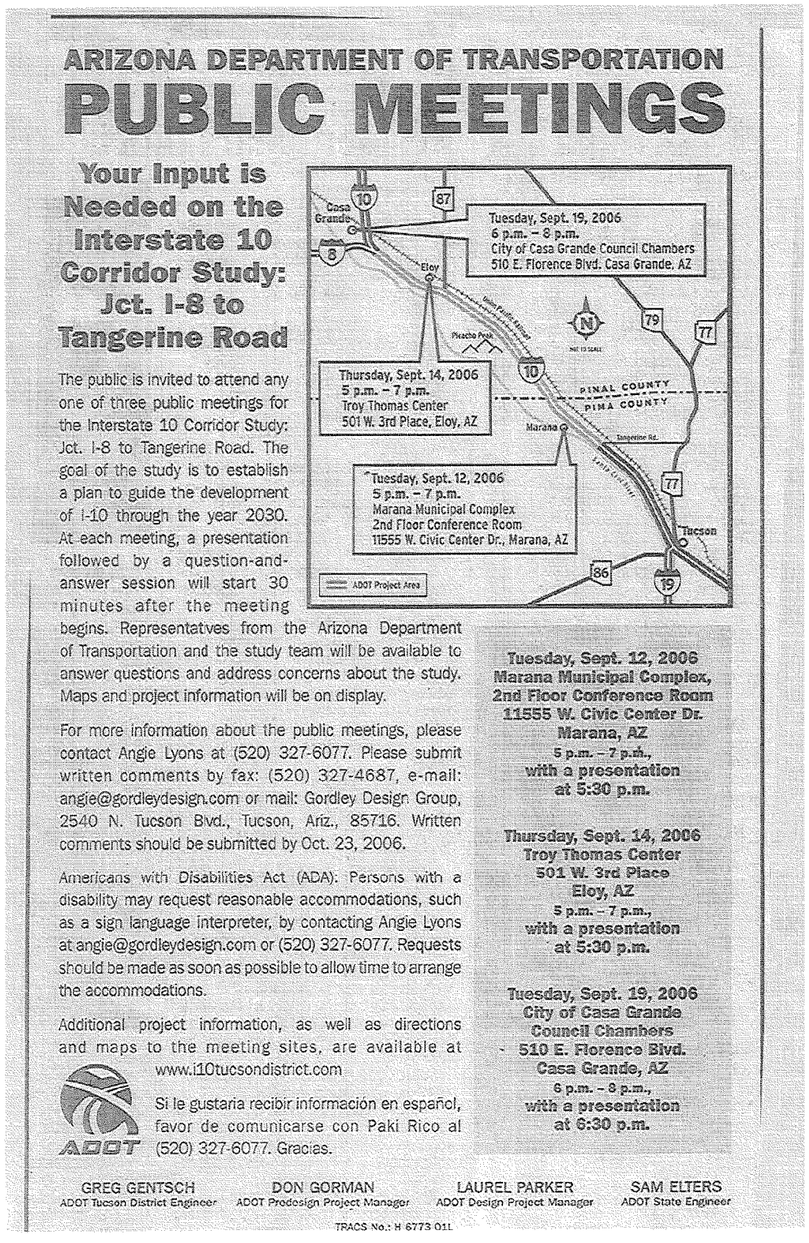
###

[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

August 29, 2006

Arizona Daily Star, Section E2



ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

Your Input is Needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

The public is invited to attend any one of three public meetings for the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030. At each meeting, a presentation followed by a question-and-answer session will start 30 minutes after the meeting begins. Representatives from the Arizona Department of Transportation and the study team will be available to answer questions and address concerns about the study. Maps and project information will be on display.

For more information about the public meetings, please contact Angie Lyons at (520) 327-6077. Please submit written comments by fax: (520) 327-4687, e-mail: angie@gordleydesign.com or mail: Gordley Design Group, 2540 N. Tucson Blvd., Tucson, Ariz., 85716. Written comments should be submitted by Oct. 23, 2006.

Americans with Disabilities Act (ADA): Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Angie Lyons at angie@gordleydesign.com or (520) 327-6077. Requests should be made as soon as possible to allow time to arrange the accommodations.

Additional project information, as well as directions and maps to the meeting sites, are available at www.i10tucsondistrict.com

Si le gustaria recibir información en español, favor de comunicarse con Paki Rico al (520) 327-6077. Gracias.

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at 6:30 p.m.

GREG GENTSCH, ADOT Tucson District Engineer
DON GORMAN, ADOT Predesign Project Manager
LAUREL PARKER, ADOT Design Project Manager
SAM ELTERS, ADOT State Engineer

TRACS No.: H 6773 01L

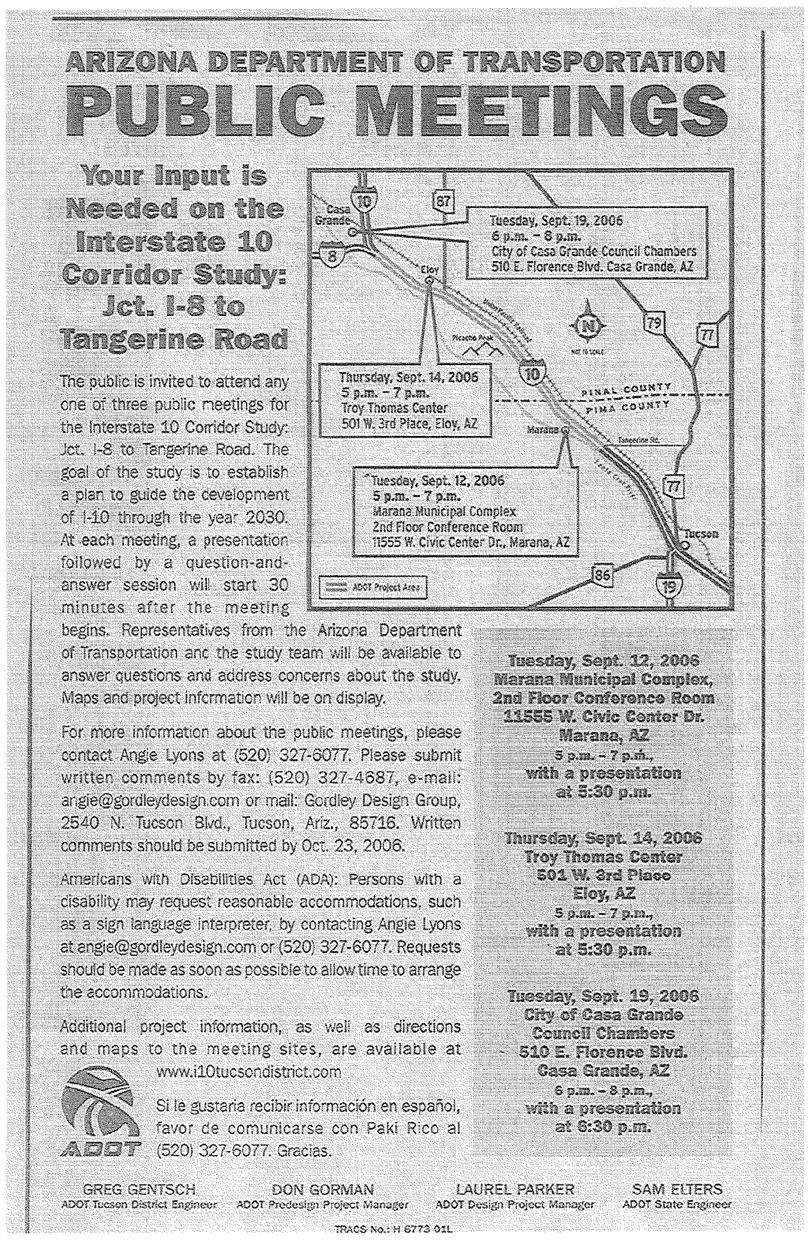
2540 North Tucson Blvd.
Tucson, AZ 85716
520-327-6077
fax 327-4687
gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

August 29, 2006

Tucson Citizen, Section 2B



ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

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gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

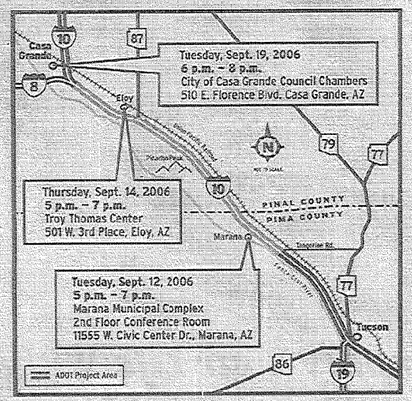
August 30, 2006

Explorer, Page 22A

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

Your Input is Needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



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ADOT

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gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

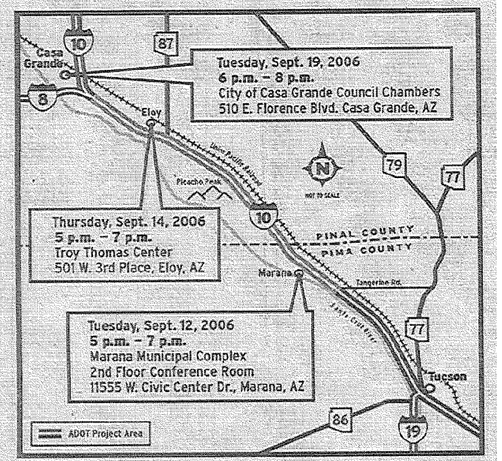
August 30 & 31, 2006

Casa Grande Tri-Valley Dispatch, Section 13A

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

Your Input is Needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



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[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

September 06 & 07, 2006

Tri-Valley Dispatch, page 11A

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

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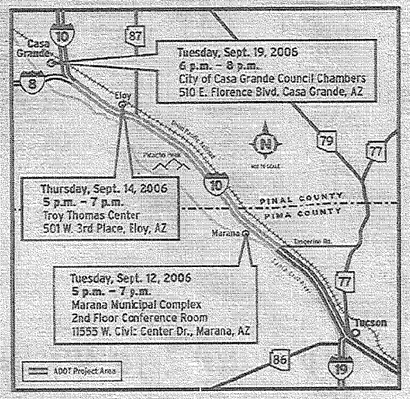

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with a presentation
at 6:30 p.m.

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Si le gustaria recibir información en español, favor de comunicarse con Paki Rico al (520) 327-6077. Gracias.

ADOT

GREG GENTSCH, ADOT Tucson District Engineer
DON GORMAN, ADOT Predesign Project Manager
LAUREL PARKER, ADOT Design Project Manager
SAM ELTERS, ADOT State Engineer

TRACS No.: H 6773 01L

2540 North Tucson Blvd.
Tucson, AZ 85716
520-327-6077
fax 327-4687
gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I-10:I-8 to Tangerine

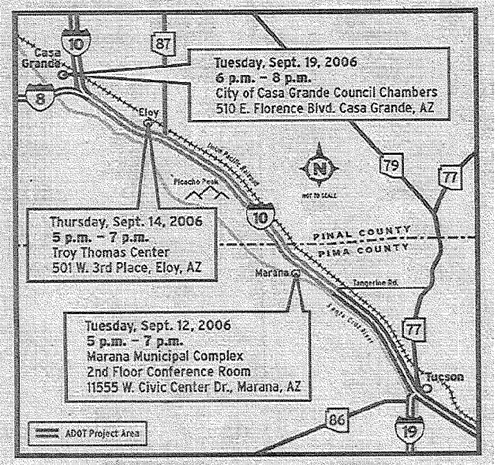
August 30, 2006

Arizona City Independent, Page 3

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

Your Input is Needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



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For more information about the public meetings, please contact Angie Lyons at (520) 327-6077. Please submit written comments by fax: (520) 327-4687, e-mail: angie@gordleydesign.com or mail: Gordley Design Group, 2540 N. Tucson Blvd., Tucson, Ariz., 85716. Written comments should be submitted by Oct. 23, 2006.

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Tuesday, Sept. 12, 2006
Marana Municipal Complex,
2nd Floor Conference Room
11555 W. Civic Center Dr.
Marana, AZ
5 p.m. – 7 p.m.,
with a presentation
at 5:30 p.m.

Thursday, Sept. 14, 2006
Troy Thomas Center
501 W. 3rd Place
Eloy, AZ
5 p.m. – 7 p.m.,
with a presentation
at 5:30 p.m.

Tuesday, Sept. 19, 2006
City of Casa Grande
Council Chambers
510 E. Florence Blvd.
Casa Grande, AZ
6 p.m. – 8 p.m.,
with a presentation
at 6:30 p.m.

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DMJM Harris, I-10:I-8 to Tangerine

September 06, 2006

Arizona City Independent, Page 3

ARIZONA DEPARTMENT OF TRANSPORTATION

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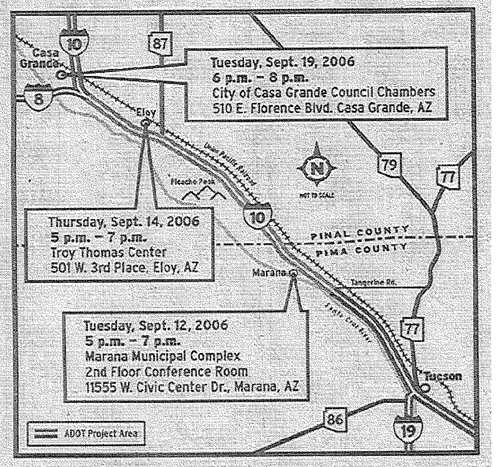

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DMJM Harris, I-10:I-8 to Tangerine

August 18, 2006

Gila River Indian News, page 6

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

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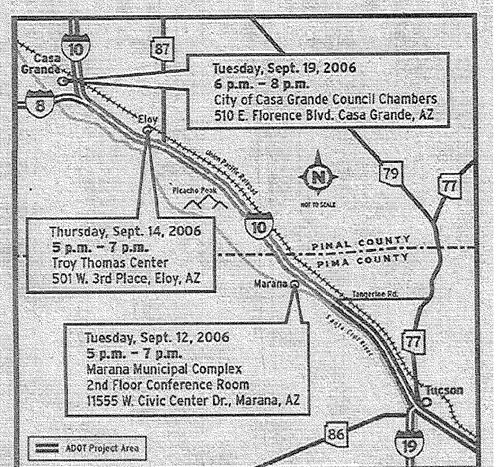

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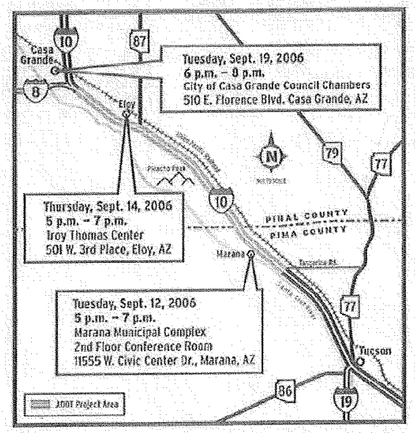

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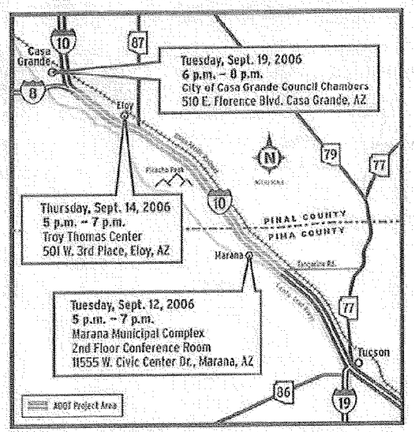

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Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Sam Elters
State Engineer

November 3, 2006

Re: TRACS No. 010 PN 199 H6773 01L
Project Name: I-10 Corridor Study, Jct. I-8 to Tangerine Road

Dear :

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA) is preparing a corridor study and Environmental Assessment (EA) for Interstate 10 (I-10) between its junction with Interstate 8 (I-8) at milepost (MP) 199 and Tangerine Road at MP 240 (see Figure 1–State Location Map and Figure 2–Project Vicinity Map). The approximately 41-mile long project corridor is located within the central portion of Pinal County and the northeastern portion of Pima County between the City of Casa Grande and the Town of Marana.

In compliance with the National Environmental Policy Act of 1969 and FHWA regulations, potential environmental impacts will be evaluated in an EA. The corridor study and EA will identify long-term improvements through 2030 for I-10 between the junction with I-8 and Tangerine Road including the I-10 mainline; traffic interchanges; and frontage roads. Three public meetings were held in Casa Grande, Eloy, and Marana to gather input on key issues and solicit comments on the proposed alternatives. This is a follow-up letter to those meetings and a request for written comments, concerns, or issues relevant to the corridor study.

I-10 is a heavily used highway traversing the United States (US) from Santa Monica, California to Jacksonville, Florida, and serves as a major east-west cargo trade corridor for large, load-bearing trucks. It is the primary highway connecting central and western Arizona with the southern and southeastern portions of the state and connects metropolitan Phoenix with metropolitan Tucson. I-10 functions as an interstate road for the entire length of the project corridor.

The purpose of these studies is to establish a plan to guide the development of I-10 through the year 2030. The study will evaluate:

- highway deficiencies
- freight mobility
- frontage roads
- traffic interchanges
- drainage features

The ultimate widening of I-10 would include expanding the existing four lane roadway (two lanes in each direction) to 10 lanes (five lanes in each direction). The alternatives presented at the public meetings included ideas to improve access at existing interchanges, locations for new interchanges, and a parallel one-way frontage road system.

Both of the two alternatives presented at the public meetings would alter access to I-10. The location and design of existing interchanges at Sunland Gin Road (MP 200), Toltec Highway (MP204), Sunshine (MP 209), SR87/Picacho (MP 211), Picacho State Park (MP 218), Red Rock (MP 226), Pinal Air Park (MP 231), and Marana (MP 236) would be changed, but access would be maintained. The alternatives would add either six or eight new interchanges at different locations throughout the corridor (see Figures 3a and 3b – Project Alternatives).

A main difference between the two alternatives is the distance between individual interchanges seen in the number of added traffic interchanges. Interchanges provide a location to enter and exit I-10, while the spacing of interchanges on an interstate affects its capacity and the speed of vehicles. Alternative 1 proposes eight additional interchanges, with a distance of approximately 2 miles between each. Alternative 2 proposes six additional interchanges, with distances two miles or greater between each interchange.

Design of the I-10 corridor through the community of Picacho, approximately between MP210 and 215, presents a second difference in the two alternatives. Alternative 1 proposes to keep the I-10 roadway in its current corridor. Alternative 2 proposes to realign the entire corridor to the south, around the community of Picacho.

Please provide your comments regarding the project alternatives to Kammy Horne at: DMJM Harris, 2777 East Camelback Road, Suite 200, Phoenix, AZ 85016; fax 602.337.2620; or send your comments to kammy.horne@dmjmharris.com. If you have any questions regarding the project, please also feel free to contact her by phone at 602-337-2518. Additional details on the project alternatives can be found at the project website: www.i10tucsondistrict.com. We would appreciate receipt of your comments by December 4, 2006. Thank you for your time and assistance.

Sincerely,

Melissa Maiefski
Section Manager
ADOT Environmental Planning Group

MGEM:kh

Arizona Governor's Award for Quality
2001 Award Recipient

Enclosures: Figure 1: State Location Map
Figure 2: Project Vicinity Map
Figure 3a: Project Alternative 1
Figure 3b: Project Alternative 2

cc:

Don Gorman, ADOT Predesign
Greg Gentsch, Tucson District Engineer
Michael Kies, DMJM Harris
Kammy Horne, DMJM Harris
Sarah Beloshapka, EcoPlan Associates, Inc.

December 1, 2006

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Project Name: I-10 Corridor Study, Junction I-8 to Tangerine Road
Project Number: Not Assigned
TRACS Number: 10 PN 199 H6773 01L

Figure 1: Project Alternatives 1 & 2
I-10, Junction I-8 to Tangerine Road (ADOT)

0 2.5 5 10 Miles

U.S. Department of Transportation Federal Highway Administration

ADOT

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting

Marana Municipal Complex 2nd Floor Conference Room
Sept. 12, 2006

Completion of this sign-in sheet is completely voluntary, and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record, and as such, must be released to any individual upon request. **Please print clearly.**

Name	Address	Phone	E-mail

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Eloy Troy Thomas Center
Sept. 14, 2006

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Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
Sept. 19, 2006

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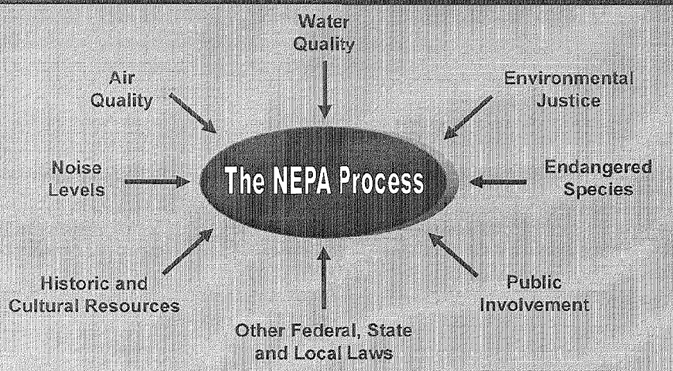
Name	Representing	Address	Phone	E-mail

September 2006

Interstate 10 Corridor Study
Junction I-8 to Tangerine Road

This study will include an environmental process that follows the National Environmental Policy Act (NEPA)



Purpose of Tonight's Meeting

Provide you with information about:

- Proposals for the Interstate 10 Corridor
- Environmental studies that will be completed with this study

Display ideas for enhancing Interstate 10 including:

- How many lanes can be added to Interstate 10
- Possible locations for new interchanges along the corridor
- Possible improvements to existing interchanges

Obtain your input and comments on all of the information presented tonight.

ADOT is planning to move forward with four separate widening projects along Interstate 10 to expand the freeway to three lanes in each direction as follows:

Interstate 8 to State Route (SR) 87:
Construction could begin in 2008

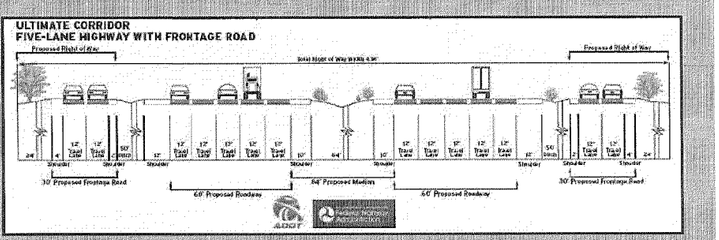
SR 87 to Picacho Peak Road:
Construction could begin in Fall 2007

Picacho Peak Road to Pinal Air Park:
Construction could begin in Fall 2007

Pinal Air Park to Tangerine Road:
Construction will begin in Spring 2007

Si le gustaría recibir información en español, favor de comunicarse con Irene Quero al 520-327-6077. Gracias.

Interstate 10 – Ultimate Widening



- Expand conventional freeway to five lanes in each direction
- Maximize corridor flexibility with open median
- Continuous one-way frontage roads

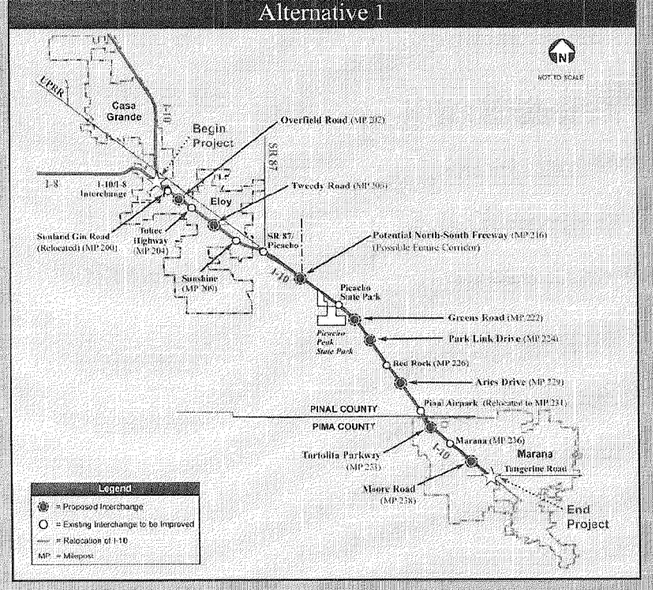
Access Management Alternatives

You are encouraged to provide your comments on these proposals.

Access to interstate facilities is controlled, vehicles can only access the highway at interchanges. Therefore, a plan for managing where access will be allowed in the future is included with this study.

The access management alternatives presented include ideas to improve access at existing interchanges, locations for new interchanges, and a parallel one-way frontage road system.

Alternative 1



Sunland Gin Road Interchange (MP 200)

- Alternative 1 proposes to move this interchange approximately 1/8 mile to the east.
- Alternative 2 proposes to maintain the interchange in nearly the same location.

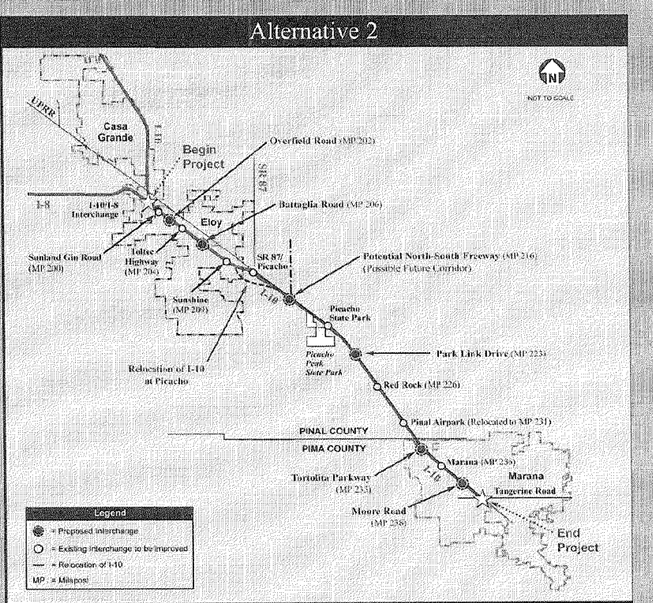
Proposed New Interchange Locations within the City of Eloy (MP 200 to 209)

- Alternative 1 proposes a new interchange near the Overfield Road alignment and another near the Tweedy Road alignment.
- Alternative 2 proposes a new interchange near the Overfield Road alignment and at Battaglia Road.
- Both propose planning for a continuous one-way frontage road system through Eloy.

Alternatives at the Community of Picacho (MP 211 to 212)

- Alternative 1 proposes an alignment for Interstate 10 similar to the existing alignment, with improvements.
- Alternative 2 proposes a new alignment for Interstate 10 that would relocate the entire corridor south of Picacho.
- Each alternative proposes an interchange with a possible North-South freeway to the east of Picacho. There are currently no plans for this freeway, but this study proposes advance planning for this interchange if a future connection is desired.

Alternative 2



Picacho Peak State Park to Tangerine Road (MP 220 to 240)

- Alternative 1 proposes to maximize the number of interchanges through this 20-mile section of the corridor. Interchanges are proposed at eight locations.
- Alternative 2 proposes interchanges at a greater spacing.

Interstate 10 Corridor Study:
Jct. I-8 to Tangerine Road

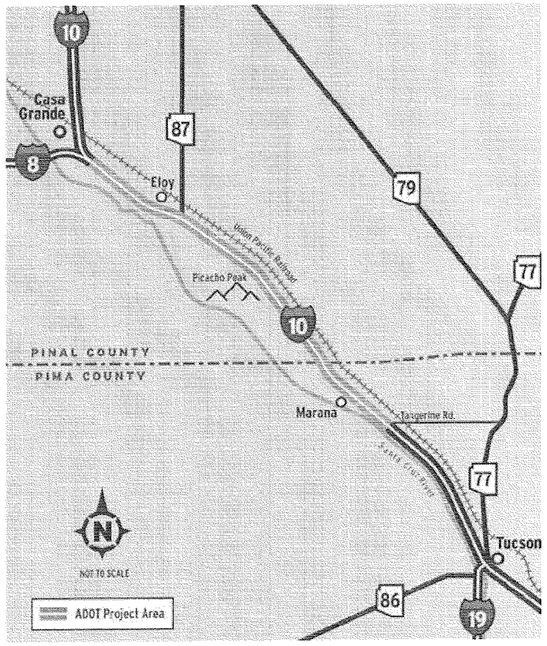
FACT SHEET

Project Overview

The Arizona Department of Transportation (ADOT) is studying long-term improvements for 41 miles of Interstate 10, between Interstate 8 at milepost 199 in Casa Grande and Tangerine Road at milepost 240 in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

What the Study will Evaluate

- Highway deficiencies
- Freight mobility
- Frontage roads
- Traffic interchanges
- Drainage features
- Environmental issues



Project Schedule and Purpose

- Began in the spring of 2006
- Complete in the spring of 2008
- Will produce an Access Management Plan and Design Concept Report
- Will follow the National Environmental Policy Act process to evaluate alternatives for improvements and document potential impacts to the social, natural and cultural environment
- Will identify and incorporate environmental mitigation measures into future I-10 improvements

Contact Information

- Don Gorman, ADOT Predesign Project Manager, (602) 712-6799, dgorman@azdot.gov
- Laurel Parker, ADOT Design Project Manager, (520) 388-4260, lparker@azdot.gov
- Mike Kies, DMJM Harris Consultant Project Manager, (602) 337-2595, michael.kies@dmjmharris.com
- Angie Brown, Gordley Design Group, (520) 327-6077, angie@gordleydesign.com

www.i10tucsondistrict.com

Estudio del Corredor Interestatal I-10:
Cruce I-8 con Tangerine Road

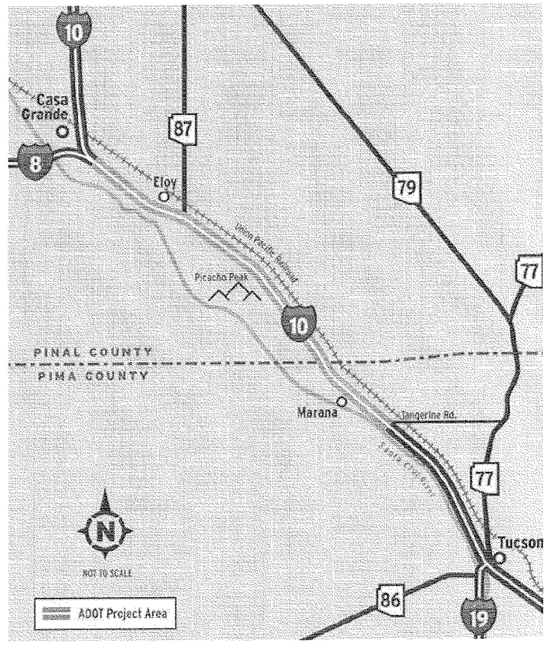
HOJA INFORMATIVA

Visión General del Proyecto

El Departamento de Transporte de Arizona (ADOT siglas en inglés) está estudiando mejoras a largo plazo en 41 millas de la Interestatal 10, entre la Interestatal 8 en la milla 199 en Casa Grande y la milla 240 en Tangerine Road en Marana. El fin de este estudio es establecer un plan que guiará el desarrollo de la I-10 a través del año 2030.

Lo que el Estudio Evaluará

- Deficiencias de la Carretera
- Movilidad de carga
- Caminos laterales adyacentes
- Intersecciones de tráfico
- Características del drenaje
- Temas ambientales



Programa y Propósito del Proyecto

- Comenzó en la primavera del 2006
- Terminará en la primavera del 2008
- Producirá un Plan de Control de Acceso y un Reporte Sobre el Concepto del Diseño
- Seguirá los procesos de la Ley Nacional de Política Ambiental para evaluar alternativas en mejoras y documentar impactos potenciales al medio ambiente social, natural y cultural
- Identificará e incorporará medidas ambientales atenuantes para las futuras mejoras a la I-10

Contacto para Información

- Don Gorman, ADOT Gerente Prediseño de Proyecto, (602) 712-6799, dgorman@azdot.gov
- Laurel Parker, ADOT Gerente Diseño de Proyecto, (520) 388-4260, lparker@azdot.gov
- Mike Kies, DMJM Harris Gerente Consultor de Proyecto, (602) 337-2595, michael.kies@dmjmharris.com
- Angie Brown, Gordley Design Group, (520) 327-6077, angie@gordleydesign.com

www.i10tucsondistrict.com

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Casa Grande, Council Chambers

Sept. 19, 2006

The Arizona Department of Transportation is interested in your comments regarding this study. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

1. What did you like most about alternative 1?

2. What did you like the least about alternative 1?

3. What did you like the most about alternative 2?

4. What did you like the least about alternative 2?

General comments:

Name: Address: City: State: Zip:

Phone: E-mail:

Optional: ☐ Please include me on your mailing list to receive information concerning this project.

Formulario Para Comentarios

Estudio del Corredor Interestatal 10: Cruce I-8 con Tangerine Road

Foro Abierto

City of Casa Grande, Council Chambers

Sala de Conferencias

19 de Septiembre, 2006

El Departamento de Transporte de Arizona (ADOT siglas en Inglés) está interesado en sus comentarios con respecto a este estudio. Por favor deposite esta forma con sus comentarios en la caja de sugerencias, o envíelos electrónicamente a angie@gordleydesign.com, o por correo a Angie Brown en Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Gracias por su participación.

Por favor escriba claramente con letra de molde.

1. ¿Qué es lo que más le gustó de la alternativa 1?

2. ¿Qué es lo que menos le gustó de la alternativa 1?

3. ¿Qué es lo que más le gustó de la alternativa 2?

4. ¿Qué es lo que menos le gustó de la alternativa 2?

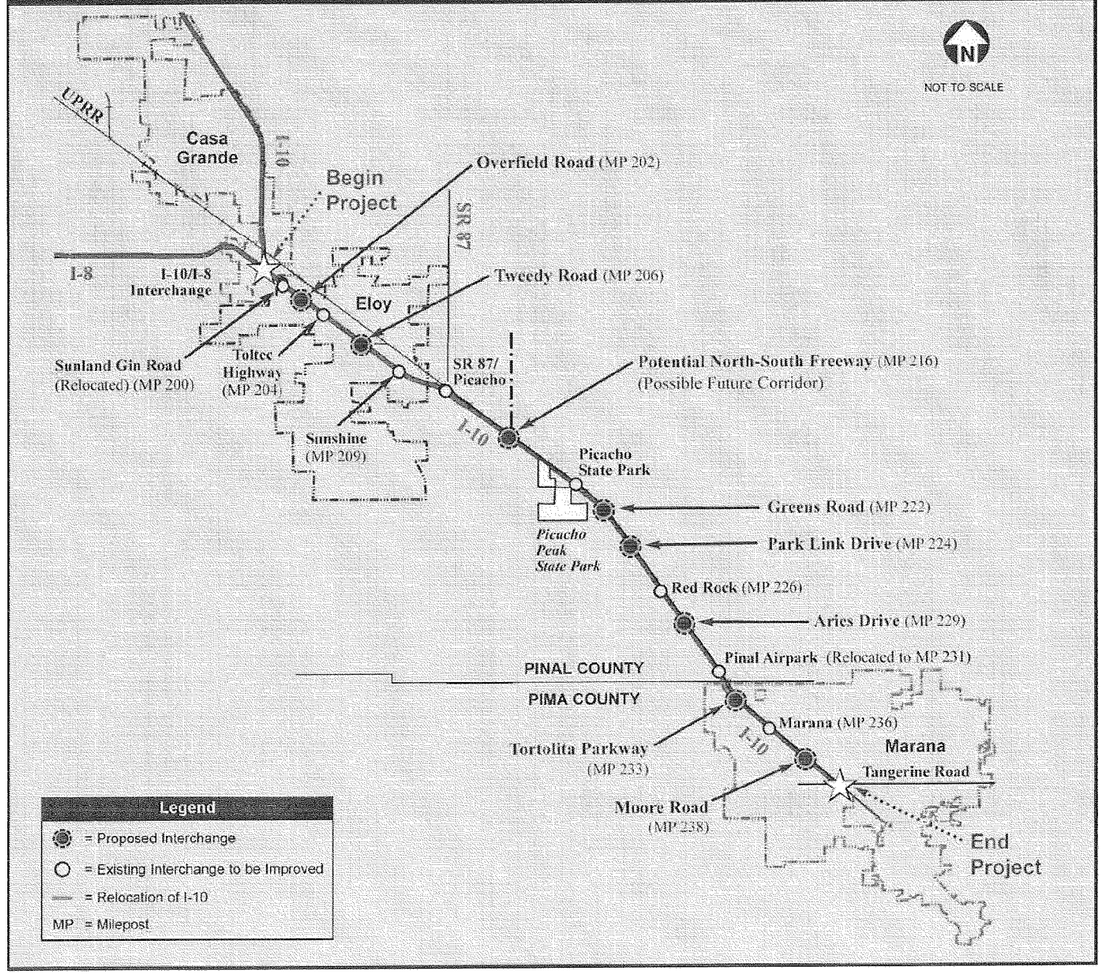
Comentarios Generales:

Nombre: Domicilio: Ciudad: Estado: Código Postal:

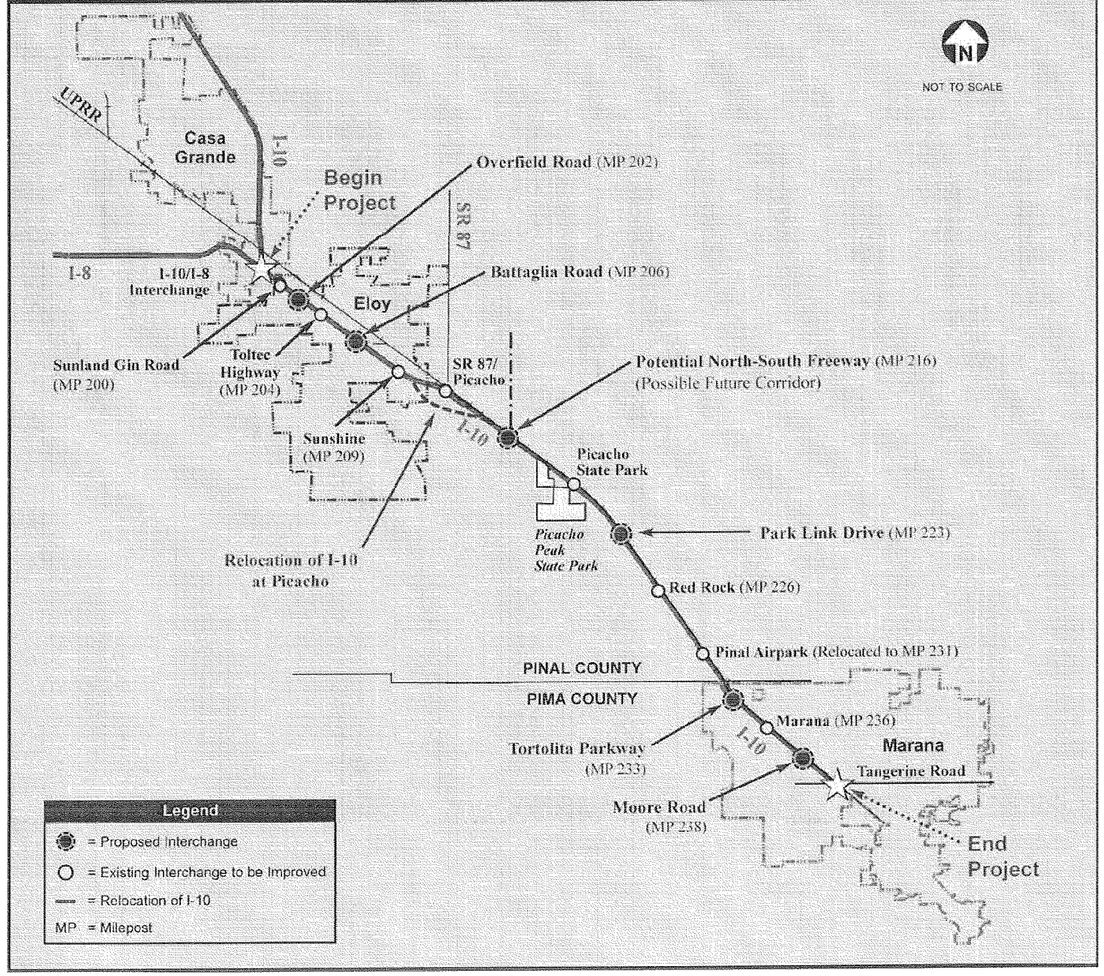
Teléfono: Correo Electrónico:

Opcional: ☐ Por favor incluyan mi nombre en su lista de correo para recibir información sobre este proyecto.

Alternative 1



Alternative 2



Comment Form

Interstate 10 Widening: Additional Travel Lane in Each Direction from Jct. I-8 to Pinal Air Park Road

The Arizona Department of Transportation is interested in your comments. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

Comments:

Name: Address: City: State: Zip:

Phone: E-mail:

Optional: ☐ Please include me on your mailing list to receive information concerning this project.

Formulario Para Comentarios

Ampliación de la Interestatal 10: Carril Adicional de Circulación en cada Dirección desde el cruce con I-8 hasta Pinal Air Park Road

El Departamento de Transporte de Arizona (ADOT siglas en Inglés) está interesado en sus opiniones con respecto a este estudio. Por favor deposite esta forma con sus comentarios en la caja de sugerencias, o envíelos electrónicamente a angie@gordleydesign.com, o por correo a Angie Brown en Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Gracias por su participación.

Por favor escriba claramente en letra de molde.

Comentarios:

Nombre: Domicilio: Ciudad: Estado: Código Postal:

Teléfono: Correo Electrónico:

Opcional: ☐ Por favor incluyan mi nombre en su lista de correo para recibir información sobre este proyecto.

Interstate 10 Widening:
Picacho Blvd. to Pinal Air Park Road

FACT SHEET

Project Overview

The Arizona Department of Transportation (ADOT) is designing proposed roadway improvements to Interstate 10, from milepost 219 near Picacho Peak State Park, to milepost 232 at Pinal Air Park Road in Marana. The proposed improvements include widening I-10 from two lanes to three lanes in each direction and reconstructing the Picacho Blvd. Traffic Interchange. Included in the traffic interchange reconstruction, ADOT is proposing to widen Picacho Blvd. under the I-10 overpass by adding a continuous left-turn lane to the roadway. The goal of the project is to increase capacity and improve traffic operations and safety of this segment of I-10.

Project Schedule

- Design to begin in the fall of 2006
- Anticipated completion of design in the summer of 2007
- Construction scheduled to begin in the fall of 2007, and last for 18 to 24 months

Additional Projects

ADOT is planning to move forward with three additional widening projects along I-10 to expand the freeway to three lanes in each direction as follows:

- Interstate 8 to State Route (SR) 87: construction could begin in 2008
- SR 87 to Picacho Peak Road: construction could begin in fall 2007
- Pinal Air Park to Tangerine Road: construction could begin in spring 2007

Contact Information

- Laurel Parker, ADOT Project Manager, (520) 388-4260, lparker@azdot.gov
- Jay Koesters, Parsons Brinckerhoff Quade & Douglas Consultant Project Manager, (520) 882-6424, koesters@pbworld.com
- Angie Brown, Gordley Design Group, (520) 327-6077, angie@gordleydesign.com

9/12/06

Ampliación Interestatal 10:
Picacho Blvd., a Pinal Air Park Road

HOJA INFORMATIVA

Visión General del Proyecto

El Departamento de Transporte de Arizona (ADOT siglas en inglés) está estudiando propuestas para mejorar la Interestatal 10 (I-10), desde la milla 219 cerca de Picacho Peak State Park, hasta la milla 232 (Pinal Air Park Road) en Marana. Las propuestas para mejorar el camino incluyen ampliar la I-10 de dos carriles a tres carriles en cada dirección y la reconstrucción del cruce de tráfico de la I-10 con Picacho Blvd. Como parte de la reconstrucción de este cruce de tráfico, ADOT propone ampliar Picacho Blvd., bajo el paso a desnivel en la I-10, añadiendo al camino un carril continuo para vuelta a la izquierda. EL objetivo del proyecto es incrementar la capacidad y mejorar las operaciones de tráfico, así como la seguridad vial en este segmento de la I-10.

Programa del Proyecto

- El diseño comienza en el otoño del 2006
- Se anticipa finalizar el diseño en el verano del 2006
- Construcción esta programada para empezar en el otoño del 2007, con una duración de 18 a 20 meses

Proyectos Adicionales

ADOT está planeando avanzar con cuatro proyectos separados de ampliación, a lo largo de la Interestatal 10, para ensanchar la carretera a tres carriles en cada dirección en los siguientes segmentos adicionales a este:

- Interestatal 8 a la Ruta Estatal (SR) 87: la construcción pudiera comenzar en el 2008
- SR 87 a Picacho Peak Road: la construcción pudiera comenzar en el otoño del 2007
- Pinal Air Park a Tangerine Road: la construcción pudiera iniciar en la primavera del 2007

Contacto para Información

- Laurel Parker, ADOT Gerente de Proyecto, (520) 388-4260, lparker@azdot.gov
- Jay Koesters, Parsons Brinckerhoff Quade & Douglas, Gerente Consultor de Proyecto, (520) 882-6424, koesters@pbworld.com
- Angie Brown, Gordley Design Group, (520) 327-6077, angie@gordleydesign.com

1/5/07

ADOT

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
Marana Municipal Complex 2nd Floor Conference Room
Sept. 12, 2006

U.S. Department of Transportation Federal Highway Administration

Completion of this sign-in sheet is completely voluntary, and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record, and as such, must be released to any individual upon request. **Please print clearly.**

Name	Address	Phone	E-mail
Sarah Beloshapka	EcoPlan	480.736.6666	
Michael Kies	DMJM	602-337-2595	
Ken Davis	FHWA	602-379-3649 x120	
Angie Brown	Gordley Design	520-327-6077	angie@gordleydesign.com
Bill Schlesinger	DMJM	520-299-8700	
Kathy Borquez	Pinal County	520-866-6466	kathy.borquez@co.pinal.az.us
Bruce Beenken	TranSystems	520-792-2206	bgbeenken@comcast.net
Tina Terrill	2390 E. Camelback Rd. #305 Phoenix, AZ 85016	602-264-4878	tterrill@waltoninternational.com
Don Burtchin	6690 N Paseo de Gabriel Tucson 85741	5207423865	
Mike Reuwsaat	PO Box 1011 T	382-1904	mreuwsaat@marana.az
Lori Witkowski	4071 W. Delta St (91)	744-3499	

ADOT

Sign-In Sheet

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Name	Address	Phone	E-mail
Jan Gordley	Gordley Design	327-6077	
Jay Van Echo	DMJM Harris	299-8700	jay.vanecho@dmjmharris.com
Amari Soltero	11652 W. Barley Dr. 85653	331-8299	monainred55@aol.com
Tom Wilson	23855 S N85T Chandler	215-1810	tomeddwilson@MSN.com
John Officer	12303 W. Grier	419-3201	jocwoc@msn.com
Lisa Ribes	442 N 6th Ave	884-7911	lribes@wheatscharf.com
Billy Schisler	13561 N. White Ave	682-3560	
Scott Richardson	201 N. Bonita Ave. Suite 141	620-6150 x242	SRichardson@fws.gov
Jim Blake	Town of Marana	382-1900	Jblake@Marana.com
James Witkowski	4071 W. Delta St. Tucson AZ	744-3499	jwitkowski@m-m.net
Steven Eddy	110 S Church Ste. 6320 Tuc, AZ 85701	623-6146	seddy@azplanningcenter.com
[illegible]	10791 N [illegible]	682-9872	

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Name	Address	Phone	E-mail
Eric Griffith	1860 E River Rd	299-8700	
Don Gorman	ADOT-PM		
Matt Kershner	1860 E. River Rd	299-8700	
T. VanHook	11555 W. Civic Center	382-1909	tvanhook@marana.com
Thomas Thivener	" Town of Marana	382-2600	tthivener@marana.com
Keith Brann	Town of Marana	382-2600	kbrann@marana.com
Carl Larson	Town of Marana	382-2600	clarson@marana.com
Marc Palkowitsh	MSP Companies	303 399-9804	marcus@mspcompanies.com
Clay Parsons	14901 W Kirby Hughes Rd	Marana AZ 85653	520 444 7650

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Name	Address	Phone	E-mail
Dempsey Helms	177 N. Church Tucson	520 209-4250	dhelms@land.AZ.gov
Brent Crowther	14979 N. Gwynns Run	520-615-9191	brent.crowther@kimley-horn.com
Jim DeGrood	11555 W. Civic Center	382-1906	jdegrood@marana.com
Amber Smith	12725 N. Satsuma	360-4100	amber@[illegible]
Brian D Varney	201 N. Bonita Ave	545 7411	bvarney@stantec.com
Bob Iannarino	2200 E. River Rd #115	577-0200	biannarino@[illegible].com

Sign-In Sheet

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Name	Address	Phone	E-mail
Elizabeth Crown	16823 W Silverbell Rd	616-9092	ArizonaCrown@Peoplepc.com
Bruce Higgins	8550 N. Mulberry	297-2467	
Bonnie Higgins	" "	"	
Bill Hallinger			

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Eloy Troy Thomas Center
Sept. 14, 2006

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Name	Address	Phone	E-mail
Edie Griffith	1860 E River Rd		
Mike Smalley	6613 N. Scottsdale Rd.	480 505 3935	msmalley@[illegible].com
Richard HORTON	409 N. SANTA CRUZ ELOY	520 466-3111	RILSHA@QWEST.NET
[illegible] Songer	[illegible]		
Bente Jensen	305 Stuart Eloy	4663411	info@eloychamber.com
Doug Hansen	PO Box 727 Florence 85232	866-6407	
WL MOECK	POB 124 PICACHO AZ	4043926115	
RE HOLLAND	POB 124 PICACHO AZ	4043926115	
Armida Flores	699 E. Hopi Cir Eloy	866 7449	Lionel Ruiz Cty Board of Supervisor
Heidi Kimball	6720 E Scottsdale Rd Scott	480-609-2304	hkimball@sunbeltholdings.com
BRENT CAIN	4116 W DURHAM ST CHANDLER AZ	480/699-[illegible]	brent.cain@cox.net

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Eloy Troy Thomas Center
Sept. 14, 2006

ADOT

U.S. Department of Transportation Federal Highway Administration

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Name	Address	Phone	E-mail
MARY AGUIRRE-VOGLER	P.O. Box 1024 Red Rock AZ	520 351-1658	Maguirrevogler@aol.com
HOFFMAN ROBERT	17065 E Peak Lane Picacho, AZ 85245	520 223 9582	BOBB539@YAHOO.com
[illegible]	[illegible]	[illegible]	[illegible]
Charlie Ballard	P.O. Box 896 1175 W. [illegible] AZ 85221	464 1007	cballard@ballardtruss.com
[illegible]	23835 S 148 St Chandler	4808839565	
Dan Gorman	ADOT / Predesign		
Jan Stocek	42479 W Chambers Dr. Maricopa AZ 85239	520-423-4215	
Russ Stocek	"	"	
[illegible]	3320 W. Shedd	466-7278	[illegible]
Terry Sutton	1639 E Maricopa St 85222 Casa Grande AZ	—	—
Troy Hubbard	10201 N Trekell CG AZ	(520) 560-6147	TROYHUBBARD1@MAC.COM

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Name	Address	Phone	E-mail
Angie Brown	Gardley Design Group 2540 N Tucson Blvd	520-327-6077	angie@gardleydesign.com
Amari Soltero	11652 Barley, Marana	520 331-8299	
Ron Vogler	P.O Box 1024 Red Rock AZ 85245	520 351 1661	
Joyce Fuller Kleikamp	Desert Rose Bahá'i Inst. 5688 N Tweedy Rd Eloy	520 466-7961	drbi@cgmailbox.com
CAMERON MACDONALD	1223 S Clearview #102 Mesa AZ 85209	480 222 5870	CMACDONALD@CBCHCOMPANIES.COM
Temple A Stark	710 N Main Street	466-7333	temple@templestark.com
Eric Schulman	PO Box 3886 Arizona City, AZ 85223	602-628-7599	Sholand1@yahoo.com
Don Montano	P.O Box 1204 AZ City AZ	—	
Jay Van Echo	860 E River #310 Tucson	299-8700	jay.vanecho@[illegible]

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Sept. 14, 2006

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Name	Address	Phone	E-mail
KEN SUTTON	PO Box 12523 CASA GRANDE		
Tim Hubbard	1501 N. Amarillo St	566-0549	
Tom DeFreine	FHWA		
Bill Schlesinger	DMJM	299-8700	
Felipe Cadena	"	"	

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
Dan Garrand	ADOT/Precision			
Jim Norris	C.G. Council			
Matt Kershner	DMJM Harris			
Jan Gordley	Gordley Design	8840 E Ballance, T	520-327 6077	jan@gordleydesign.com
Tom Buick	Morrison-Maierle	80 E. Rio Salado Parkway	480-517 5800	tbuick@m-m.net
Tim Williams DAS	SUN Country Premier Const	4245 E. Superior Phx 85	602-526-0735	
JEFF Cieeden	APS	50 N Brown CG 85222	520 421-8557	jeffrey.cieeden@aps.com
Jim Thomason	City		520 421-8600	jimt@ci.casa-grande.az.us
STACIE HARRISON	HDR	320 E. CAMELBACK #350, PHX 85045	602/ 321-5698	STACIE.HARRISON @HDRINC.COM
Michael Nicky	SELF	2585 WEST SECOND PKWY CASA GRANDE	87C 0249	
Piso of Senethavong		2390 E. Camelback Rd #305, Phoenix 85016	602-617 0734	pisoot@yahoo.com
Ken Davis	FHWA	400 E. Van Buren St Phoenix, AZ 85004	602-379 3649	ken.davis@fhwa.dot.gov

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
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Name	Representing	Address	Phone	E-mail
Jack Gilmore	Gilmore Pacada	2211 N. 7th St. Phx 85006	602-266-5622	jgilmore@gatgilmore.com
Doug LaMont	PBQD	1501 W. Fountainhead Pkwy Ste 400 Tempe AZ 85282	480 966-8295	Lamont@pbworld.com
[illegible]	self	1213 E Delano	520 [illegible]	[illegible]@hotmail.com
Dick Powell	City of CG Council	1100 W. Columbus	520 836-7013	to City
Rudy Salazar	Self	517 E. 3rd St CG	520 421-0733	
Mel Gisi	Self	2448 N Sandstone Pl	520 836-2143	[illegible]@AOL.COM
Cody Rutschman	Clear Channel Outdoor	4686 E. Van Buren St. #200	602-957-8116	CodyRutschman@ClearChannel.c[illegible]
Joseph Hoole	Self	1669 E Elegante	421-9303	
[illegible]	Self	[illegible] 85230	836-[illegible]	[illegible]dmanning@[illegible]appraiser.net
Kevin Louis	City of Casa Grande	510 E. Florence Blvd	421-8622	KLouis@ci.casa-grande.az.us
Ron Haynhurst	Self	15511 E. Ocotillo	480/732-0103	
[illegible]	[illegible]	823 E. Cathedral Rock Phx	602 273 1111	jihrke@carlson.com

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Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
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Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
Nancy Morris	self	Palm Creek	836-7069	
Brent Billingsley	Maricopa	9121 N. Bel Air		Billingsley@cityofmaricopa.net
Bob Miller	ADOT	Phoenix		
Manuel E. Sanchez	FHWA	400 E Van Buren Ste 410 Phoenix, AZ 85004	602-379-3646 x117	mesanchez@dot.gov
George J. Chasse	Casa Grande Mt. Ranch	5740 Via Los Ranchos P.V. 85253	602 952-2204	GCHASSEREALTY.COM
Norm DeWeaver	Casa Grande Resident	1215 E Delano Dr CG 85222	520 421 9243	norm-deweaver@rocketmail.com
Bill Collings	DNA Inc.	314 E. 8th Street Casa Grande AZ 85222	520-836-5501	DNAOINC@AOL.COM
John Willett	SWTE	3838 N. Central #1810 Phx AZ 85012	(602) 266-7983	johnwill@swte.us
Linn Ballard	Self	310 Ridgeless Mill Rd Glastonbury CT 06033	860 649 3046	Linnrene@comcast.net
Nancy David	Self	PO Box 13042 Casa Grande		
Craig Barnett	Self (Rooster Cogburn Ostrich Ranch)	P.O. Box 1087 Red Rock AZ 85245	466-3658	Cogburn@C232.com
D.C. Cogburn	Self	" "	466-3658	

Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
Sept. 19, 2006

Completion of this sign-in sheet is completely voluntary, and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record, and as such, must be released to any individual upon request. **Please print clearly.**

Name	Representing	Address	Phone	E-mail
Angie Brown	Gordley Design	TUCSON, AZ	327-6077	angie@gordleydesign.com
Felipe Ladron	DMJM Harris	Tucson, AZ	520 799 8700	
CARTER L. MCKLENZ		CASA GRANDE AZ 25300 W. CLAYTON	520 705 1172	
Michael Langley	Ecoplan Assoc.	Mesa AZ	480-733-6663	
Eddie Griffith	DMJM	TUCSON AZ		
Jim CREEDON	LANDRY/CREEDON & ASSOCIATE	PHOENIX COYOTE SPRINGS	602 23 [illegible]	JCREEDON@LANDRY-CREEDON.COM
Ken Buchanan	Pinal County	31 N. Pinal ST Florence	520 866 6099	Ken.Buchanan@co.pinal.AZ.US
Alfredo Kitching	DISPATCH NEWSPAPER	200 W 2nd St CG		
MARY Alice Mock	Self	1110 N. Henness #1088	520 426-7088	
Mark Billingsley	Self	9121 N. Belair Rd.		mbillingsley@city.casa.az.us
Cathy Thuringer	Trammell Crow Co.	2550 E. Camelback 210 Phx 85016	602-285-3104	CThuringer@trammellcrow.com
Bill Cowdrey	HDR	3200 E Camelback #350 Phx, AZ 85018	602 522 7700	bill.cowdrey@hdrinc.com

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Sign-In Sheet

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City of Casa Grande Council Chambers
Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
CRAIG STEINHOFF	DAIRY QUEEN/CHEVRON	2234 E FLORENCE BLVD	520 705 2888	Craig.steinhoff@gmail.com
Doug Hansen	Pinal County	PO Box 727 Florence	520 866-6407	—
Chet Teaford	HDR	3200 E Camelback Phx	602: 522.7700	cteaford@hdrinc.com
PATTI STANLEY		293 E. Wiley Way		
Rebecca Murr	DMJM		299-8700	rebecca.murr@dmjmharris.com
Ann Jordan	RPS	P.O. Box [illegible] Florence	924-3[illegible]	email rpsid@aol.com

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Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
JIMMIE KERR	SELF	1125 N. GILBERT AVE CASA GRANDE	520-836-8317	
MARK DOSLE	PRO-TURF INTL	BOX 12336 CG, 85230	602 768-2082	
GREG STANLEY	PINAL COUNTY	PO BOX 727 FLORENCE, AZ 85132		
Bill Schlesinger	DMJM Harris			
Richard Ogi	SELF	P.O. Box 12006 C.G. 85230	520-251-2711	
William French	Grubb & Ellis/BRE Commercial, Inc	2375 E. Camelback Rd #300 Phx, AZ 85016	602-224-4496	wfrench@brephoenix.com

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Sign-In Sheet

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road Public Meeting
City of Casa Grande Council Chambers
Sept. 19, 2006

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Name	Representing	Address	Phone	E-mail
Mike Sutton	Grubb Ellis	2375 E. Camelback Rd #300 Phoenix, AZ 85016	602-468-1568	msutton@brephoenix.com

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Appendix 3 – Public Comment Summary

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

Marana Municipal Complex 2nd Floor Conference Room

Sept. 12, 2006

The Arizona Department of Transportation is interested in your comments regarding this study. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

1. What did you like most about alternative 1?

Tortalita interchange, Moore Rd Interchange, Tangerine SR 87 Traffic Interchange

2. What did you like the least about alternative 1?

(No North South Corridor)

3. What did you like the most about alternative 2?

Tortalita Interchange

4. What did you like the least about alternative 2?

Proposed North South Corridor

General comments:

Name:	Address:	City:	State:	Zip:
Clay Parsons	14901 W Kirby Hughes	Marana	AZ	85653

Phone:	E-mail:
5204447650	msy Cattle @ aol.com

Optional: ☑ Please include me on your mailing list to receive information concerning this project.

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Eloy, Troy Thomas Center

Sept. 14, 2006

The Arizona Department of Transportation is interested in your comments regarding this study. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

1. What did you like most about alternative 1?

?

2. What did you like the least about alternative 1?

IT WOULD ~~did~~ ~~not~~ interfere w/ a portion of OUR FACILITY FORCING US to MOVE OUR FACILITY TO ANOTHER LOCATION.

3. What did you like the most about alternative 2?

THE EXPANTION WOULD NOT AFFECT THE ALSDORF OVERPASS.

THE COST ~~WOULD~~ OF BUYING OUT OUR FACILITY AND OTHERS MIGHT BE LESS.

4. What did you like the least about alternative 2?

General comments:

Charlie Ballard	P.O. Box 896	Eloy	AZ	85231
Name:	Address:	City:	State:	Zip:
520-464-1007	cballard@ballard-truss.com			
Phone:	E-mail:			

Optional: ☒ Please include me on your mailing list to receive information concerning this project.

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Eloy, Troy Thomas Center

Sept. 14, 2006

The Arizona Department of Transportation is interested in your comments regarding this study. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

1. What did you like most about alternative 1?

MP-199/209 Toltec Rd opt 1 Sunland Gin Road opt 2 Butterfield Road opt 1 or 2 Sunshine Blvd opt 1

2. What did you like the least about alternative 1?

Rincon Interchange do not use either one. Route just north of current

3. What did you like the most about alternative 2?

4. What did you like the least about alternative 2?

General comments:

Richard Horton				
Name:	Address:	City:	State:	Zip:
520-251-0504	RICSHA@QWEST.NET			
Phone:	E-mail:			

Optional: ☐ Please include me on your mailing list to receive information concerning this project.

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Eloy, Troy Thomas Center

Sept. 14, 2006

The Arizona Department of Transportation is interested in your comments regarding this study. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

1. What did you like most about alternative 1?

2. What did you like the least about alternative 1?

cuts off too much of Tweed Rd. business area

3. What did you like the most about alternative 2?

I like the Battaglia option this will service AZ City, Toltec, Eloy!

4. What did you like the least about alternative 2?

General comments:

Name:	Address:	City:	State:	Zip:
Bente Jensen	305 Stuart	Eloy	AZ	85223

Phone: 520 466-3411 E-mail:

Optional: ☑ Please include me on your mailing list to receive information concerning this project.

Comment Form

Interstate 10 Widening: Additional Travel Lane in Each Direction from Jct. I-8 to Pinal Air Park Road

The Arizona Department of Transportation is interested in your comments. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

Comments:

I was pleased to see that there will be elevated RR crossings. I have a Son + Daughter in law + 5 driving teen age Grandchildren who live at the E. end of Middle Base Rd. With 100 trains per day - It's frightening. I'm glad there will be access to I-10 at Misle Base.

Is there any possibility of black top coating like on I-10 near Elliott Rd? It is so much quieter. Also uses alot of old tires. Makes a car feel like it's Riding on Michelins.

I hope you will use some Art on Over Passes etc. so the taggers will not deface it.

Please consider Palo Verde trees in Medians. I-10 is the Dirtiest hwy. in the U.S. between Tucson + Phx.

Name:	Address:	City:	State:	Zip:
Mary Alice Moore	1110 N. Henness Rd. #1088	Casa Grande		85222

Phone: 520-836-7085 E-mail: fmoore3@mac.com

Optional: ☐ Please include me on your mailing list to receive information concerning this project.

Formulario Para Comentarios

Ampliación de la Interestatal 10: Carril Adicional de Circulación en cada Dirección desde el cruce con I-8 hasta Pinal Air Park Road

El Departamento de Transporte de Arizona (ADOT siglas en Inglés) está interesado en sus opiniones con respecto a este estudio. Por favor deposite esta forma con sus comentarios en la caja de sugerencias, o envíelos electrónicamente a angie@gordleydesign.com, o por correo a Angie Brown en Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Gracias por su participación.

Por favor escriba claramente en letra de molde.

Comentarios:

If a drunk or asleep driver hits a tree in a median it is better than hitting on coming traffic, & killing an innocent.

Nombre: Domicilio: Ciudad: Estado: Código Postal:

Teléfono: Correo Electrónico:

Opcional: ☐ Por favor incluyan mi nombre en su lista de correo para recibir información sobre este proyecto.

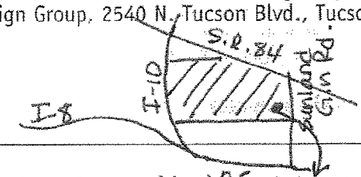
Comment Form

Interstate 10 Widening: Additional Travel Lane in Each Direction from Jct. I-8 to Pinal Air Park Road

The Arizona Department of Transportation is interested in your comments. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com or mail them to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ, 85716. Thank you for your participation.

Please print clearly.

Comments:



I represent the owners of 185 acres of commercial property @ the SWC of Sunland Gin Road and Jimmie Kerr Blvd (S.R. 84). This property has ½ mile+ of frontage along I-10 immediately adjacent to ADOT's existing ROW. Areas of concern are:

① TI configuration options @ Sunland Gin Road
② TI configuration options @ Jimmie Kerr Blvd
③ Reconfiguration options for I-10/I-8 interchange
④ Scheduling of interim widening of I-10 north of MP 199.
⑤ Implementation of add'l ROW acquisition for I-10 ultimate widening. This could potentially directly impact our freeway fronting property.

PLEASE provide me w/any information updates re: these issues.

Name: Address: City: State: Zip:

Cathy Thuringer 2850 E. Camelback, #270 Phx AZ 85016

Phone: E-mail:

602-285-3104 cthuringer@trammellcrow.com

Optional: ☒ Please include me on your mailing list to receive information concerning this project.

Wish the new part down so had some median Landscaping. Native type - Saharos, Mesquite + Palo Verdi's I hire at Palm Creek RV Resort. Winter visitors are arriving today the like the Hwy - But so valley

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Casa Grande, Council Chambers
Sept. 19, 2006

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Please print clearly.

1. What did you like most about alternative 1?

After the mtg. + thinking it through Alt. #1 seems to me it would allow most growth potential since it has more interchanges. This makes good sense.

2. What did you like the least about alternative 1?

I think the proposed "by-pass" so to speak at Picacho would be much better, that is on Alt. 2.

3. What did you like the most about alternative 2?

More interchanges + by-pass Picacho.

4. What did you like the least about alternative 2?

My small maps don't give the details of Missle Base Rd. as the lg. ones at mtg. did. I think the interchange + RR overpass should be at Missle Base Rd. with new Rd. W. of I-10 to the Air Park.

General comments:

You ran a good meeting - Short, sweet + to the point. You had someone there who could ans. questions well. Now get it done + start at I-8 to Firebird Park !! Soon !!

Name:	Address:	City:	State:	Zip:
Mary Alice Moor	1110 N Henness Rd. #1088	Casa Grande	AZ	85222

Phone:	E-mail:
520-876-7088	fmoor3@mac.com

Optional: ☒ Please include me on your mailing list to receive information concerning this project.

also add my kids on Missle Base Rd.,
Mr. + Mrs R.R. Moor
31012 E. Manrum Rd. Thanks!
Maricopa, AZ 85239

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Public Meeting

City of Casa Grande, Council Chambers
Sept. 19, 2006

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Please print clearly.

1. What did you like most about alternative 1?

ADDITIONAL INTERCHANGES AT ARICK DRIVE AND GREEN RD.

2. What did you like the least about alternative 1?

INTERCHANGE AT TWEEDY RD, MOVING SUNLAND GIN INTERCHANGE 1/8 MILE TO THE EAST

3. What did you like the most about alternative 2?

INTERCHANGE AT BATTAGLIA RD (BETTER ACCESS TO AZ CITY AND DOWNTOWN ELOY VS INTERCHANGE AT TWEEDY)

4. What did you like the least about alternative 2?

RELOCATION ON I-10 AT PICACHO

General comments:

FRONTAGE RDS AND EXPANDING NUMBER OF LANES ARE CRITICAL FOR THE GROWTH OF THIS AREA ALSO INCLUSION OF PARK + RIDE LOTS WOULD BE NICE FOR FUTURE CAR POOLING AND LIGHT/HEAVY RAIL USE

JERRY MORRISON 2402 W HARRISON ST CHANDLER AZ 85224

Name:	Address:	City:	State:	Zip:
602-502-5353	JERRY@MAXIMUMHOMES.NET			

Phone:	E-mail:

Optional: ☒ Please include me on your mailing list to receive information concerning this project.

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
Public Meeting Comment Summary

	Name / Address	Phone	e-mail	Join list?	What did you like most about alternative 1?	What did you like least about alternative 1?	What did you like most about alternative 2?	What did you like least about alternative 2?	General Comments
COMMENTS SUBMITTED BEFORE MEETINGS									
	Cragle, Paul		Paul.Cragle@ Honeywell.com						I have a few suggestions that might make the drive between Phoenix and Tucson a bit more safe. It seems we do need six lanes, but there could be some new laws that could make is safer until then. The biggest problem I've seen and the reason I don't like the drive, large trucks going only about 65 mph pass slower moving vehicles and stay in the passing lane for miles. Not only do they slow traffic down, but when they jump out in front of vehicles that are going 75 mph to pass, it causes that vehicle to slam on their brakes. I'm positive this has caused many accidents and road rage. My solution is like they do in Texas: Large trucks have a speed limit 10 mph less than cars. They also in some places restrict them to the right lane only.
COMMENTS SUBMITTED AT THE TUESDAY, SEPT. 12, 2006, MEETING AT THE MARANA MUNICIPAL COMPLEX									
	Parsons, Clay 14901 W. Kirby Hughes Rd. Marana, AZ 85653	444-7650	msycattle@ aol.com	yes	Tortolita Interchange, Moore Road Interchange, Tangerine, SR 87 Traffic Interchange	No North-South Corridor	Tortolita Interchange	Proposed North-South Corridor	
COMMENTS SUBMITTED AT THE THURSDAY, SEPT. 14, 2006, MEETING AT THE CITY OF ELOY TROY THOMAS CENTER									
	Ballard, Charlie PO Box 896 1175 W. Alsdorf Eloy, AZ 85231	464-1007	cballard@ ballardtruss. com	yes		It would interfere with a portion of our facility, forcing us to move our facility to another location.	The expansion would not affect the Alsdorf overpass. The cost of buying out our facility and others might be less.		
	Horton, Richard 409 N. Santa Cruz Eloy, AZ	251-0504	ricsha@ qwest.net			Picacho Interchange - do not use other one. Relocate just north of current.			Sunland Gin Road - Option 2 Battaglia Road - Option 1 or 2 MP 199/209 Tufter Road - Option 1 Sunshine Boulevard - Option 1
	Jensen, Bente 305 Stuart Eloy, AZ 85223	466-3411	info@ eloychamber. com	yes		Cuts off too much of Tweed Road business area.	I like the Battaglia option - this will service AZ City, Toltec and Eloy!		
COMMENTS SUBMITTED AT THE TUESDAY, SEPT. 19, 2006, MEETING AT THE CITY OF CASA GRANDE COUNCIL CHAMBERS									
	Moor, Mary Alice 1110 N. Henness Rd. #1088 Casa Grande, AZ 85222	826-7088	fmoor3@ mac.com						I was PLEASED to see that there will be elevated RR crossings. I have a son and daughter in-house and five driving teenage grandchildren who live at the east end of Missile Base Road. With 100 trains per day, its frightening. I'm glad there will be access to I-10 at Missile Bridge. Is there any possibility of blacktop coating like on I-10 near Elliott Road? It is so much quieter. Also, uses a lot of old tires. Makes a car feel like its riding in Michelins. I hope you will use some art on overpasses, etc. so the taggers will not deface it. Please consider Palo Verde trees in medians. I-10 is the dirtiest highway in the U.S. between Tucson and Phoenix. If drunk or asleep driver hits a tree in a median, it is better than hitting oncoming traffic and killing an innocent.

Arizona Department of Transportation
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	Name / Address	Phone	E-mail	Join list?	What did you like the most about alternative 1?	What did you like the least about alternative 1?	What did you like the most about alternative 2?	What did you like the least about alternative 2?	General Comments
COMMENTS SUBMITTED AFTER MEETINGS									
	Hallinan, Bill 3567 E. Sunrise Dr. Suite 219 Tucson, AZ 85718	299-8424	bhallinan@ cottonwood properties.com	yes					Your e-mail was provided at a recent public meeting regarding widening of I-10 from Marana northward to Pinal County. I have heard that some consideration is being given to relocating the Tangerine/I-10 interchange. An affiliate of our firm owns approximately 100 acres on the west side of this interchange. We are currently marketing the property to various retail interests. A plan to relocate this interchange in the future would seriously inhibit our ability to solidify retail interests for this property. Please maintain the current road alignment and interchange location. I believe the goal of relocating the interchange was to provide a grade-separated road for the railroad tracks. This can readily be accommodated by elevating the railroad tracks and maintaining the current alignment. I realize there is significant expense with relocating or elevating the railroad tracks to provide a grade-separated interchange, but intuitively this would be less costly. That is, in either event, railroad tracks would have to be elevated so it should be less costly to do so without relocating the interchange. Please keep me apprised of any plans ADOT may have with respect to the Tangerine/I-10 interchange. Thanks for your consideration in this regard.
	Menne, Philip 11115 W. Monte Carlo Lane Casa Grande, AZ 85222		philmenne@ azci.net						Thank you for giving me the opportunity to make comments on the I-10 widening project. I totally support Alternative One of the widening project from MP 199 to MP 211. My name is Philip Menne and I am a permanent owner/resident who lives at 11115 W. Monte Carlo Ln., Casa Grande, AZ 85222, which is located to the west of the Sunland Gin Road overpass at MP 200. I believe it is imperative you choose this alternative, as the residents of this fast growing area experience excruciating difficulty in entering and exiting our neighborhood due to extremely busy major truck traffic we experience in the area. It is a major safety concern for the residents of the area. Although parts of the area called Mountain View Estates Unit One are in a county island, it is within the Casa Grande Planning Area and will most likely eventually be annexed into the city. As this area may become another gateway to access Casa Grande Mountain in the future, access needs to be provided to the area that will not present future access problems greater than is presently experienced. I beseech the department to choose Alternative One, which will allow the truck stops in the area to better manage the access of their truck traffic to their facilities, hopefully forcing them to provide safer and more convenient access of their truck traffic. The current situation causes trucks to line up on Arica to Sunland Gin Road, blocking traffic access to our neighborhood and resulting in unsafe maneuvers to get around them.
	Moor, Mary Alice 1110 N. Henness Rd. #1088 Casa Grande, AZ 85222	826-7088	fmoor3@ mac.com		After the meeting and thinking it through, it seems to me that Alternative #1 would allow more growth potential since it has more interchanges. This makes good sense.	I think the proposed "bypass" at Picacho on Alternative #2 would be much better.	More interchanges and by-pass Picacho.	My small maps don't give the details of Missile Base Road as the large ones at the meeting did. I think the interchange and RR overpass should be at Missile Base Road with new road west of I-10 to the air park.	You ran a good meeting - short, sweet and to the point. You had someone there who could answer questions well. Now get it done and start at I-8 to Firebird Park! Soon!! I wish the new part down south had some median landscaping; Native types - Saguaros, mesquite and Palo Verdes. I hire at Palm Creek RV Resort. Winter visitors are arriving and say that they like the highway, but why is it so ugly?

Arizona Department of Transportation
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	Name / Address	Phone	E-mail	Join list?	What did you like the most about alternative 1?	What did you like the least about alternative 1?	What did you like the most about alternative 2?	What did you like the least about alternative 2?	General Comments
	Morrison, Jerry 2402 W. Harrison St. Chandler, AZ 85224	(602) 502-5353	jerry@ maximum homes.net	yes	Additional interchanges at Aries Drive and Green Road	Interchange at Tweedy Road; moving Sunland Gin Interchange 1/8 mile to the east	Interchange at Battaglia Road (better access to AZ City and downtown Eloy vs. Interchange at Tweedy)	Relocation on I-10 at Picacho	Frontage roads in addition to expanding the number of lanes are critical for the growth of this area. Also, inclusion of Park and Ride lots would be nice for future carpooling and light/heavy rail use.
	Thuringer, Catherine 2850 E. Camelback #270 Phoenix, AZ 85016	(602) 285-3104	cthuringer@ trammellcrow. com	yes					I represent the owners of 185 acres of commercial property at the SWC of Sunland Gin Road and Jimmie Kerr Blvd. (SR 84). This property has 1/2 mile of frontage along I-10 immediately adjacent to ADOT's existing ROW. Areas of concern are: 1) TI configuration options at Sunland Gin Road, 2) TI configuration options at Jimmie Kerr Blvd., 3) Reconfiguration options for I-10/I-8 interchange, 4) Scheduling of interim widening of I-10 north of MP 199, 5) Implementation of additional ROW acquisition for I-10 ultimate widening. This could potentially directly impact our freeway fronting property. PLEASE provide me with any information updates regarding these issues. The development plan for our property weighs heavily on the adjacency of I-10 and I-8. Any consideration for changes either in widening, reconfiguring existing traffic interchanges and timing of improvements are a top priority with respect to impacts to our property.

QUESTIONS ASKED AT THE TUESDAY, SEPT. 12, 2006, MEETING AT THE MARANA MUNICIPAL COMPLEX

	Question	Answer
	None	

QUESTIONS ASKED AT THE THURSDAY, SEPT. 14, 2006, MEETING AT THE CITY OF ELOY TROY THOMAS CENTER

	Question	Answer
	What is the policy for access to the frontage roads and major arterials?	Property owners can apply for a permit from ADOT to obtain an access point on state owned roadways.
	Will you notify local agencies of what you are proposing?	We have been coordinating closely with the local agencies, including the City of Eloy and Pinal County, and will provide information about our recommendations as soon as practical. If the local agencies allow development, it will cost more money in the end.
	Are the frontage roads the responsibility of the state?	Currently the frontage roads are the responsibility of Pinal County, but the state is going to begin discussions to change that status.
	Will you maintain an open median to allow for light rail?	We do not know what other modes future planners may consider, but we provide options in the future. A rail line could be considered but not with this study.
	Will there be a chain link fence or barrier between the frontage road and the highway?	There will be a fence between the highway and frontage road. The type of fence has not been determined at this time.
	What is the source of the additiona funding for the interim widening?	The Arizona Legislature has allocated additional money for ADOT to move forward on key projects. This corridor has been identified as a high priority for improvements.
	What is the Pinal County growth projection?	1.9 million persons in the year 2030
	Is there a plan in place for public art at the interchanges?	There will be the opportunity for enhancements, however it is usually left to the local community to decide what type of enhancements are desired.

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
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QUESTIONS ASKED AT THE TUESDAY, SEPT. 19, 2006, MEETING AT THE CITY OF CASA GRANDE COUNCIL CHAMBERS

	Question	Answer
	Will the frontage roads be two lanes?	Yes
	Will the existing frontage roads be used to make the freeway 10 lanes? Or will they be eliminated?	All of the frontage roads will have to be rebuilt when I-10 goes to five lanes in each direction.
	What percentage of the funding is federal? To what extent are our federal representatives included in the process of widening I-10 from Phoenix to Tucson? It seems that all levels of government in Arizona lack urgency regarding expanding our freeways compared to other areas in the country.	The work is eligible for Federal Highway Administration funding, up to 94.3 percent. The federal money is distributed to the states which then decide how it will be used.
	Regarding the federal funding allocation, what if the project north of Casa Grande finally moves forward – are you putting all your eggs in one basket by putting all the funds to this project south of Casa Grande? Does ADOT have a contingency plan?	We are not trying to shoot ourselves in the foot. The crystal ball is still a little bit cloudy, but I can tell you from Tucson to the I-10/I-8 split is truly the bottleneck.
	Can the current overpasses accommodate 10 lanes, or will they need to be expanded?	All of the existing traffic interchanges would have to be rebuilt to accommodate this future widening.
	Is your plan or desire to have five lanes from Tucson up to I-8 before there are three lanes from I-8 to Phoenix?	We are planning a long range plan for the section of I-10 from I-8 to Tangerine Road. There will also be a long range plan from I-8 to Phoenix. These plans will be coordinated, and the implementation would be timed so there are lanes added to Phoenix before this section is widened to five lanes in each direction.
	The medians are 64 feet wide, and you are planning on obtaining right-of-way on both sides of the freeway. Why aren't you using the median space to widen the freeway? Is that for future use?	The open median is a safety consideration; we don't want a solid strip of concrete wall for 110 miles between Tucson and Phoenix. We also want to do a favor for the next generation; we don't know if other modes of transportation may be considered that could utilize this space.
	When do you anticipate purchasing right-of-way?	This is a long range plan and no timeframes have been established for purchasing the right-of-way.
	For the proposed six lanes, do you have enough right-of-way already? When is the proposed start for the 10-lane widening? Are you saying it may or may not happen?	The six lanes will fit within the existing right-of-way. The 10 lane freeway will happen, but this is a long range plan for the year 2030 and there is not a schedule for when the lanes will be added.
	Do you have population projections this plan is based on?	Yes, there have been traffic projections, and we have worked with Casa Grande, Eloy, and Pinal County to model those projections through 2030.
	Will you use quiet blacktop?	You are referring to rubberized asphalt and this has become a popular approach within the state.
	Will you use concrete stamping so the taggers will leave the bridges alone?	ADOT encourages enhancements to the bridges that will discourage taggers. The details of these enhancements will be coordinated with the local communities during final design of the structures.
	Will you be cutting down additional mesquite and palo verde trees in the median?	The only trees we are going to cut are in the clear zone, that's about 30 feet away from the edge to the roadway. This is for safety; if someone leaves the road there should be a clear area with no trees.

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L
Spring 2007 Public Meetings Summary

Objective
- To show the preferred plan, decisions that led to preferred plan and to let the public know how their comments were heard and incorporated into the preferred plan
- To inform public of concurrent projects in the area, including I-10: SR87 to Picacho Peak Boulevard and I-10: Picacho Peak Boulevard to Pinal Air Park Road

Date/Time/Location
All meetings were held from 5 p.m. – 7 p.m., with a presentation at 5:30 p.m, followed by a question-and-answer session.
- Tuesday, May 15, 2007 at the Troy Thomas Center located at 501 W. 3rd Place, Eloy, AZ 85231
- Wednesday, May 16, 2007 at the Estes Elementary School Cafeteria located at 11279 W. Grier Rd., Marana, AZ 85653
- Thursday, May 17, 2007 at the City of Casa Grande Council Chambers located at 510 E. Florence Blvd., Casa Grande, AZ 85222

Public Notification
- Week of April 23, 2007
  - Government official notification letter e-mailed
  - Newsletter announcing meetings mailed to residents, businesses and stakeholders
- Week of April 30, 2007
  - Newspaper advertisements ran in the Arizona Daily Star, Tucson Citizen, Explorer, Casa Grande Dispatch, Eloy Enterprise, Arizona City News, The Ak-Chin O'Odham Runner and Gila River Indian News
  - News release sent to area media

Team Attendance
- **ADOT**: Don Gorman, Laurel Parker, Karen Whitlock, Greg Gentsch, Fred Garcia
- **FHWA**: Tom Deitering, Ken Davis
- **DMJM Harris**: Mike Kies, Serrelle Laine, Felipe Ladron, Matt Kershner, Ed Miltner
- **PB**: Chris Moore
- **Gordley Design Group**: Angie Brown, Jan Gordley, Jamie Van Goethem, Paki Rico, Barb Alley

Public Attendance
- Eloy: 42
- Marana: 29
- Casa Grande: 47

Displays
- Preferred plan

Presentation
- PowerPoint presentation

Materials
- Handout, with insert for Picacho alternatives and comment form
- Sign-in sheets

- Extra copies of newsletter

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Sam Elters
State Engineer

April 25, 2007

Dear Government Official:

The Arizona Department of Transportation (ADOT) is preparing a corridor study of Interstate 10 (I-10), from milepost 196 near its junction with Interstate 8 (I-8) in Casa Grande, to milepost 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030. To successfully plan for the long-term future of I-10, ADOT and the project team require public input. ADOT will hold the second round of public meetings on the following dates:

Tuesday, May 15, 2007
Troy Thomas Center
501 W. Third Place
Eloy, AZ 85231

Wednesday, May 16, 2007
Estes Elementary School
Cafeteria
11279 W. Grier Road
Marana, AZ 85653

Thursday, May 17, 2007
City of Casa Grande
Council Chambers
510 E. Florence Boulevard
Casa Grande, AZ 85222

Each meeting is from 5 p.m. to 7 p.m. A presentation will be given at 5:30, followed by questions and answers. Maps and displays will be available for viewing before and after the presentation. The public will be encouraged to fill out and submit comment forms. Representatives from ADOT and the study team will be present to answer questions and address concerns about the study. Also present at the meetings will be representatives from other projects in the area, including I-10 Widening: State Route 87 to Picacho Peak Road and I-10 Widening: Picacho Peak Road to Pinal Air Park Road.

The meetings will be advertised through newsletters mailed to residents, property owners, business owners and other interested parties in the study area, in addition to newspaper advertisements in local newspapers and a news release sent to area media. Information about the project and meetings will be posted on the project Web site at www.i10tucsondistrict.com.

We invite you to participate in the public meeting process. ADOT is committed to working with the public and governmental representatives to develop the long-term plan for I-10.

Sincerely,

Don Gorman
ADOT Predesign Project Manager
(602) 712-6799

Sincerely,

Laurel Parker
ADOT Design Project Manager
(520) 388-4260

Arizona Governor's Award for Quality
2001 Award Recipient

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

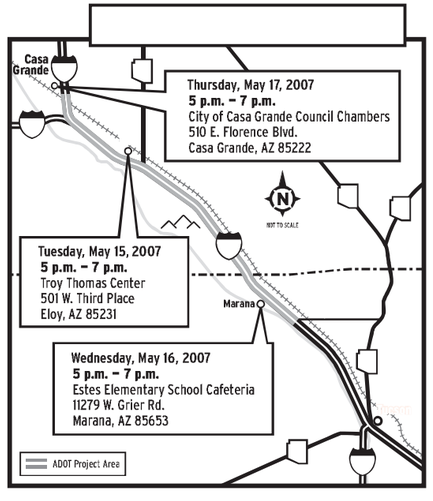
The Arizona Department of Transportation (ADOT) is preparing a corridor study of Interstate 10 (I-10), from milepost (MP) 196 near its junction with Interstate 8 (I-8) in Casa Grande to MP 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

Study progress

- Held three public meetings within the project area in September 2006
- Presented two alternatives for the future design of I-10 to public for comments
- Met with area stakeholders to gather input
- Held monthly meetings with area jurisdictions to gather input
- Incorporated input in the preferred plan
- Produced preferred plan

Next steps

- Present preferred plan to public for comments on May 15, 16, and 17, 2007
- Incorporate input in finalization of plan
- Finalize Design Concept Report including Preliminary Design plans (15%)
- Produce environmental document
- Hold public hearing in fall 2007 to disclose final plan and environmental mitigation measures
- Present to State Transportation Board to be adopted as long-range plan for I-10



Related Projects

ADOT is working on other projects in the area, including:

I-10 Widening: State Route (SR) 87 to Picacho Peak Boulevard
- MP 211 at the SR 87 Traffic Interchange to MP 219 near Picacho Peak State Park
- Widening I-10 from two lanes to three lanes in each direction

I-10 Widening: Picacho Peak Boulevard to Pinal Air Park Road
- MP 219 near Picacho Peak State Park to MP 232 at Pinal Air Park Road
- Widening I-10 from two lanes to three lanes in each direction
- Reconstructing the Picacho Peak Boulevard Traffic Interchange
- Construction anticipated to begin in the fall of 2007, and last for 24 months

Representatives from the teams on the above-mentioned projects will be present at the public meetings in May to answer questions and address concerns.

I-10 Widening: I-8 to SR 87
- MP 199 at the I-10/I-8 interchange to MP 211 at the SR 87 interchange
- Widening I-10 from two lanes to three lanes in each direction

I-10/Pinal Regional Transportation Profile/Southern Pinal – Northern Pima County Corridor Definition Study
- Study the state highway system to inventory current conditions, assess needs and identify deficiencies
- Produce a list of potential improvements to address deficiencies
- Determine possible general locations of any potential new corridors, if needed and feasible
- The potential improvements will be evaluated on a statewide basis in the update to the long-range statewide plan.

Americans with Disabilities Act (ADA): Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Angie Brown at angie@gordleydesign.com or (520) 327-6077. Requests should be made as soon as possible to allow time to arrange the accommodations.

c/o Gordley Design Group, Inc.
2540 N. Tucson Blvd.
Tucson, AZ 85716

You are invited!

Mark your calendar!

Eloy	Marana	Casa Grande
5 p.m. - 7 p.m., with a presentation at 5:30 p.m. Troy Thomas Center 501 W. 3rd Place Eloy, AZ 85231	**5 p.m. - 7 p.m., with a presentation at 5:30 p.m.** Estes Elementary School Cafeteria 11279 W. Grier Rd. Marana, AZ 85653	**5 p.m. - 7 p.m., with a presentation at 5:30 p.m.** City of Casa Grande Council Chambers 510 E. Florence Blvd. Casa Grande, AZ 85222

For directions and maps to the meeting facilities, please visit the project Web site at: www.i10tucsondistrict.com

We want to hear from you

The public is invited to attend any one of three public meetings on May 15, 16, and 17, 2007 (see back for location information)

- Presentation will be given 30 minutes after the start of the meeting, followed by a question-and-answer session
- Representatives from ADOT and the study team will be present to answer questions and address concerns
- Maps and displays will be available for viewing and comments
- For more information, contact Angie Brown of Gordley Design Group at (520) 327-6077

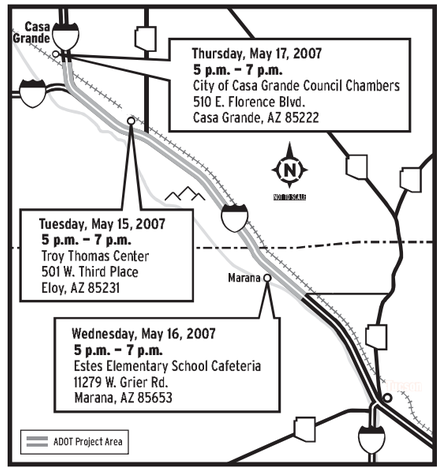
Tell us what you think

- Attend one of three public meetings
- Fill out and submit a comment form:
  - Visit the project Web site at: www.i10tucsondistrict.com
  - Fax: (520) 327-4687
  - E-mail: angie@gordleydesign.com
  - Mail: Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ 85716
  - Submit written comments by May 31, 2007
- Contact the project team via phone or e-mail:
  Don Gorman, ADOT Predesign Project Manager, (602) 712-6799, dgorman@azdot.gov
  Laurel Parker, ADOT Design Project Manager, (520) 388-4260, lparker@azdot.gov
  Teresa Welborn, ADOT Communication and Community Partnerships, (520) 388-4257
  Angie Brown, Gordley Design Group, Community Relations, (520) 327-6077, angie@gordleydesign.com

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC MEETINGS

Your input is needed on the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road



The public is invited to attend any one of three public meetings for the Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road. The goal of the study is to set in place a plan that will guide the development of I-10 through the year 2030.

Each meeting is from 5 p.m. to 7 p.m. A presentation will be given at 5:30, followed by questions and answers. Maps and displays will be available for viewing before and after the presentation. Representatives from the Arizona Department of Transportation and the study team will be present to answer questions and address concerns. Also present at the meetings will be representatives from other projects in the area, including: I-10 Widening: State Route 87 to Picacho Peak Road and I-10 Widening: Picacho Peak Road to Pinal Air Park Road.

For more information about the public meetings, please contact Angie Brown with Gordley Design Group (ADOT Consultant) at (520) 327-6077. Please submit written comments by faxing them to (520) 327-4687, e-mailing them to angie@gordleydesign.com or mailing them to Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ 85716. Written comments should be submitted by May 30, 2007.

Americans with Disabilities Act (ADA): Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Angie Brown at angie@gordleydesign.com or (520) 327-6077. Requests should be made as soon as possible to allow time to arrange the accommodations.

Additional project information, as well as directions and maps to the meeting sites, are available at www.i10tucsondistrict.com.

Si le gustaria recibir información en español, favor de comunicarse con Paki Rico al (520) 327-6077. Gracias.

Greg Gentsch	Don Gorman	Laurel Parker	Sam Elters
ADOT Tucson District Engineer	ADOT Predesign Project Manager	ADOT Design Project Manager	ADOT State Engineer

TRACS No.: H 6773 01L

[Gordley Design Group, Inc.]

DMJM Harris, I10:I8 to Tangerine

May 3, 2007

Casa Grande Dispatch

Page 16

Hearings set on I-10 widening

Staff Reports

The Arizona Department of Transportation has scheduled two more public meetings about its plans to widen Interstate 10 to three lanes from the Marana area to north of Interstate 8.

The meetings, from 5-7 p.m. at each location, are:

- Tuesday, May 15, at the Troy Thomas Center, 501 W. Third Place in Eloy.
- Thursday, May 17 in the council chambers at Casa Grande City Hall, 510 E. Florence Blvd.

"A presentation will be given at 5:30 p.m. at each meeting, followed by questions and answers," the ADOT announcement said. "Maps and displays will be available for viewing before and after the presentation.

"The public will be encouraged to fill out and submit comment forms. Representatives from ADOT and the study team will be present to answer questions and address concerns about the study."

The project Internet site is www.i10tucsondistrict.com.

2540 North Tucson Blvd.
Tucson, AZ 85716
520-327-6077
fax 327-4687
gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I10:I8 to Tangerine

May 16, 2007

Arizona City Independent

Front Page & Page 5

ADOT to hold public meetings on two I-10 corridor studies this week

Confusion has resulted from the advertising of several ADOT meetings, so here is a clarification for those interested in attending the local public meetings.

The Arizona Department of Transportation (ADOT) had three public meetings scheduled in May to provide information and gather input on the Interstate 10 (I-10) Corridor Study. ADOT is studying long-term improvements for I-10 from milepost 196 near its junction with Interstate 8 (I-8) in Casa Grande and Tangerine Road at milepost 240 in Marana.

The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

There will be one held in Casa Grande on Thursday, May 17 at the City of CG Council Chambers, 510 E. Florence Boulevard from 5 p.m. to 7 p.m.

A presentation will be given at 5:30 p.m., followed by questions and answers. Maps and project information will be on display. Representatives from ADOT and the study team will be available to answer questions and address concerns about the study. Also present at the meetings will be representatives from other projects in the area, including I-10 Widening: State Route 87 to Picacho Peak Road and I-10 Widening: Picacho Peak Road to Pinal Air Park Road.

Another important meeting to be hosted in the area by ADOT is in regards to the I-10 Phoenix/Tucson Bypass Study, which deals with an alternative route proposal which would provide a faster, east-west route through the state, which would bypass the two big cities and be an alternative to I-10. This meeting is scheduled for Wednesday May 16 and will be held from 6 p.m. - 7 p.m. at the Desert Rose Baha'i Institute, in their Eleanor Hadden meeting hall.

"These two ADOT topics affect all of western Pinal County and getting the public to attend both is important," says Joyce Fuller Kleikamp of Desert Rose.

Directions to the Desert Rose Baha'i Institute is as follows: From Highway 287/Eleven Mile Corner (Fairgrounds area) - drive south on Eleven Mile Corner Road for four miles, turn right (west) on Hanna Road, turn right on Tweedy Road, turn left on William Sears Drive.

To get to the Troy Thomas Center from Casa Grande: Going east on Hwy. 84/Jimmie Kerr - Drive south on Eleven Mile Corner Road until you reach 3rd Street. Go east on 3rd, and Troy

see ADOT, page 5

2540 North Tucson Blvd.
Tucson, AZ 85716
520-327-6077
fax 327-4687
gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I10:I8 to Tangerine

May 16, 2007

Arizona City Independent

Front Page & Page 5

ADOT

Continued from Page 1

Thomas is on the southwest corner of 3rd and Lincoln.

For more information on future public meetings, visit http://www.dot.state.az.us.

Project Overview

The Arizona Department of Transportation (ADOT) is studying long-term improvements for 41 miles of Interstate 10 (I-10), between Interstate 8 (I-8) at milepost 199 in Casa Grande and Tangerine Road at milepost 240 in Marana.

The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

What the study will evaluate:

–Highway deficiencies
–Freight mobility
–Frontage roads
–Traffic interchanges
–Drainage features
–Environmental issues

Project Schedule and Purpose

–Began in the spring of 2006, expected to be complete in the spring of 2008.

–Will produce an Access Management Plan and Design Concept Report.

–Will follow the National Environmental Policy Act process to evaluate alternatives for improvements and document potential impacts to the social, natural and cultural environment.

–Will identify and incorporate environmental mitigation measures into future I-10 improvements.

Public Input

To successfully plan for the long-term future of I-10, ADOT requests your input. To submit your comments, please e-mail angie@gordleydesign.com, or download one of the comment forms, fill it out and mail it to: Angie Brown, Gordley Design Group, 2540 N. Tucson Blvd. Tucson, AZ 85716.

Additional Projects within the Corridor

ADOT is planning to move forward with four additional widening projects along I-10 to expand the freeway to three lanes in each direction as follows:

–Typical section of Interstate 8 to State Route (SR) 87: construction could begin in 2008

–Typical section of SR 87 to Picacho Peak Road: construction could begin in fall 2007

–Typical section of Picacho Peak Road to Pinal Air Park: construction could begin in fall 2007

–Typical section of Pinal Air Park to Tangerine Road: construction could begin in spring 2007.

I-10 Phoenix/Tucson Bypass Study

The Interstate 10 (I-10) Phoenix/Tucson Bypass Study is a preliminary assessment of the need and feasibility for a new transportation corridor that would provide an alternative to I-10, from the Buckeye area to eastern Arizona. A new corridor could be an optional route for travelers who don't need to go through the Phoenix and Tucson metropolitan areas. Purposes of a new highway, if needed, would include the following:

–Provide an alternative route to I-10 to relieve traffic congestion in the Tucson and Phoenix metropolitan areas.

–Provide a shorter, faster east-west route through Arizona that would attract through-trucks and other traffic from I-10.

–Provide a new route that offers an alternative path for I-10 traffic during construction, maintenance and incidents.

–Provide a new east-west transportation corridor in Arizona to serve the expected rapid population growth and land development.

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Tucson, AZ 85716
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fax 327-4687
gordleydesign.com

[Gordley Design Group, Inc.]

DMJM Harris, I10:I8 to Tangerine

May 3, 2007

Arizona Daily Star

Page B3

I-10 corridor focus of meeting

The Arizona Department of Transportation will hold a public meeting 5 to 7 p.m. May 16 to provide information and gather input on the Interstate 10 Corridor Study.

ADOT is studying long-term improvements for I-10 from Milepost 196 near its junction with Interstate 8 in Casa Grande and Tangerine Road at Milepost 240 in Marana.

The goal of the study is to establish a plan to guide the development of I-10 through 2030.

The public meetings will be held at Estes Elementary School Cafeteria, 11279 W. Grier Road, Marana.

A presentation will be given at 5:30 p.m., followed by questions and answers. Maps and project information will be on display.

Representatives from ADOT and the study team will be available to answer questions and address concerns about the study. Also present at the meetings will be representatives from other projects in the area, including I-10 Widening from Arizona 87 to Picacho Peak Road, and from Picacho Peak Road to Pinal Air Park Road.

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Tucson, AZ 85716
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gordleydesign.com

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L

Public Meeting Comment Summary

Name / Address	Phone	E-mail	Join list?	What do you like the most about the preferred alternative?	What do you like least about the preferred alternative?	Which alternative do you prefer for the Picacho area? Why?	General Comments
COMMENTS SUBMITTED AT THE TUESDAY, MAY 15, 2007, MEETING AT THE TROY THOMAS CENTER IN ELOY							
Ballard, Charlie P.O. Box 896 Eloy, AZ 85231	464-1007	cballard@ ballardtruss.com	yes				Picacho Option C would fix the problem best. Go with the long term best option.
Kamouzis, Jim 11115 Mountain Shadows Casa Grande, AZ 85222	431-1356			Nothing about Sunland Gin Interchange.	The dead end at I-10/Sunland Gin Road.		
Sims, Miriam	431-4001						Subdivision Villa Grande Rancheros. Cross streets: Howser and Shedd - subdivision is between these two streets. Concerned with exiting subdivision, possible no passing lanes or slow traffic down in this area.
COMMENTS SUBMITTED AT THE WEDNESDAY, MAY 16, 2007, MEETING AT ESTES ELEMENTARY SCHOOL IN MARANA							
Hobrock, Renee E. 11616 N. Greys Ct. Tucson, AZ 85737		rehrock@ comcast.net	yes	Getting anything over two lanes each way to Phoenix.	The length of time to accomplish it and the inconvenience while it is being done.	Option C. Gets all the town on one side and gets the road and railroad side-by-side.	With three or more lanes in each direction, large trucks should be prohibited from the left lanes.
COMMENTS SUBMITTED AT THE THURSDAY, MAY 17, 2007, MEETING AT THE CITY OF CASA GRANDE COUNCIL CHAMBERS							
Brown, Gary 7841 Namaka Dr. Casa Grande, AZ 85222	709-0390	RBGB6364@ azci.net	yes	Realignment of Sunland Gin Road to I-10 to relieve access.			Entire project is a very good idea.
Canoles, Connie Box 86 Picacho, AZ 85241	466-3576	con7136@ yahoo.com	yes			Options A or C - Purely selfish, least impact to our property.	Desire a newsletter outlining project location and developments.
Holmes, Hank 4800 N. 36 St. #231 Scottsdale, AZ 85251	541-905-1563	happyholmes904@ yahoo.com	yes		Potentially disrupts Picacho Water Improvement Corporation's main well, 200,000-gallon storage tank and large distribution lines as well as under I-10 mainline to serve south of I-10 part of Picacho.	Option C - This option reunites the north-south division created by the present freeway. It is direct and probably much less costly in land acquisition.	I represent Picacho Water Improvement Corporation (PWIC) as Board President. PWIC is in the middle of a costly systems evaluation and Capital Improvement Plan. Serving the village entails main lines on each side of the current freeway. Our franchise extends to the State Route 87 proposed interchange (both north and south on the east side) so we are significantly impacted by I-10 changes. We need to know the chosen option ASAP.

QUESTIONS ASKED AT THE TUESDAY, MAY 15, 2007, MEETING AT THE CITY OF ELOY TROY THOMAS CENTER

Question	Answer
Will speed limits be reduced after the freeway is widened to 10 lanes?	This is an issue that would be handled by the Legislature, so we can't give you a definite answer, but at this time we do not see any reason why the speed limit would be reduced from 75 MPH.
Will the speed limits be reduced during construction? Will these speed restrictions reduce the speed of truckers crossing the country and create economic conflicts?	ADOT always lowers the speed limit during construction activities, safety is more important than the delay a reduced speed limit could cause to through traffic.
Is everyone in favor of moving the Sunland Gin Bridge, this will create impacts to existing businesses like mine, you do not understand the impacts that will be caused to businesses, and I am not in agreement with what is shown.	This is why we have Public Meetings like the one tonight. We have heard you and thank you for your comment.
Is this the final design, or is there a possibility of changes? Who has been involved in making these recommendations?	This is not a final plan, and based on your input tonight we may make changes. We have presented this plan to Pinal County and the Eloy City Council. We do not plan a project like this in a vacuum, we have a Technical Advisory Committee that includes all of the local jurisdictions and they have been involved throughout the process.
Where will the I-10 Bypass be located, I have heard it will go through the San Pedro Valley, that will not be a good option.	We do not know where this will be planned, they are just beginning the process to plan this project.
When will final plan be approved? Where will the funding come from for these improvements?	We plan to present the final recommendations to the State Transportation Board in the Spring or Summer of next year, their approval will make the recommendations final. The funding for a project like this usually comes from the Federal Hurf Fund, these are funds provided from the Federal Government by collection gas taxes.
What will these recommendations do about waiting on the freeway during accidents? If there is an accident on the freeway you can wait for several hours because there is not enough access to the frontage roads.	This is why we are planning for new interchanges along the corridor, and improvements to the frontage roads. If you look on the maps here in the room you will see several locations where new interchanges are proposed. One of the reasons for these interchanges is to help the traffic situation during incidents.
There is a problem with traffic and accidents between Casa Grande and Phoenix, why is this section of I-10 not included?	ADOT is working on a corridor study between I-8 and SR 202, and that study will make recommendations for that section of I-10.
Concerning I-10 and specifically Marana, how much of the existing frontage road will be torn out, and how much will remain? Will there be more frontage roads available to use instead of the freeway?	There are sections of the frontage roads that will remain in the same location, and sections where it will be moved, you need to look at the maps to see the specifics of the plan. In the area where the UPRR is located adjacent to the frontage roads, the freeway will be moved away from the UPRR. We stated that right of way would be needed from each side of the freeway, that was a general statement, in some places it will be required only on one side. We encourage all of you to look at the maps to see the specifics of the plan.
Will the improvements be using Rubber Pavement to reduce the noise impacts?	Yes, all of the projects ADOT constructs includes Rubberized Pavement, and this project will use this type of pavement.
Are there going to be noise barriers?	Yes, there will be recommendations for Noise Barriers. The project includes a full Noise Analysis and this will determine where noise barriers are needed.
Will there be an HOV lane?	No, we are not proposing an HOV Lane.
How many vehicles go through the I-10/I-8 traffic interchange each day?	Do not have the number at this moment, our consultant is here tonight and they will provide the number following the meeting.
Are there any future widening plans for SR87?	There are no near term widening plans, however ADOT is currently studying that corridor and there should be some long range recommendations to widen that corridor.
Why doesn't ADOT convert I-10 to a toll road so some of the money needed for these improvements can come from tourists and the truckers that use the highway?	Most states, including Arizona, are looking at Toll Road options. Historically in the Western states Toll Roads are not looked favorably upon, and this is a political issue that the legislature is working on.

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
TRACS No.: H 6773 01L

Public Meeting Comment Summary

QUESTIONS ASKED AT THE WEDNESDAY, MAY 16, 2007, MEETING AT ESTES ELEMENTARY SCHOOL, MARANA, AZ

Question	Answer
What is the anticipated time span for construction of these recommendations, will it be in the next 3 to 5 years?	We estimate that a project like this will be constructed over the next 10 to 25 years. This is a 40 mile corridor and we are proposing total reconstruction of the entire corridor, that will take a lot of funding and will need to be spread over many years. In example the reconstruction of I-10 through downtown Tucson is going to cost over $200 Million, and that is only for several miles, not 40 miles. So the funding will be spread out over many years.
When you complete a project like this, what office of the EPA are you coordinating with? The Santa Cruz River is a protected watershed and this watershed is regulated by the San Francisco Office of the EPA, are you coordinating with that office?	ADOT has a group that specializes in the environmental portion of this project, they are coordinating directly with the Federal Highway Administration. The environmental document for this project is approved by the FHWA, and before they approve it they will coordinate with all of the jurisdictions including the EPA. We are not coordinating directly with the EPA, but the EPA will review the environmental documents associated with this project.
How will the order that improvements will be implemented be prioritized?	That part of the study has not been completed at this time, but there will be a specific implementation plan included in the study. There is a lot of developer activity along the corridor, and ADOT intends on some of the funding to be contributed by developers that benefit from these improvements, specifically the proposed interchanges. Therefore, implementation may influenced by when developers are ready to implement the proposed interchange, and ADOT may accelerate funding to construct some portions of the corridor together with the developers.
How will the lanes (for the 3rd lane widening projects) be widened from Pinal Air Park north?	In the direction of Phoenix the lane will be added on the outside, and in the direction of Tucson the lane will be added on the inside.
Have all of the locations where future interchanges will be allowed been identified?	Yes, the locations of the future interchanges are included on the maps in the room tonight, and they are shown on the handouts. We also have a website, www.i10tucsondistrict.com, where you can access the information presented tonight.

QUESTIONS ASKED AT THE THURSDAY, MAY 17, 2007, MEETING AT CITY OF CASA GRANDE COUNCIL CHAMBER

Question	Answer
What is the estimated time for the I-10/I-8 project commencement?	We have not looked at how the corridor will be implemented yet. That is the next step of the study, and we will have that information at the next public meeting.
You stated these improvements will be completed by 2030, but you also stated something will be constructed within the next 5 years. What will be constructed within the next 5 years?	We are constructing a third lane in each direction over the next several years, which is an interim project. The long range improvements we are presenting tonight will be implemented between now and 2030.
When I look at Option C in Picacho, would you move the freeway with the third lane widening, or with the 5 lane widening?	If we go forward with Option C, we will have to evaluate if we move the freeway with the third lane widening. Moving a freeway is expensive, and we may not want to do that until we reconstruct the freeway for 5 lanes.
How much right-of-way will be taken?	Today we have 300' to 350' feet of right of way, in the past we stated that we needed about 60 feet on each side, but recently we have looked at the detailed design, and drainage needs and determined we need a little more right of way. Our recommendation is to have 500 feet of right of way width, and that means taking about 100 feet on each side.
How wide is the existing freeway? I want to determine if you need to take my house.	The existing freeway has an 84 feet wide median and 40 feet of pavement on each side. The proposed freeway would have 5 lanes in each direction and frontage roads, but the entire 500 feet of width will not be all pavement. We suggest you look at the maps provided to determine if the proposed plan would require the acquisition of your home.
The Sunland Gin realignment impacts my business. Soon there will be over a million square foot distribution center. This configuration at Sunland Gin Road cannot handle the projected traffic flow and that will impact all of the businesses. What studies have been completed about the impacts to local businesses?	This plan does provide access to all of the businesses. We have met with many of the businesses along Sunland Gin Road, and we understand there are some concerns about what is presented. We are here tonight to obtain any comments you have about this plan. We have worked closely with Eloy, Casa Grande and all of the other jurisdictions on these recommendations.
Who is coordinating the local roadway system at Sunland Gin Road?	The actual plan for the local roadway system is up to Eloy and Casa Grande, we have coordinated with both, but at this time we do not have a detailed plan for the local roadway system.
Is Jimmie Kerr Boulevard to be expanded, or remain two lanes? Will this plan affect the access to Mountain View Estates?	Expansion of Jimmie Kerr Blvd is up to the local jurisdictions, Eloy and Casa Grande. ADOT is only planning the improvements for the interstate system. This plan proposes to move Sunland Gin Road, and that would be an improvement for access to Mountain View Estates, we predict that the stacking of trucks would not be a problem with this proposed plan.
You are adding the 3rd lane from Tucson to Phoenix, Will ADOT implement the new frontage roads from Tangerine toward Phoenix?	We are working on the 3rd lane from Tucson to Phoenix, but at this point we do not have an implementation plan for the ultimate improvements. This is the next step for the study, and should be discussing possible implementation at the next meetings.
Will there be rubberized asphalt?	Yes, ADOT uses rubberized asphalt on all projects.
Will there be meetings like this with the community after the implementation of the plan begins?	Yes, ADOT continues the public outreach all through design and construction.
When can the next meeting be expected?	We will have another public meeting next spring.
What is the process for the entire project, including the approval and commencement?	We take our completed documents to the State Transportation Board for approval. We have worked closely with all of the local jurisdictions and see no reason why the State Board would not approve the recommendations. Following approval, funding can be programmed for these improvements and one of the first activities may be right of way preservation.
What is the estimated time for state approval?	We are scheduled to finish our documents next spring, and expect to go to the State Board sometime next summer.
What do you recommend landowners desiring to complete improvements on their land do if you are identifying it as proposed right-of-way?	The reason for this study is to communicate to everyone along the corridor what the proposed plan is, and we would hope that land owners not construct improvements within the proposed right of way. If a landowner is looking to do some improvements, the local jurisdiction may be able to work with the development plans to reserve the proposed right of way for future freeway improvements.
Once the plan is approved, what is the anticipated time for the commencement of the budget process? Does ADOT expect me to do nothing with my land until they are ready to purchase it?	Once the project is approved, the first step ADOT anticipates to provide funding for is Right of Way acquisition. ADOT would prefer that landowners not make improvements in the sections of land identified as future right of way, but it is your land and you can do what you want. We are here tonight to present the recommended plan so you are aware of any future plans that may impact your property, and plan the appropriate improvements.
At what point will Option A, B or C in Picacho be designated?	ADOT will make a decision about the Picacho Area based on comments we receive tonight, and other engineering and environmental considerations. Our plan is to make a decision on Options A, B or C following these meetings.
When will the water improvement district know which of the three options in Picacho will impact us?	ADOT is planning to make a decision within the weeks following these meetings.
Will there be any changes to the local (neighborhood) infrastructure?	The local roadways is the responsibility of the local jurisdictions, ADOT is only planning improvements to the Freeway corridor.
Will the railroad be widened along Jimmie Kerr Blvd?	Yes, the UPRR is double tracking the mainline within the next several years
Why doesn't the newsletter or the information displayed at this meeting show all of the alternatives considered?	ADOT held meetings last September where the alternatives were presented, however all of the information from the previous meeting is available on the website.
Is this project at all related to the bypass proposal around Tucson, would the bypass relieve the predicted congestion?	Yes the bypass would relieve some of the traffic projected along I-10, but the Bypass is proposed as a long range project and would most likely be implemented long after these improvements are completed.

Arizona Department of Transportation Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road TRACS No.: H 6773 01L **Public Meeting Comment Summary**	
Where is the bypass proposed, and how would it join or connect to I-10?	The idea of the bypass it to provide an alternative to I-10. We do not know where it would be located at this time. ADOT is just beginning that study. The team that is studying the bypass is having meetings about the project in Tucson, Eloy, and Coolidge.

Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Public Meeting
City of Casa Grande Council Chambers
Thursday, May 17, 2007

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record, and as such, must be released to any individual upon request. **Please print clearly.**

Printed Name	Representing	Address and Zip	Phone	E-mail

Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Public Meeting
Troy Thomas Center, Eloy
Tuesday, May 15, 2007

Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record, and as such, must be released to any individual upon request. **Please print clearly.**

Printed Name	Representing	Address and Zip	Phone	E-mail

Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Public Meeting
Estes Elementary School, Marana
Wednesday, May 16, 2007

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Printed Name	Representing	Address and Zip	Phone	E-mail

Arizona Department of Transportation (ADOT)
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Project No.: H 6773 01L
Picacho Neighborhood Meeting Summary

Objective
- To show the recommended alignment of I-10 through the Picacho area
- To give the status of the interim widening projects
- Obtain public input on recommendations presented

Date/Time/Location
- Thursday, Aug. 21, 2008
- 5 p.m. – 7 p.m., with a presentation at 5:30 p.m, followed by a question-and-answer session
- Picacho Elementary School, 17865 S. Vail

Public Notification
- Monday, July 28, 2008
  - City of Eloy Council presentation
- Friday, Aug. 1, 2008
  - Government official notification letter e-mailed
- Week of Aug. 4, 2008
  - News release distributed
  - Invitation letter distributed to Picacho post office (follow up phone call to PO to ensure delivery)
- Week of Aug. 11, 2008
  - Flier posted in public places

Team Attendance
- **ADOT**: Tangella Diaz, Pete Mayne, Barbara Pursell, Linda Ritter, Karen Whitlock, Steve Wilson, Victor Yang
- **Federal Highway Administration (FHWA)**: Tom Deitering
- **DMJM Harris**: Ken Cole, Mike Kies, Felipe Ladron, Adam Miller, Doug Smith
- **Gordley Design Group**: Angie Brown, Jan Gordley, Susan Parcells

Public Attendance (see attached sign-in sheets)
- Approximately 70 people attended

Displays
- Options A, B and C previously shown at May 2007 open houses
- Map of recommended alignment
- Advantages of recommended alignment

Materials
- Handout, including recommended alternative with its advantages, along with the project and public process
- Comment form
- Question card
- Sign-in sheets

Presentation
- Introductory remarks – Linda Ritter
- PowerPoint presentation – Mike Kies

Question-and-Answer Session

- Linda Ritter read questions submitted on question cards and the team answered
  - When will property owners need to evacuate their properties?
  - When will we have to start moving and how long do we have to move out? (Been here 30 years.)
  - When will we know before we sell out? My mother just passed away and I have been left more than I can take care of.
  - Some of us are up in age (over 65) and to wait two or three years more, we will be to old to move. Any chance you can acquire the land as soon as you decide on A, B or C?
  - I want to know more about land loss/swap.
  - What is the estimated time and date of the start for the Picacho section?
  - Why not put the interstate north of the railroad and leave the homes alone?
  - How do we get our kids to the school, which is north of the tracks?
  - An overpass over I-10 and the railroad tracks needs to be in place for first responders. Primary fire protection comes from south of Picacho, and the school is on the north side of I-10 and the railroad.
  - Will this new freeway affect our water system (tank and well)?
  - Do we have to drink Eloy water until you get our well done?
  - Will the interchange improvements for State Route (SR) 87 be constructed along with the widening of I-10 if the preferred alternative is selected?
  - Will the north right-of-way of I-10 be contiguous with the south right-of-way of the railroad?
  - Is this funded?

Public Comments (see attached comment summary)

- Seven comments were received at the public meeting
  - Four were in favor of the recommended alternative
  - One said he would not be impacted, and that you can't stop progress
  - One wanted additional information about water supply and school access
  - One did not like the recommended alternative, due to school access and the inconvenience of having to drive further to access north of the interstate and railroad
- Two comments were received after the meeting
  - One owns 1,600 acres of land between the Picacho and Sunshine Boulevard exits and is building a theme park and film studio; he wanted detailed information about the plans. He is in favor of the recommendation, but his projects will be completed prior to construction.
  - One was did not like the recommended alternative, due to school access.

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Floyd Roehrich Jr.
Acting State Engineer

Aug. 5, 2008

Dear Government Official:

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are preparing a corridor study of Interstate 10, from milepost (MP) 196 just north of its junction with Interstate 8 in Casa Grande, to MP 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

ADOT and FHWA will be holding a neighborhood meeting to provide information regarding alignment of Interstate 10 through the Picacho area (MP 210 to MP 213) and to request input from area residents, businesses and stakeholders.

In May of 2007, three alternatives for the alignment of Interstate 10 through the Picacho area were presented at public meetings held throughout the corridor, and comments from the public were received for review and consideration. More information about these alternatives may be found on the project Web site (www.i10tucsondistrict.com). After further study, discussion and input, the project team is recommending a preferred alternative, which will be presented at this neighborhood meeting.

Aug. 21, 2008
5 – 7 p.m., presentation at 5:30 p.m. followed by question-and-answer session
Picacho Elementary School
17865 S. Vail Road
Picacho, AZ 85241

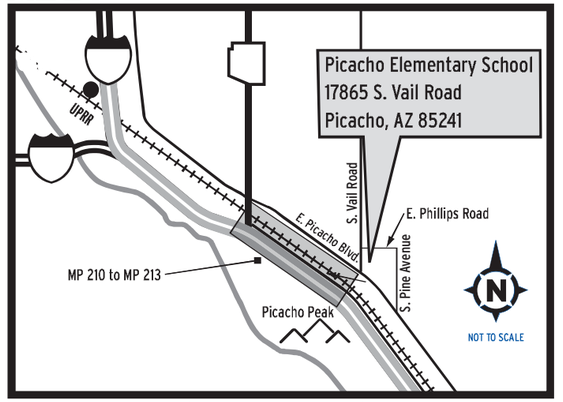
The public may stop by at any time between 5 and 7 p.m. A presentation will be given at 5:30, followed by questions and answers. Maps and displays will be available for viewing before and after the presentation. The public will be encouraged to fill out and submit comment forms. Representatives from ADOT and the study team will be present to answer questions and address concerns about the study.

The meetings will be advertised through a postcard invitation mailed to approximately 400 residents, property owners, business owners and other interested parties in the Picacho area, in addition to fliers posted in the area and a news release sent to area media. Information about the project and meetings will be posted on the project Web site at www.i10tucsondistrict.com.

We invite you to participate in the neighborhood meeting and public participation process. ADOT is committed to working with the public and governmental representatives to develop the long-range plan for I-10.

Sincerely,
Victor Yang
ADOT Predesign Project Manager
(602) 712-8715

NEIGHBORHOOD MEETING
You're Invited!



Si le gustaria recibir informacíon en español, favor de comunicarse con Arizeder Urreiztieta al (520) 327-6077. Gracias.

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ADOT Tucson District Engineer
Greg Gentsch

ADOT Predesign Project Manager
Victor Yang

ADOT Acting State Engineer
Floyd Roehrich

Project No. 10PN199H677301L

NEIGHBORHOOD MEETING
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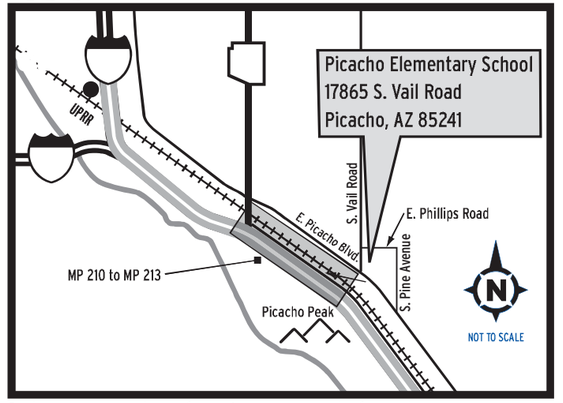

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Greg Gentsch

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Victor Yang

ADOT Acting State Engineer
Floyd Roehrich

Project No. 10PN199H677301L

Arizona Department of Transportation
c/o Community Relations
2540 N. Tucson Blvd.
Tucson, AZ 85716

Save the Date!

BOX HOLDER
PICACHO, AZ 85241

Arizona Department of Transportation
c/o Community Relations
2540 N. Tucson Blvd.
Tucson, AZ 85716

Save the Date!

BOX HOLDER
PICACHO, AZ 85241

Arizona
Department of
Transportation

NEWS

For Immediate Release
Contact:
ADOT Media Relations
Phone: (800) 949-8057

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are preparing a corridor study of Interstate 10, from milepost (MP) 196 just north of its junction with Interstate 8 in Casa Grande, to MP 240 at Tangerine Road in Marana. The goal of the study is to establish a plan to guide the development of I-10 through the year 2030.

ADOT and FHWA would like to invite the public to a neighborhood meeting regarding the alignment of Interstate 10 through the Picacho area (MP 210 to MP 213) and request input from area residents, businesses and stakeholders.

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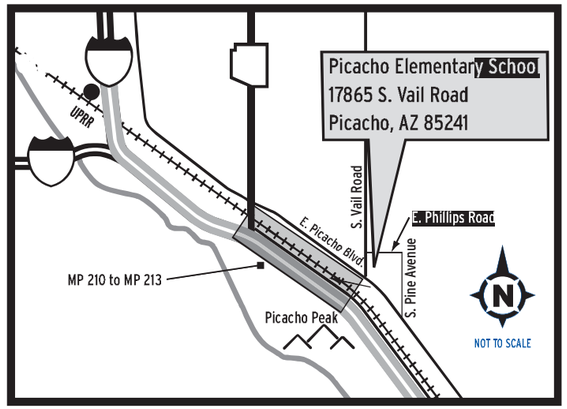
NEIGHBORHOOD MEETING

You're Invited!



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Greg Gentsch

ADOT Predesign Project Manager
Victor Yang

ADOT Acting State Engineer
Floyd Roehrich

Project No. 10PN199H6773OIL

Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Project No. 10PN199H677301L
Neighborhood Meeting – Picacho Elementary School
Thursday, Aug. 21, 2008

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Printed Name	Representing	Address and Zip	Phone	E-mail

Comment Form

Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road

Project No. 10PN199H677301L

Neighborhood Meeting – Picacho Elementary School

Thursday, Aug. 21, 2008

The Arizona Department of Transportation is interested in your comments regarding this project. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com, fax to (520) 327-4687 or mail to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ 85716. Thank you for your participation.

Please print clearly.

1. What do you like most about the recommended alternative?

2. What do you like the least about the recommended alternative?

3. General comments:

4. How did you hear about this meeting?

Optional:

Name: Address: City: State: Zip:

Phone: E-mail:

☐ Please include me on your mailing list to receive information concerning this project.

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

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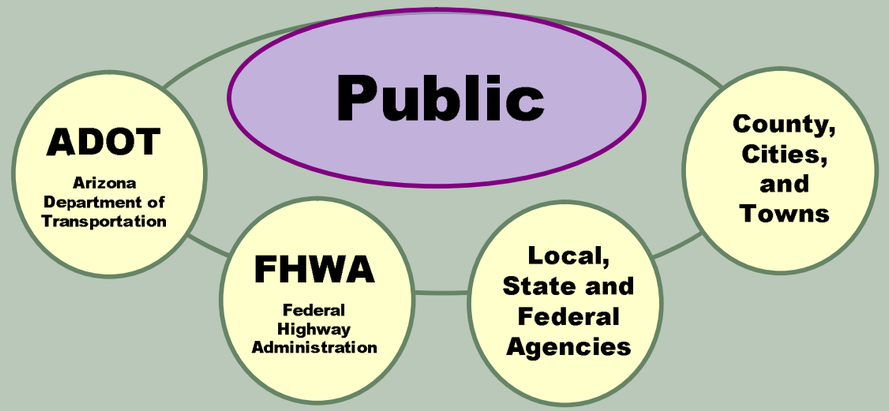
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

Picacho Neighborhood Meeting– August 21st 2008

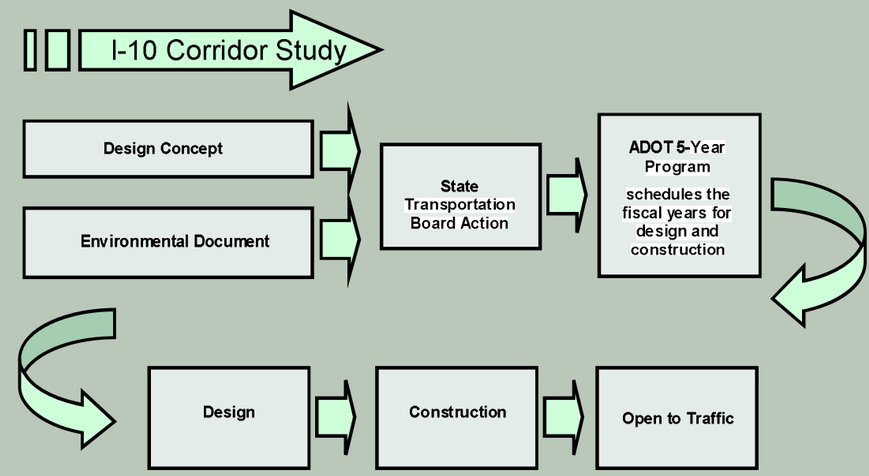
Interstate 10 Corridor Study

Junction I-8 to Tangerine Road

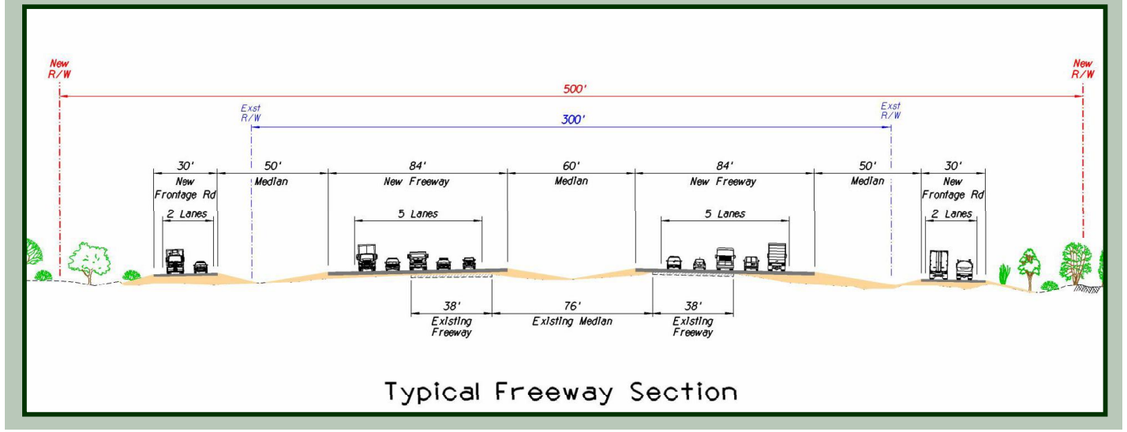


- The Goal of this Corridor Study is to recommend an ultimate plan for I-10 to meet future traffic demands through the year 2030.
- The Objectives for tonight's meeting are;
  - Provide an update on the progress of this study.
  - Solicit input on the recommendations we will be presenting tonight.

Interstate 10, Jct. I-8 to Tangerine Road



- Plan the existing freeway to 5 lanes in each direction to meet future traffic demand (2030)
- Maximize future expansion options with an open median
- Continuous one-way frontage roads on both sides of the freeway



Typical Freeway Section

Interstate 10, Jct. I-8 to Tangerine Road

- Existing half interchange at Picacho Highway is not consistent with current design guidelines.
- Realignment of I-10 Mainline recommended to improve existing roadway geometry.
- Freeway embankment requires roadside barriers
- SR 87 Interchange does not meet current design guidelines

- Widens the freeway along the existing I-10 alignment, curves in alignment will remain.
- The freeway remains on an embankment through Picacho requiring traffic barriers along I-10.
- I-10 alignment remains about ¼ mile south of the UPRR, access to private parcels required.
- Noise mitigation of properties between the freeway and UPRR is not practical.
- One-Way frontage road (WB) separated from freeway corridor, wrong way movements possible.
- Long range plan would reconstruct the SR 87 Interchange which currently includes many substandard design features.

Interstate 10, Jct. I-8 to Tangerine Road

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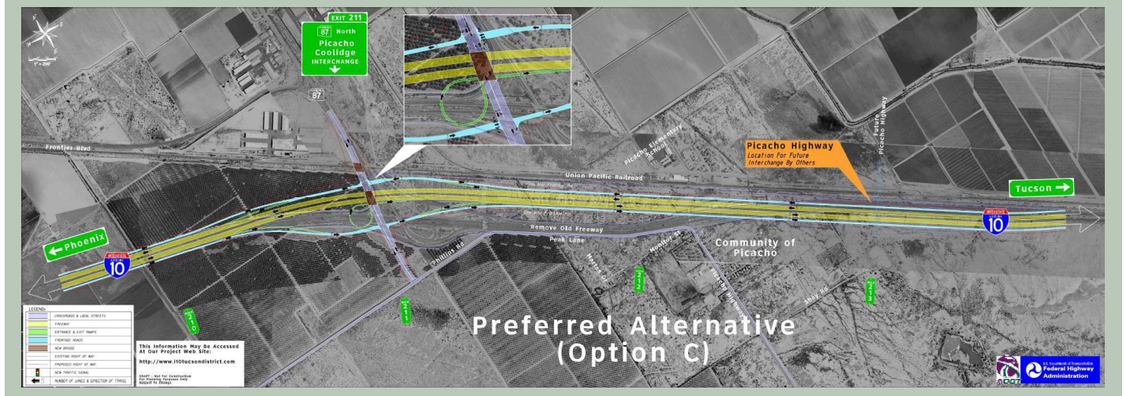
- The freeway remains on an embankment through Picacho requiring traffic barriers along I-10.
- I-10 alignment remains about ¼ mile south of the UPRR, access to private parcels required.
- Noise mitigation of properties between the freeway and UPRR is not practical.
- Long range plan would reconstruct the SR 87 Interchange which currently includes many substandard design features.

- Improves freeway safety by reducing the number of curves along I-10.
- Improves roadside safety by eliminating a substantial length of elevated freeway.
- Removing existing embankment eliminates most visual impacts of the freeway.
- Relocates the freeway along the UPRR mainline which consolidates a major freeway and major railroad into one corridor.
- Allows for the opportunity to provide noise mitigation to areas of Picacho located south of the freeway.
- Reconstruction of the SR 87 Interchange would be scheduled with freeway realignment.

Interstate 10, Jct. I-8 to Tangerine Road

Option C (shown below) proposes the freeway be realigned along the UPRR within the Community of Picacho. The existing freeway corridor would be removed providing an opportunity to redevelop this area of land.



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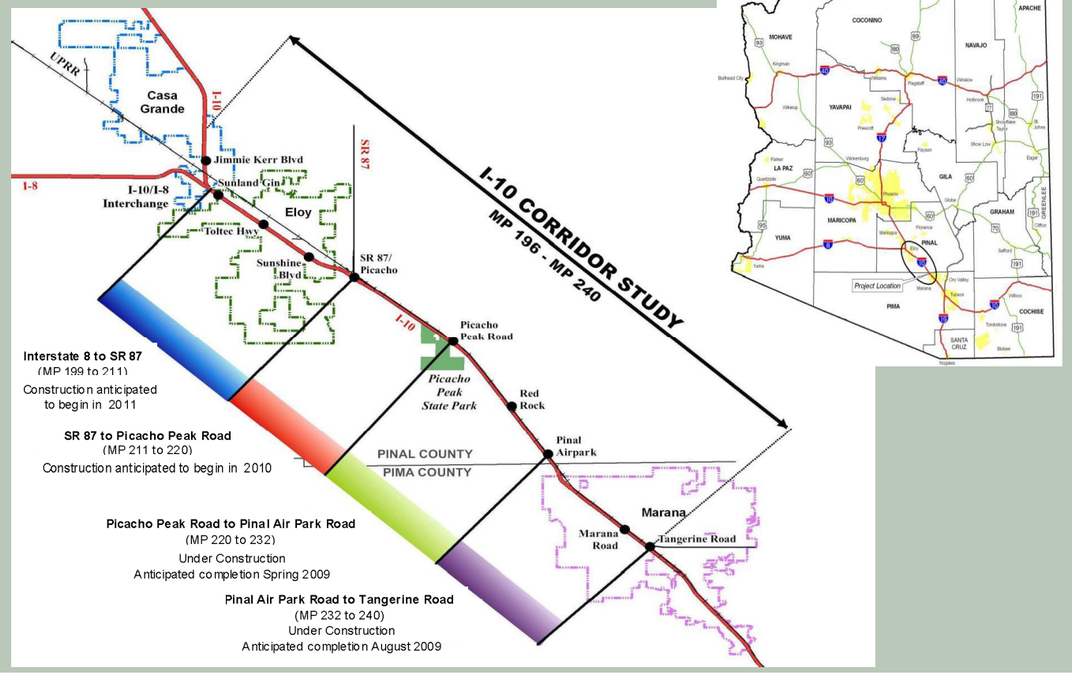
- Allows for the opportunity to provide noise mitigation to areas of Picacho located south of the freeway

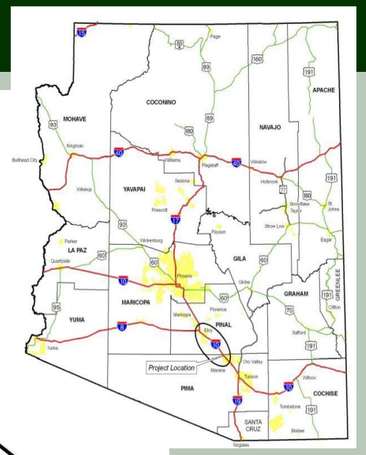
Interstate 10, Jct. I-8 to Tangerine Road

Environmental Resources :

- Social and Economic Resources
- Environmental Justice
- Historic and Cultural Resources
- Air Quality
- Noise Levels
- Water Resources 100-year Floodplains
- Prime or Unique Farmland and Farmland of Statewide of Local Importance
- Hazardous Materials
- Visual Resources

Interstate 10, Jct. I-8 to Tangerine Road





More Information

www.i10tucsondistrict.com

Project Contacts

Victor Yang – ADOT Predesign Manager;

602-712-8715 (vyang@azdot.gov)

Linda Ritter – ADOT Communications Liasion;

520-388-4266 (lritter@azdot.gov)

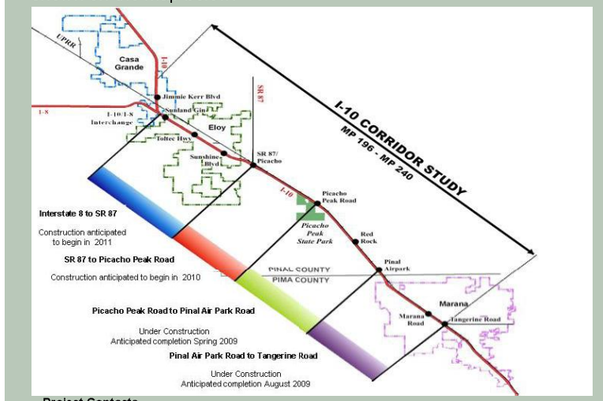
Michael Kies – Consultant Project Manager;

602-337-2595 (michael.kies@dmjmharris.com)

Angie Brown – Public Involvement Specialist;

520-327-6077 (angie@gordleydesign.com)

ADOT has approved four separate interim widening projects along Interstate 10 to expand the freeway to three lanes in each direction between I-8 and Tangerine Road. The limits and current status are shown on the map below:



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602-712-8715 (wyang@azdot.gov)

Michael Kies – Consultant Project Manager
602-337-2595 (michael.kies@dmjmharris.com)

Linda Ritter – ADOT Communications Liaison
520-388-4266 (lritter@azdot.gov)

Angie Brown – Public Involvement Specialist
520-327-6077 (angie@gordleydesign.com)

Si le gustaría recibir información en español, favor de comunicarse con Paki Rico al (520) 327-6077. Gracias.

Purpose of Tonight's Meeting

- Recommendations for roadway and access improvements to Interstate 10 to meet traffic demand for 2030
- Status of interim widening projects that began in 2007

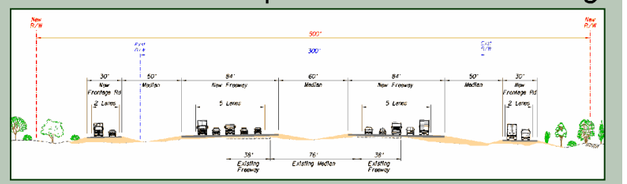
Display ideas for enhancing Interstate 10 through Picacho:

- Preferred long range plan of the freeway and interchanges

Obtain your input and comments on all of the information presented tonight.

- To recommend an ultimate plan for the I-10 to meet future traffic demands through the year 2030

Interstate 10 – Proposed Ultimate Widening



- Plan the existing freeway to 5 lanes in each direction to meet future traffic demand (2030)
- Maximize future expansion options with an open median
- Continuous one-way frontage roads on both sides of the freeway

U.S. Department of Transportation Federal Highway Administration | ADOT | August 21st, 2008

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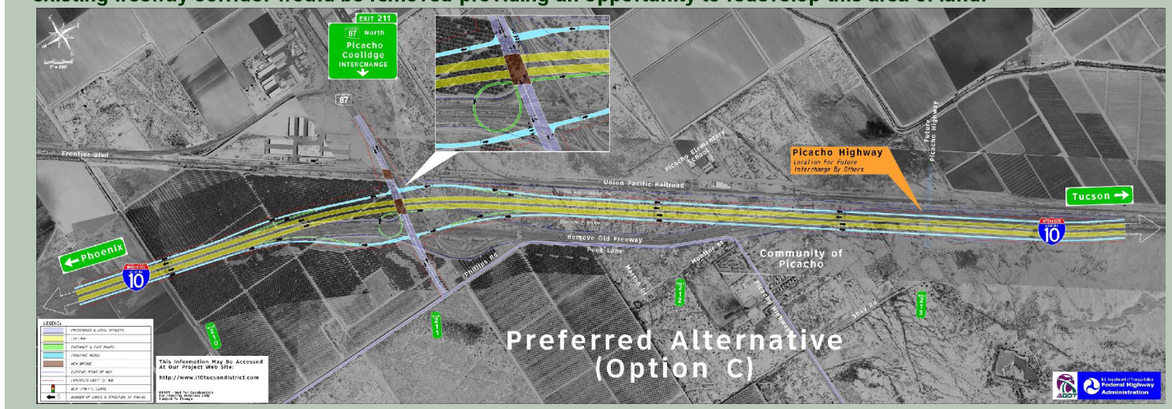

Advantages of Option C alignment through Picacho

- Improves freeway safety by reducing the number of curves along I-10.
- Improves roadside safety by eliminating a substantial length of elevated freeway.
- Removing existing embankment eliminates most visual impacts of the freeway.
- Relocates the freeway along the UPRR mainline which consolidates a major freeway and major railroad into one corridor.
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Sign-In Sheet
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Project No. 10PN199H677301L
Neighborhood Meeting – Picacho Elementary School
Thursday, Aug. 21, 2008

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Printed Name	Representing	Address and Zip	Phone	E-mail
Nina Tarango		4115 D St	522-1146-3596	
Linda Reyes Cubbol		P.O. Box 814 Picacho Ariz	520 852 9697	
MARTIN HUSSAK		Po Box 31 Picacho AZ 85241	520 851 3755	
Lindsey Gomme	604 Enterprise	70N main St Eloy AZ 85231	520 466-7333	editor@eloyenterprise.com
Joe Leos		18595 Picacho Hwy	520-466-4146	
Stella Perez	Mary Rivera Ramirez	9626 N. 35th St. Phoenix AZ 85028	602-795-3844	Drperez cox.net
Dic Minnick	MFT world Ent.	7904 E Chaparral	480 309 0475	mmdicmftenso.com
Nate Skinner	JLC Family Inv.	1744 S. Val Vista, 217 Mesa AZ 85204	480-285-2140	nate@nskinnerlaw.com
Todd Cooley	JLC Family Inv.	17407 E. Ray, Gilbert, AZ 85296	480-988-3110	Todd@cooleystation.com
Tracy Aros	Aros	18760 S. Picacho Hwy		tracyaros@aol.com

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Printed Name	Representing	Address and Zip	Phone	E-mail
Manuel Ramirez		16877 W Ridgeview Dr Casa Grande	316-9043	chatzua@yahoo.com
Martin Alvarez		5694 Eisenhower	466-4713	
Maria D. Moreno		5694 Eisenhower	466-4713	
Brandon Martan		18145 S. Kaiser Rd 85241	520 280 3048	
Dan Land		4500 S Queen Creek Rd	520-466-4020	hay4all@msn.com
Anita Martan		PO Box 62 Picacho	251-1477	edictatowing1976@yahoo.com
Paul + Emilee Beer		PO Box 62 Picacho	251-1196	E_Preece@Hotmail.com

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Barb Russell	ADOT			
Victor Yang	ADOT			
Heliise Jadron	DMJM			
Mike Keiss	DMJM			
Pete Mayne	ADOT			
Ken Cole	DMJM			
Adam Miller	DMJM Harris			
Don Basham		Tucson	520 401 9533	cleeberb@msn.com
Steve Wilson	ADOT			
Doug Smith	DMJM			
Bill Dozier		Picacho	466-3240	—
Bertie Smith		Picacho	466-3240	—

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Printed Name	Representing	Address and Zip	Phone	E-mail
DELORES RAMIREZ		P.O. Box 215 Picacho 85241	520 466-3703	
Robert & Ann Hoffman		P.O. Box 284 Picacho 85241	620 223-9502	
Jay Swanson	Self	P.O. Box 2 Picacho 85241	520 466-3517	
Jay Paulsen		2405 E Hermosa Vista Dr Mesa AZ 85213	480-329 5701	
Mary B. Espinoza	Self	1160 Palo Verde Lane Coolidge, Az	520-560-8702	mboracle@msn.com
JERRY BINKLEY		6089 E BINKLEY Rd PICACHO		
JESSE B. RUIZ	SELF	6300 CAMINO ADELANTE Box 276 PICACHO 85241	(520) 466-3244	
Ben Belkin	Walton Int'l	4800 N. Scottsdale Rd ste 4400, 85251	602-264-1298	bbelkin@waltondm.com
EVERETH ROPER	self	7060 EISENHOWER	520 466 3497	EROPER@gMail.Box.com
Doug Hansen	Pinal			
Tom Dettering	FHWA			
Raul Ibarra	Christian Todd Companies	6290 Camino Adelante Picacho AZ P.O. Box 301 Eloy AZ 85231	520-560-5614	ribarra@cgmailbox.com

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MARY AGUIRRE		PO BOX 1024 RED ROCK 85245	520-251 1658	
Barbara Burrell	ADOT	205 S 17th Ave Phx	602 712 7938	bburrell@azdot.gov
George Ramirez		PO BOX 1165 Az City Az 85223	520 466-6764	
Gary Stauber		6698 E. Eisenhower		
Steven Sylvester		5950 Camino Adelante	466-9661	
Eric Schulman		PO BOX 3886 AZ city AZ 85223		Sholand1@yahoo.com
Miriam Sanchez		5790 E Camino Adelante Picacho Az 85241	466-1576	
Karen Binkley	self	6089 E Binkley	466-3359	
Jerilyn Binkley	self	"	1166-7701	
Rusty Mac	Flying J	16155 S Sunshine Blvd Eloy	466-9241	
Michael Mitchell	Flying J	Same	Same	
Tristan Wooster	EEC	4625 E FT. LOWELL RD TUCSON AZ 85730	520 321 4625	twooster@hotmail.com

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Printed Name	Representing	Address and Zip	Phone	E-mail
Ruth Smith		POBOX 235 5790E. Camino Adelante	520-466-3114	
Greg Smith		SAME AS ABOVE	SAME	
ART + STELLA BEATHAM		Po Box 472	520-450-3361	
Larry Jo Ramos		Po Box 152	520-840-3231.	
MARY C Duer		PO Box 25	520 466 7752	
Stephen R. Duer		" "	" "	
JAMES CASSARA	DESERT COURT APARTMENTS	po BOX 61 5720 E. CAMINO ADALENTE OWNER	(480) 235-0957 (602) 769-1788	
JEFF GRIZZLE				
Bruce MARVAN	Eddie's Bar	6365 Camino Adelante PO Box 365 Picacho	520 431 3012	Eddiesplace76@Yahoo.com

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Printed Name	Representing	Address and Zip	Phone	E-mail
MIGUEL RAMIREZ	MY FATHER	1729 W. Hidalgo	622-243 5375	
RUTHANNE ALLMAN	Picacho Food Stops	7060 E. EISENHOWER Picacho Az 85241		RALLMAN89@EARTHLINK.NET
JASON KOURATH	Charlie Anthony			
[illegible]		12855 PICACHO HWY	520-466-3510	
[illegible]	Santos Antillon	5235 E CAMINO	520-466-3526	
RON VOGLER	PINAL CO TAC	1308 1024 REDROCK	520 251 1661	
JOHN ESPINOZA	Self	1166 Olla Verde Ln	520-723-9981	MBOARD@HSS.COM
MARK C DILKIS	Sally	6275 Camino Adelante	466-7772	
RON + DAWN	Davenport			
ED GEISER	EEC	4625 E FT LOWELL	520-321-4625	egeiser@ecctuc.com
Stella Perez	mother	P.O. Box 374 Wellton AZ 85356	928-785-4000	DRPRZ@COX.NET
Abel GARZA	USPS-Post office 16045 E. CAMINO MANANA		520-466-7748	ABELGARZAAZ@USPS.GOV

Comment Form
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Project No. 10PN199H677301L
Neighborhood Meeting – Picacho Elementary School
Thursday, Aug. 21, 2008

The Arizona Department of Transportation is interested in your comments regarding this project. Please leave your comment forms in the comment box, e-mail comments to angie@gordleydesign.com, fax to (520) 327-4687 or mail to Angie Brown at Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ 85716. Thank you for your participation.

Please print clearly.

1. ~~What do you like most about the recommended alternative~~?
WELL'S WATER SUPPLY TO THE COMMUNITY OF PICACHO.
- OUTDATED SYSTEM, NEEDS CONSTANT CARE.— HOW DO WE ACCESS THE WELL'S PUMP?

Abel GARZA VICE PRESIDENT
PICACHO WATER INCORP.

2. ~~What do you like the least about the recommended alternative~~?
PICACHO SCHOOL ACCESS — WITH THE NEW FREEWAY HOW WILL OUR CHILDREN / PARENTS / BUSES HAVE ACCESS TO THE SCHOOL? MANY KIDS WALK TO SCHOOL, CROSSING THE TRACKS; WHAT WILL HAPPEN IF KIDS TRY TO CROSS THE FREEWAY.

3. General comments:

Abel GARZA
PICACHO SCHOOL BOARD MEMB

4. How did you hear about this meeting?
POST OFFICE

Optional:
Name: Abel GARZA Address: City: PICACHO State: AZ. Zip: 85241
Phone: 520-466-7748 E-mail: Abel.GARZA2@USPS.GOV
☑ Please include me on your mailing list to receive information concerning this project.

Comment Form
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
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Please print clearly.

1. What do you like most about the recommended alternative?

IF OPTION C IS APPROVED, 5800 & 5900 ISENHOWER ST MAY NOT IMPACT THIS TWO PROPERTIES.

2. What do you like the least about the recommended alternative?

OPTION A, B, & C, WIPES ME OUT THIS IMPACTS 6300 CAMINO ADELANTE, 6370 CAMINO ADELANTE.

3. General comments:

YOU CANT STOP PROGRESS.

4. How did you hear about this meeting? THRUGH POST OFFICE PICACHO

Optional:

Name: JESUS B. RUIZ Address: P.O.BOX 276 City: PICACHO State: AZ Zip: 85241

Phone: (520) 466-3244 E-mail:

☒ Please include me on your mailing list to receive information concerning this project.

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Please print clearly.

1. What do you like most about the recommended alternative?

IT WOULD ~~eliminate~~ eliminate ACCIDENTS AT THE WEST BOUND OFF RAMP.

2. What do you like the least about the recommended alternative?

IM IN FAVOR OF THIS OPTION.

3. General comments:

4. How did you hear about this meeting? MAIL

Optional:

Name: SKOUBIS Address: P.O. Bx 158 City: Picacho State: AZ Zip: 85244

Phone: 520-280-1077 E-mail: geskoubis1@mac.com.

☒ Please include me on your mailing list to receive information concerning this project.

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Please print clearly.

1. What do you like most about the recommended alternative?
No more Accidents at curves on I-10 Now
I've seen so many Accidents I Live.
5920 Isend Hower Rd. I've seen family's Die on
this old freeway we need a change

2. What do you like the least about the recommended alternative?
~~Nothing~~, We need a change.

3. General comments:
it's About time. family's have died.
on this curves

4. How did you hear about this meeting?
Post office.

Optional:

Name: Larry Jo Ramos Address: P.O. Box's 152 City: Picacho State: AZ Zip: 85241
Phone: 520-840-3231 E-mail: larry.J.Ramos@monsanto.com

☒ Please include me on your mailing list to receive information concerning this project.

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Please print clearly.

1. What do you like most about the recommended alternative?
Maybe By Chance it would Help Picacacho
Prosper in some way or Another. It Could not
Hurt Nothing.

2. What do you like the least about the recommended alternative?
N/A

3. General comments:
Good Luck

4. How did you hear about this meeting?
By All in Picacho, And Then Some

Optional:

Name: MARK CALKINS Address: 6275 CAMINO Adelanto City: Picacho State: AZ Zip: 85241
Phone: 520-456-7772 E-mail:

☐ Please include me on your mailing list to receive information concerning this project.

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Please print clearly.

1. What do you like most about the recommended alternative?

2. What do you like the least about the recommended alternative?
No access way to the School and having to drive all around to 87

3. General comments:
I don't understand, everything was planned and thought out so well (supposedly) why didn't anyone think about the access from one side of town to the other Very inconvenient for residen (DON'T UNDERSTA

4. How did you hear about this meeting?

Optional:

Name: Address: City: State: Zip:

Phone: E-mail:

☐ Please include me on your mailing list to receive information concerning this project.

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Please print clearly.

1. What do you like most about the recommended alternative?
The fact the 87 Interchange will be constructed along with the alternative "C" Improvements

2. What do you like the least about the recommended alternative?
N/A

3. General comments:
There should be an Interchange on I-10 at Battaglia

4. How did you hear about this meeting?
I was present for the presentation to Eloy City Council

Optional:

Name: Ben Belkin Address: 4800 N. Scottsdale Rd. City: Scotts State: AZ Zip: 85251

Phone: 602-264-1298 E-mail: bbelkin@waltondm.com

☒ Please include me on your mailing list to receive information concerning this project.

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

When Will Property Owners Need To Evacuate The properties

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

When will we have to start moving & how long do we have to move out (been here 30 years)

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

"Utility Problem" Lead

When Will We Know. Before I Sell out. (My Mother Just Pasted Away And have Been Left more than I can Take care of.)

[redacted]
466-7772

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

Some of us are up in age over 65 + to wait 2 or 3 years more we will be to old to move. Any Chance you can acquire the land soon as you decided on A B or C

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

How do we get our Kids To the School - which is North of the Tracks?

Will this New Freeway affect our WATER System (Tank & well) - Already answered, but can you let the public Know?

ESTIMATE TIME OF START OF Picacho Section, DATE?

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

I want to know more about Land loss and Land Swap

Comment

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

An overpass over I-10 and the R.R. tracks needs to be in place for First Responders Primary Fire protection comes from South of Picacho and school is on North side of I-10 + R.R.

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

Will the interchange improvements for SR 87 be constructed along with the widening if the prefered alternative is selected?

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

Will the north ROW of I-10 be contiguous with South R.O.W. of UPRR?

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

Is this Funded

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

Do we have to drink Eloy water until you get our well done?

Interstate 10: Jct. I-8 to Tangerine Road
Picacho Elementary School
Aug. 21, 2008 – Neighborhood Meeting

Please print your question clearly

What will put at this intersection to keep drivers alert

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Project No.: 10PN199H677301L
Neighborhood Meeting - Aug. 21, 2008
Comment and Question Summary

Name	Address	Phone	E-mail	Join list?	What do you like most about the recommended alternative?	What do you like least about the recommended alternative?	General Comments	How did you hear about this meeting?
Anonymous						No access way to the school and having to drive all around to State Route (SR) 87.	I don't understand: everything was planned and thought out so well (supposedly). Why didn't anyone think about the access from one side of town to the other? Very inconvenient for residents (don't understand)!	
Belkin, Ben	4800 N. Scottsdale Rd. Scottsdale, AZ 85251	(602) 264-1298	bbelkin@waltondm.com	yes	The fact the SR 87 interchange will be constructed along with the Alternative C improvements.		There should be an interchange on I-10 at Battaglia Drive.	I was present for the presentation to the Eloy City Council.
Calkins, Mark	6275 Camino Adelante Picacho, AZ 85241	(520) 466-7772			Maybe, by chance, it would help Picacho prosper in some way or another. It could not hurt anything.		Good luck.	By all in Picacho, and then some.
Garza, Abel	Picacho, AZ 85241	(520) 466-7748	abel.garza2@usps.gov	yes	Well and water supply to the community of Picacho - outdated system needs constant care. How do we access the well and pump? -Abel Garza, Vice President Picacho Water Incorporated	Picacho School access - with the new freeway, how will our children/parents/buses have access to the school? Many kids walk to school, crossing the tracks. What will happen if kids try to cross the freeway? -Abel Garza, Board Member Picacho School		Post office.
Ibarra, Raul					Well, to be honest, I can not see anything that I could say I like.	What I don't like is the fact that we are going to be left at a very bad inconvenience. It will be hard to get across from the south side of Picacho to the north side, or the school side. It would be nice if we could get a overpass at Picacho Road that would get us to the school easier.	I know that these kind of changes are inevitable and of great importance. I am one of many that will have to move and relocate. I am the pastor of the church in Picacho. The church will have to be relocated. We understand When it comes to moving and so on, but as long as our little community is not inconvenienced in getting to and from the school.	

Arizona Department of Transportation
Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road
Project No.: 10PN199H677301L
Neighborhood Meeting - Aug. 21, 2008
Comment and Question Summary

Name	Address	Phone	E-mail	Join list?	What do you like most about the recommended alternative?	What do you like least about the recommended alternative?	General Comments	How did you hear about this meeting?
Ramos, Larry	PO Box 152 Picacho, AZ 85241	(520) 840-3231	larry.j.ramos@monsanto.com	yes	No more accidents at curves on I-10 now. I've seen so many accidents. I live at 5920 Eisenhower Road. I've seen families die on this old freeway - we need a change.	We need a change.	It's about time. Families have died on this curve.	Post office.
Raiz, Jesus B.	PO Box 276 Picacho, AZ 85241	(520) 466-3244		yes	If Option C is approved, 5800 and 5900 Eisenhower Street, it may not impact these two properties.	Options A, B and C wipes me out. This impacts 6300 Camino Adelante and 6370 Camino Adelante.	You can't stop progress.	Post office.
Skoubis	PO Box 158 Picacho, AZ 85241	(520) 280-1077	geskoubis@mac.com	yes	It would eliminate accidents at the westbound off-ramp.	I'm in favor of this option.		Mailing.
When will property owners need to evacuate their properties?								
When will we have to start moving and how long do we have to move out? (Been here 30 years.)								
When will we know before we sell out? My mother just passed away and I have been left more than I can take care of.								
Some of us are up in age (over 65) and to wait two or three years more, we will be too old to move. Any chance you can acquire the land as soon as you decide on A, B or C?								
I want to know more about land loss/swap.								
What is the estimated time and date of the start for the Picacho section?								
Why not put the interstate north of the railroad and leave the homes alone?								
How do we get our kids to the school, which is north of the tracks?								
An overpass over I-10 and the railroad tracks needs to be in place for first responders. Primary fire protection comes from south of Picacho, and the school is on the north side of I-10 and the railroad.								
Will this new freeway affect our water system (tank and well)?								
Do we have to drink Eloy water until you get our well done?								
Will the interchange improvements for SR 87 be constructed along with the widening of I-10 if the preferred alternative is selected?								
Will the north right-of-way of I-10 be contiguous with the south right-of-way of the railroad?								
Is this funded?								

Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janet Napolitano
Governor

Victor M. Mendez
Director

Floyd Roehrich Jr.
State Engineer

Oct. 15, 2008

Dear Stakeholder,

The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) held a public meeting on Aug. 21, 2008, at the Picacho Elementary School. The meeting was in regard to the recommended alignment of Interstate 10 through the community of Picacho as part of the corridor study of I-10, from milepost (MP) 196 just north of its junction with Interstate 8 in Casa Grande, to MP 240 at Tangerine Road in Marana.

The goal of the meeting was to provide information to and collect input from area residents, businesses and stakeholders regarding the preferred alternative, which would realign the freeway along the Union Pacific Railroad within the community of Picacho. We had a great turnout, and would like to thank everyone who came and participated.

We received a number of questions and comments regarding the preferred alternative through the community of Picacho, including **right-of-way concerns, school access concerns** and more. Please read the attached Frequently Asked Questions (FAQ) document for responses to these concerns.

To view the preferred alternative in greater detail, please visit www.i10tucsondistrict.com. For additional questions, please contact the project team:

- Linda Ritter, ADOT Communications Liasion, (520) 388-4266, lritter@azdot.gov
- Michael Kies, Consultant Project Manager, (602) 337-2595, michael.kies@dmjmharris.com
- Angie Brown, Public Involvement Specialist, (520) 327-6077, angie@gordleydesign.com

For more information regarding **right-of-way and acquisition** concerns, please contact:

- Peter Mayne, ADOT Right-of-Way Agent, (602) 712-8738, pmayne@azdot.gov

Sincerely,
Victor Yang
ADOT Predesign Project Manager
(602) 712-8715, vyang@azdot.gov

Arizona Department of Transportation
I-10 Corridor Study: Jct. I-8 to Tangerine Road

Realignment of I-10 through Picacho Community
Fact Sheet and Frequently Asked Questions

The Arizona Department of Transportation (ADOT) presented a preferred alternative for the realignment of Interstate 10 through the community of Picacho at a public meeting held on Aug. 21, 2008, as part of the I-10 Corridor Study: Jct. I-8 to Tangerine Road. To view details about the realignment, including maps, please visit www.i10tucsondistrict.com.

The advantages of the preferred realignment of I-10 through Picacho include:

- Reducing the number of freeway curves and improving traffic movement along I-10.
- Removing existing embankment to improve the visual aspects of the freeway.
- Relocating the freeway along the railroad mainline, consolidating a major freeway and major railroad into one corridor.
- Reduction of noise levels in areas of Picacho located south of the freeway.
- The realignment will be constructed as a separate project from the I-10 Corridor Study.
- Reconstruction of the State Route (SR) 87 interchange could be scheduled with the freeway realignment.

Frequently asked questions include:

- *Will the freeway realignment affect our water supply?*
  - No, the realignment of the freeway will not affect the Picacho water well.
- *How will the freeway realignment affect how our children get to school?*
  - The project team contacted Picacho Elementary School to discuss the possible impacts of the freeway alignment. The team learned that the school provides bus service to all children in the Picacho area, and prefers that students take the bus, due to concern for children crossing the railroad tracks. To access the school, the current school bus route serving Picacho will need to be rerouted to travel on SR 87, Milligan Road and Vail Road. It is anticipated that this would add a few minutes to the travel time, and school officials do not have concerns with rerouting the bus. Coordination with the school will continue through design and construction of the realignment.
- *How will the freeway realignment affect access for emergency service providers to our community?*
  - The project team contacted the area's emergency service providers to discuss the possible impacts of the freeway realignment, and learned that the realignment would not negatively impact response times for emergency situations. Coordination with emergency service providers will continue through design and construction of the realignment.
- *What are the timeframes and funding availability for the realignment and SR 87 improvements?*
  - Funding for the realignment and widening of I-10 to three lanes in each direction from SR 87 to Picacho Peak Boulevard has been confirmed. The project could begin construction in 2010.
- *What is the right-of-way and acquisition process and when will affected properties be purchased?*
  - For all right-of-way and acquisition questions, please contact Peter Mayne, ADOT Right-of-Way Agent, at pmayne@azdot.gov or (602) 712-8738.

consultation for the I-10 Corridor Study. Coordination will determine if additional section 7 consultation under the ESA is needed due to additional species listings, changes or additions of critical habitat designations, or any listing or delisting actions that have occurred subsequent to the I-10 Corridor Study."

The proposed improvements covered by this EA are not envisioned to occur for a number of years and FHWA policy requires a reevaluation of project impacts if there are substantive delays in the project. Therefore, a review of relevant laws and regulations related to threatened and endangered species would automatically take place. In addition, the US Fish and Wildlife Service's participation on the technical advisory committee would also help assure that all pertinent wildlife issues are adequately addressed. Therefore, ADOT does not propose adding the additional mitigation.

Your August 9, 2010, e-mail and this letter will be included as part of the final EA. If you have any questions, please feel free to contact me at (480) 634-6033.

Sincerely,

Victor Yang, PE
Project Manager
ADOT Roadway Predesign

Cc: Mary Frye, FHWA
Paul Baumgardt, ADOT EPG
Mike Kies, AECOM
Doug Smith, AECOM

ADOT
Arizona Department of Transportation
Intermodal Transportation Division
206 South Seventeenth Avenue Phoenix, Arizona 85007-3213

Janice K. Brewer
Governor

John S. Halikowski
Director

Floyd Roehrich Jr.
State Engineer

November 17, 2010

Mr. Scott Richardson
U.S. Fish and Wildlife Service
Tucson Sub-Office
201 N Bonita, Suite 141
Tucson, AZ 85745

Re: 010 PN 199 H6773 01L
NH-010-D(ASM)
I-10 Corridor Study: Junction I-8 to Tangerine Road

Dear Mr. Richardson,

On August 9, 2010, you provided comments on the draft Design Concept Report (DCR) for the subject study. Your comments addressed the mitigation measures contained in the draft DCR which are also contained within the draft Environmental Assessment (EA). In late September the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) conducted a Public Hearing in three locations and we are in the process of responding to comments and preparing the final EA. As part of the final EA we are addressing comments received, and have included your comments on the DCR.

Following are your comments and our responses.

1. "#3 should be modified to include not just the Ironwood-Picacho Linkage, but all potential wildlife crossings and linkages within the corridor study area. It will be important to conduct wildlife inventories, with special emphasis on sensitive or listed species such as the Tucson Shovel-nosed Snake and the Sonoran Desert Tortoise, prior to construction of all phases and locations to identify appropriate locations of wildlife linkages or crossings. Design elements should then be incorporated to reduce impacts to wildlife at these locations and enhance wildlife habitat connectivity. We would appreciate the opportunity to participate on the Wildlife Connectivity Technical Advisory Committee and suggest that this committee facilitate the coordination of wildlife connectivity issues throughout the project area."

   ADOT proposes to revise the mitigation measure to read; "During final design the Arizona Department of Transportation Natural Resources Group will establish a Wildlife Connectivity Technical Advisory Committee consisting of representatives from Federal Highway Administration, Arizona State Parks Department, Arizona Game and Fish Department, and US Fish and Wildlife Service. The Wildlife Connectivity Technical Advisory Committee will review available data and provide specific recommendations regarding wildlife connectivity throughout the project corridor, including between milepost 212 and milepost 232, which includes the Ironwood-Picacho linkage."

2. "#4 - During final design, ADOT will coordinate with the U.S. Fish and Wildlife Service to determine if there have been any changes to the anticipated effects to species protected under the Endangered Species Act (ESA) considered during the completion of informal section 7

Victor Yang <VYang@azdot.gov>

08/06/2010 02:27 PM

To "'scott_richardson@fws.gov'" <scott_richardson@fws.gov>, Marta Raiford <MRaiford@azdot.gov>
cc "'Kies, Michael'" <Michael.Kies@aecom.com>
Subject RE: Initial Design Concept Report - I-10 Corridor Study

Scott,

We are finalizing the responses to comments on I-10 Corridor Study Initial DCR. If you have any comments please forward them to me asap.

Thank you!

Victor Yang PE
Project Manager

ADOT Roadway Predesign
205 S. 17th Ave, Mail Drop 605E
Phoenix, AZ 85007
Tel: (602) 712-8715
Fax: (602) 712-8992
Email vyang@azdot.gov

From: Victor Yang
Sent: Friday, July 09, 2010 7:34 AM
To: 'scott_richardson@fws.gov'; Marta Raiford
Cc: 'Kies, Michael'
Subject: RE: Initial Design Concept Report - I-10 Corridor Study

Mike, We will be glad to have your comments on this project. Please forward your comments to me. We will address in the final DCR.
Thanks. Victor

From: scott_richardson@fws.gov [mailto:scott_richardson@fws.gov]
Sent: Tuesday, June 29, 2010 2:14 PM
To: Marta Raiford
Cc: Victor Yang
Subject: RE: Initial Design Concept Report - I-10 Corridor Study

Thanks, Marta. I appreciate your quick and helpful response. Yes, we are talking the same project. I will touch bases with Victor as soon as possible. I, too, am leaving on vacation Wednesday of next week. It may not be until around the 16th or 19th until I am back in the office, thus the further delay in comments. I will see what the status is when I return. Thanks for your help.

Scott

From: scott_richardson@fws.gov [mailto:scott_richardson@fws.gov]
Sent: Monday, August 09, 2010 11:12 AM
To: Victor Yang
Cc: Kies, Michael; Marta Raiford
Subject: RE: Initial Design Concept Report - I-10 Corridor Study

Hi Victor,

Thanks for your patience and the opportunity to provide comments on the I-10 Corridor Study. As you are probably aware, we completed an informal section 7 consultation under the Endangered Species Act for this project. The main reason that the project could be handled under an informal consultation is due to the fact that, as final project designs for projects implementing this study are being developed, further assessment of impacts to species covered under the ESA will be completed, including evaluating any new species that may have been listed subsequent to the completion of this study and new information on species and critical habitat. Linear projects such as this have a high likelihood of impacting wildlife through habitat loss and fragmentation. Wildlife linkages and habitat connectivity are significant issues when evaluating projects such as this. In consideration of these two issues, we recommend that you revise the language found on Page 7-1 of the Study document listing the mitigation actions and commitments related to environmental concerns. Specifically:

#3 should be modified to include not just the Ironwood-Picacho Linkage, but all potential wildlife crossings and linkages within the corridor study area. It will be important to conduct wildlife inventories, with special emphasis on sensitive or listed species such as the Tucson Shovel-nosed Snake and the Sonoran Desert Tortoise, prior to construction of all phases and locations to identify appropriate locations of wildlife linkages or crossings. Design elements should then be incorporated to reduce impacts to wildlife at these locations and enhance wildlife habitat connectivity. We would appreciate the opportunity to participate on the Wildlife Connectivity Technical Advisory Committee and suggest that this committee facilitate the coordination of wildlife connectivity issues throughout the project area.

We recommend adding a fourth action:

#4 - During final design, ADOT will coordinate with the U.S. Fish and Wildlife Service to determine if there have been any changes to the anticipated effects to species protected under the Endangered Species Act (ESA) considered during the completion of informal section 7 consultation for the I-10 Corridor Study. Coordination will determine if additional section 7 consultation under the ESA is needed due to additional species listings, changes or additions of critical habitat designations, or any listing or delisting actions that have occurred subsequent to the I-10 Corridor Study.

We appreciate your consideration of these issues. Please contact me if you have any questions or if we can be of any further assistance regarding this project.

Sincerely,

Scott Richardson
U.S. Fish and Wildlife Service
Tucson Suboffice
(520) 670-6150 x 242

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Marta Raiford <MRaiford@azdot.gov>

06/29/2010 01:29 PM

To "'scott_richardson@fws.gov'" <scott_richardson@fws.gov>
cc Victor Yang <VYang@azdot.gov>
Subject RE: Initial Design Concept Report - I-10 Corridor Study

Ok, first I am going to assume that you are speaking of project Jct I-8 to Tangerine Road, H6773, in which Victor Yang is the project manager here in Predesign. I just wanted to make sure we were speaking of the same project since there are always several underway projects going on at one time here in Predesign. I always just like to make sure that I have it clarified which specific project we are talking about. Now, I don't like speak for the project manager, but since he is on vacation, I would like to say that he would be glad to accept your comments. Victor is to return the middle of next week and I have cc'd him with this email. If he feels differently or would like to address this situation himself, I am sure he will do so when he returns. Maybe you two could speak sometime next week. I will leave that up to Victor. I just wanted you to know where we are at the moment. I hope this helps.

Marta

From: scott_richardson@fws.gov [mailto:scott_richardson@fws.gov]
Sent: Tuesday, June 29, 2010 1:13 PM
To: Marta Raiford
Subject: Initial Design Concept Report - I-10 Corridor Study

Dear Ms. Raiford,

We received for comment the May 14, 2010 version of the Initial Design Concept Report/I-10 Corridor Study. Due to workload issues, we were unable to comment in a timely manner. I am inquiring as to the appropriateness and usefulness of providing comments on this report given we missed the June 14 deadline. If it would still be useful to provide you with comments, please be aware that it is unlikely that we will be able to provide comments prior to July 23, 2010. We appreciate your input on this matter.

Sincerely,

Scott Richardson
U.S. Fish and Wildlife Service
Fish and Wildlife Biologist
Tucson Suboffice
(520) 670-6150 x 242

Arizona Department of Transportation
Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road
Public Hearings Comment Transcription

Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
James Lansdale 4800 E. Appaloosa Drive Eloy, AZ 85131			Postal mail 09/15/10	To whom it applies. I received your letter announcing a public hearing about the I-10 corridor. This is meant to hook up with what was called the Travis Texas Corridor. Though dead it was resurrected as innovative connectivities. I don't know what they are going to finally call it and I don't give a damn. The criminals running our government are determined to put us in the North Amerikan Union. They want to join Canada, the United States and Mexico and create a common currency then destroy the sovereignty of the once free nation I grew up in. I don't like it, it stinks like hell. If this goes through, someone needs to be stepped on bad. Yours for certain James Lansdale Resister of the New World order	

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Arizona Department of Transportation
Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road
Public Hearings Comment Transcription

Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
COMMENTS SUBMITTED BEFORE THE SEPTEMBER 2010 PUBLIC HEARINGS					
Ray and Lucinda Contreras		ray.lucinda@hotmail.com	E-mail 09/13/10	We live a short distance from Tangerine Rd. off of La Cholla Rd. There is a large community here made up of many families with children. We are a very tight community and enjoy and have sacrificed much to live in a suburb type atmosphere. We are looking for ways to make it safer for our children, runners, cyclists, walkers and the like to be safer in their commutes by trying to install bike and walk paths. The proposed interchange at Tangerine will not only change the atmosphere of a neighborhood but bring hazardous conditions for our way of life here. Why are interchanges not being made to possible roads that are located in already industrial areas that could be turned into a highway for west to east traffic off of Ina or Orange Grove? These interchanges should be placed where most needed and respect the living conditions of the families off of Tangerine Road. Please consider the negative impact on our communities here on Tangerine Road and what that will mean in the future. Why not do what makes more sense the first time? Respectfully and Concerned Parents of Six Children, Ray and Lucinda Contreras	10-13-10 Hi Ray and Lucinda, thank you for your comments. They will be reviewed by the study team and documented as part of the study. Thank you, Angie Brown Public Involvement Specialist Gordley Design Group 2540 N. Tucson Blvd. Tucson, AZ 85716 p. 520.327.6077 c. 520.300.0507 www.gordleydesign.com

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Arizona Department of Transportation
Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road
Public Hearings Comment Transcription

Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
Dic Minnick CEO & President MFT World Entertainment		mmdicmft@gmail.com	E-mail 09/16/10	I 10 changes at Sunshine Blvd. and also Picacho ramps. I am currently in escrow on 1600 acres between the ramps and would like to know if there are any drawings with more detail that could be had. I am planning a theme park and other construction (attached) and would like to see if I need changes to our Master Plan. I have not yet presented anything to City of Eloy till I have 100% everything in place. For 2 years ago I did and the world banking went to pieces and I got a black eye so to say. Any additional help be grateful. Thank you See you Wednesday night.	Hi Dic, The project website, www.i10tucsondistrict.com/i8totang2, has details of the preferred plan, along with the initial Design Concept Report and Environmental Assessment. See you next week! Thank you, Angie Brown Public Involvement Specialist Gordley Design Group 2540 N. Tucson Blvd. Tucson, AZ 85716 p. 520.327.6077 c. 520.300.0507 www.gordleydesign.com
Madonna Dearie Cottonwood Medical Center, Ltd. Office Manager 520-705-2860 Direct Phone 520-836-6998 Direct Fax	520-705-2860	mdearie@cottonwoodmedical.com	E-mail 09/22/10	Has there been a study done on the amount of traffic that enters and exits the ramps at I-10 and Jimmie Kerr?	10-23-10 Hi Madonna, yes, the traffic study conducted as part of this corridor study included the on- and off-ramp traffic at I-10 and Jimmie Kerr. Thank you, Angie Brown Public Involvement Specialist Gordley Design Group 2540 N. Tucson Blvd. Tucson, AZ 85716 p. 520.327.6077 c. 520.300.0507 www.gordleydesign.com

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Arizona Department of Transportation
Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road
Public Hearings Comment Transcription

Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
Madonna Dearie Resident of Robson Ranch, Eloy, AZ and daily commuter along I-10.	520-560-0996	mdearie@cottonwoodmedical.com	E-mail 09/15/10	Angie, I received the Public Hearing notice for the I-10 Corridor study, Junction I-8 to Tangerine Road. I would like to make a comment on the proposed statement I heard concerning the closing of the I-10/Jimmie Kerr ramps. I realize this ramp is shortly down the road from the I-8 interchange but I believe it all ties together to help move traffic along I-10, I-8 and the intersecting roads to Arizona City and Casa Grande. Is there some reason why ADOT finds it necessary to close the I-10/Jimmie Kerr ramps? The ramps are a major access point for the traffic in this immediate area. Has anyone studied the massive amount of traffic using this interchange? Is there not a way to improve this interchange without closing it? I can't imagine why you would disrupt a main route between Eloy and Casa Grande. Moving the interchange up the road to Selma highway makes no sense to me. How are you going to move all the traffic entering and exiting I-10 to Jimmie Kerr Blvd? Has anyone considered improving the interchange on and off ramps and instead adding an interchange at Cottonwood Lane so you can lighten the traffic flow at Florence Blvd. At least there is ample space around the Cottonwood Lane overpass to create such an interchange and it would allow traffic flow to the Mall and also into the city of Casa Grande. I just wanted to share a few thoughts and concerns. Roadwork is always disruptive but I truly think someone needs to study the impact of the current plans to the cities of Eloy and Casa Grande. Thank you.	10-22-10 Hello, thank you for your comments. When the Selma Highway interchange is constructed, there will be frontage road connections between Jimmie Kerr and Selma Highway, and traffic from both crossroads will be able to access I-10. However, the access from Jimmie Kerr will be changed. The existing ramps will not directly access I-10; drivers will need to travel along the frontage road to Selma Highway and access a ramp at that location. This configuration will be able to serve the existing traffic accessing I-10 at Jimmie Kerr, as well as additional traffic expected to be generated along Selma Highway. Please let me know if you have any additional questions or comments. Thank you, Angie Brown Public Involvement Specialist Gordley Design Group 2540 N. Tucson Blvd. Tucson, AZ 85716 p. 520.327.6077 c. 520.300.0507 www.gordleydesign.com

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Arizona Department of Transportation
Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road
Public Hearings Comment Transcription

Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
					bridge over the UPRR tracks providing access to properties east of the interstate. However, at this time, there is neither funding available for the reconstruction nor is the reconstruction envisioned to be funded until development activity in the area increases. Please let me know if I can answer any other questions pertaining to the study. Michael Kies AECOM Transportation Direct 602.337.2595

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Arizona Department of Transportation
Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road
Public Hearings Comment Transcription

Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
NO COMMENT FORMS RECEIVED AT SEPT. 28, SEPT. 29 OR SEPT. 30, 2010 PUBLIC HEARINGS					
COMMENTS RECEIVED AFTER SEPTEMBER 2010 PUBLIC HEARINGS					
			Via e-mail 10-04-10	Mr. Kies, Thank you for taking time out of your schedule to respond. My questions were in regards to the future plans for the Red Rock overpass. When and If there is anything in the works for improvements or expansion of this particular overpass. With the existing housing development in the area the traffic has increased in the past few years and with the unforeseen issue of the economy there may or may not be continued growth. Just curious on what is in the future plans for us. Karl Woehlecke	10-15-10 Karl, Thank you for your interest in the I-10 Corridor Study, and particularly your question about the Red Rock Interchange. The Federal Highway Administration (FHWA) has recently been in discussions with the developer and landowners near the interchange. The developer of Red Rock Village has requested permission to realign Sasco Road with the existing interchange in an effort to eliminate turning movements between nearby neighborhoods and I-10. Once a brief report is completed by the developer and reviewed by ADOT and FHWA, the roadway could be realigned subject to FHWA approval of the project. This will provide an immediate benefit to the residents in the area who rely on Sasco Road for interstate access. In the future, FHWA and ADOT are contemplating a major reconstruction of the Red Rock Interchange based on the future development anticipated in the area. The interchange is envisioned to be reconstructed to provide a wider bridge over I-10, including turn lanes, and an additional

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Arizona Department of Transportation
Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road
Public Hearings Comment Transcription

Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
					added to the project and, consequently, paid for with tax dollars. In addition, noise analysis will occur during the detailed design phase of the project to determine if additional residences or businesses will be impacted. If you have any questions or would like to discuss this in greater detail, please contact me at (602) 712-8633 or at PBaumgardt@azdot.gov. Sincerely, Paul Baumgardt Environmental Planner ADOT – Environmental Planning Group

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Arizona Department of Transportation
Interstate 10 Corridor Study: Junction Interstate 8 to Tangerine Road
Public Hearings Comment Transcription

Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
Robert D. Parks 1708 N. Brown Ave. Casa Grande, AZ 85122-2002			Postal mail 10/06/10	Re: 20' walls between RV parks and I-10 Dear Ms. Ritter: I am surprised and amazed that I as a taxpayer will be footing the bill to construct 20' walls between the RV parks and I-10 as mentioned in the Casa Grande Dispatch on October 5, 2010. I have lived long enough in Casa Grande, 32 years, to remember that these businesses, at least two because I'm not real sure about the one located in Picacho, were built after I-10 was constructed and the owners knew they were building next to a freeway. The reason I know when two of the parks were built is that I just retired April 01, 2010 as a RV technician and spent many days at these parks working on RV's. Because of this they should be the ones paying for the 20' walls not the taxpayers. It's the same old story and not too long down the road the city of Casa Grande will be buying up empty houses, tearing them down, and creating either business parks or green zones due to allowing contractors to build homes across the road and next to the Casa Grande airport which has been there for many years ADOT should not allow this to occur and they should sleep on this issue for a long period of time and not allow the taxpayer to receive the shaft again as they have in the past due to construction of homes, etc. next to interstates. Sincerely, Robert D. Parks	10-18-10 Mr. Robert D. Parks 1708 N. Brown Avenue Casa Grande, AZ 85122-2002 RE: Noise Wall Concerns Dear Mr. Parks: Thank you for your letter dated October 5, 2010 expressing your concerns regarding the construction of noise walls in your area along Interstate 10. Your letter states that some businesses were built after I-10 was constructed and, therefore, taxpayers should not have to pay for the 20 foot noise walls adjacent to their properties. Per the Arizona Department of Transportation's (ADOT) Noise Abatement Policy and federal noise regulations, residences or businesses are not entitled to have noise walls constructed when they build next to an existing freeway or highway. In these situations, any construction of noise walls would be financed by the property owner(s). If, however, the freeway or highway is expanding (adding more lanes) and thereby increasing traffic noise, then ADOT performs an analysis to determine if future noise levels are within allowable criteria. If projected noise levels exceed the criteria due to additional lanes, then noise walls are

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Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
Carolyn Campbell Executive Director Coalition for Sonoran Desert Protection 300 E. University Blvd. Suite 120 Tucson, AZ 85705	520-388-9925	kathleen.kennedy@sonorandesert.org	E-mail 10/13/10	RE: Draft Environmental Assessment for the Interstate 10 Corridor Study: Junction I-8 to Tangerine Road Dear Ms. Brown: The Coalition for Sonoran Desert Protection is comprised of 38 environmental and community groups dedicated to achieving the long-term conservation of biological diversity and ecological function of the Sonoran Desert through comprehensive land-use planning. Over the last 12 years we have successfully worked with a broad cross-section of stakeholders to realize and implement the vision of the Sonoran Desert Conservation Plan, a process that continues to this day. One component of our work is ensuring that the transportation network provides mitigation for its impact to wildlife habitat and wildlife linkages. With that in mind, we have reviewed the "Draft Environmental Assessment for the Interstate 10 Corridor Study: Junction I-8 to Tangerine Road." The Coalition appreciates and supports the recognition given to critical wildlife linkages within the project area. We support the extensive work done by Dr. Paul Beier and colleagues on wildlife linkage designs throughout the state of Arizona and encourage ADOT to keep wildlife linkage concerns at the forefront as planning for the Interstate 10 Corridor continues. Expanding Interstate 10 to ten lanes in this section will only further fragment an already fragmented landscape. Incorporating appropriate wildlife	10-13-10 Thank you. Angie Brown Public Involvement Specialist Gordley Design Group 2540 N. Tucson Blvd. Tucson, AZ 85716 p. 520.327.6077 c. 520.300.0507 www.gordleydesign.com

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Arizona Department of Transportation
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Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
City of Casa Grande Community Services Department 404 E. Florence Blvd. Casa Grande, AZ 85122 520-421-8677 Mary Johnson, Community Services Director Ext. 4510 Rod Wood Parks Superintendent Ext. 4690 Anita Avila Management Analyst Ext. 4522	520-421-8677	mjohnson@casagrandeaz.gov rwood@casagrandeaz.gov aavila@casagrandeaz.gov	E-mail 10/12/10	These comments are made to increase awareness of the City of Casa Grande's Regional Trails Master Plan and the need to keep alignments in mind during these planning phases. City of Casa Grande staff Mary Johnson, Rod Wood and Anita Avila attended the Public Hearing meeting scheduled in Casa Grande on Tuesday, September 28, 2010. We met briefly with Todd Emery and Victor Yang, regarding the Casa Grande Regional Trail System Master Plan, which begins at the northern-most point of the Junction I-8 to Tangerine Road project. We would like to be included within the design discussions concerning Stage 1, Project 6, the construction of the Selma Highway Interchange and reconstruction of Jimmie Kerr Overpasses as the City has planned linear parks that will serve as non-motorized trails near both of these areas. The City has also included a Casa Grande Mountain Access trail that intersects I-8 west of the possible interchange at Henness Road. Copies of the Regional Trails Master Plan maps were provided both via hard copy and on CD to Mr. Emery. Mr. Emery and Mr. Yang also suggested we meet with Mr. Steve Wilson, in charge of ADOT projects further north that might impact the City of Casa Grande's Regional Trails Master Plan. City staff have set a meeting with Steve Wilson at 2 pm on Tuesday, October 19, 2010.	Thank you! Angie Brown Public Involvement Specialist Gordley Design Group 2540 N. Tucson Blvd. Tucson, AZ 85716 p. 520.327.6077 c. 520.300.0507 www.gordleydesign.com

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Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
Liz Gaston Project Manager DTD Devco 10, LLC 17207 N. Perimeter Drive Suite 200 Scottsdale, AZ 85255	480-225-3561	emg@desert-troon.com	E-mail 10/14/10	RE: Interstate 10 Corridor Study: Jct. I-8 to Tangerine Road, Public Hearing Comment Form Dear Ms. Brown: Attached please find our formal comments to the Corridor Study listed above. Please verify that you are in receipt of the letter and will include this comment letter in the DCR. In case you have issues with the attachment, I've also provided the text below. Thank you, Liz Gaston Project Manager for DTD DEVCO 10, LLC Ms. Brown: This letter is in response to the Public Hearing that took place on September 28, 2010 regarding the Interstate 10 Corridor Study from Jct. I-8 to Tangerine Road. DTD Devco 10, LLC ("Devco") was in attendance at the Public Hearing and this letter will serve as Devco's Public Comment. Devco is the owner of approximately 39 acres at the NWC of I-10 and Marana Road at MP 236. Devco has reviewed the initial Design Concept Report ("DCR"). The DCR shows a significant shift of the Marana interchange northward into the Devco property, which would result in a significant taking of the Devco property. The right-of-way needed to accomplish the shift would cause Devco's development plans to no longer be viable.	10-14-10 Hi Liz, thank you for your e-mail. We did receive it and it will be included in the study documents. Thank you, Angie Brown Public Involvement Specialist Gordley Design Group 2540 N. Tucson Blvd. Tucson, AZ 85716 p. 520.327.6077 c. 520.300.0507 www.gordleydesign.com

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Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
				crossings based on the best available science (relating to crossing location and design) is both necessary and appropriate. Furthermore, significant cost savings can be realized when wildlife crossing construction is incorporated into larger roadway construction projects. The Coalition also supports mitigation for all impacts to endangered, threatened, and sensitive species and their habitats that will occur as a result of widening Interstate 10 to ten lanes in this section. We encourage ADOT to avoid and minimize these impacts as this road expansion is planned and designed and to mitigate for any necessary impacts to the maximum extent possible. Thank you for the opportunity to comment. If you have any questions, please do not hesitate to contact me. Sincerely, Carolyn Campbell Executive Director	

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Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
Chad Wegley, PE District Engineer San Carlos Irrigation and Drainage District P.O. Box 218 120 S. 3rd Street Coolidge, AZ 85128	520-723-5408 x14 520-723-7965	chad.wegley@scidd.com	E-mail 10/14/10	Dear Ms. Brown: San Carlos Irrigation and Drainage District ("District") is pleased to submit this response to your request for written comments by October 14th on the Draft Environmental Assessment ("Assessment") for Arizona Department of Transportation's Interstate 10 Corridor Study, Junction Interstate 8 to Tangerine Road. According to maps prepared by the Arizona Department of Transportation ("ADOT"), there are at least two crossings, maybe more, within the District that will be affected by widening the interstates, reconfiguring access points and installing frontage roads. Below is a preliminary list of crossings: 1. Selma Highway (MP 197) – existing canal, north side of road, delivers water to arable lands on each side of Interstate 10; operational drain, undersized, located along the south side of Selma Highway. 2. I-10/I-8 Interchange (MP 199) – Casa Grande Canal and Florence-Casa Grande Canal Extension crosses Interstate 10 allowing for the conveyance of water to arable lands in and around the City of Casa Grande, and to the Arizona drain. Crossings shall address access and other operations and maintenance activities associated with irrigation facilities. District utilizes service roads along both sides of canals, laterals, etc. to maintain a fully operational irrigation system. For	10-15-10 Mr. Wegley, thank you for your comments; they will be included as part of the study documents. Angie Brown Public Involvement Specialist Gordley Design Group 2540 N. Tucson Blvd. Tucson, AZ 85716 p. 520.327.6077 c. 520.300.0507 www.gordleydesign.com

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Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
				A letter from the Town of Marana ("Town") to Mr. Michael Kies of AECOM dated June 14, 2010 states that the Town does not support the shift. The Town goes into great detail about construction sequencing and ultimately sees no benefit in shifting the interchange and asserts that the proposed shift would be an "unnecessary right-of-way acquisition". For the reasons outlined in the Town's letter combined with the detrimental effect it would have on the Devco property, Devco does not support ADOT's proposal to relocate the interchange northward into the Devco. Devco requests that the DCR be adjusted to show Marana Road as being reconstructed in its current location with no shift northward. Thank you for the opportunity to participate in the Public Hearing process. If you need further clarification on the comments above, please do not hesitate to call me at 480.225.3561. Sincerely, Liz Gaston Project Manager DTD Devco 10, LLC	

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Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
Roger J. Miller 1672 E. Gardenia Court Casa Grande, AZ 85122			Postal mail 10/18/10	Great job being done widening I-10. Disagree with ADOT saying that having Jimmie Kerr I-10, I-8 & Sunland Gin interchanges so close means congestion and SAFETY issues. When entering I-10 & know speed limit is 75 mph you must accelerate to merge & not roll onto the ramp like on a Sunday ride. There are not that many trucks coming off I-8 to I-10 to Tucson. The speed limit coming off I-8 is 65 mph and merging is not that difficult & as many times as I have traveled I-10 I have not seen stacking of trucks on ramp at Sunland Gin exit. Enclosed is letter I sent to ADOT: Read questions and answers otitis media CASA GRANDE, AZ 85122 DISPATCH but I don't see rational in closing Jimmie Kerr on and off ramps that leave to Eloy, outlets, warehouses and Robson Ranch. Since there are some empty stores at Outlets this would be demise of rest. Putting on and off ramp at Selma that leaves to nothing and through residential 25 mph and putting frontal road seems ludicrous. On and off ramp is needed more at Cottonwood Blvd. to go to schools, businesses and mall and would definitely ALLEVIATE TRAFFIC on Florence Blvd. It seems there is plenty of room over Jimmie Kerr between east and west lanes to add a third lane in both directions.	

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Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
				over seventy years, rights-of-way have and shall continue to serve as storage areas for sediment removed from the irrigation system. Comments provided by the District are not an exhaustive discussion of all the issues and concerns associated with ADOT's crossings of San Carlos Irrigation Project facilities. Also recongize that other federal agencies, Bureau of Reclamation and Bureau of Indian Affairs, are involved with the San Carlos Irrigation Project and these agencies will have comments, specifically in the areas of cultural resources and rights-of-way that may affect proposed design beyond those of the District. Thank you for providing the District an opportunity to review and comment on the Assessment. The District looks forward to working with ADOT in developing designs for crossings of San Carlos Irrigation Project facilities that address near and long term operations and maintenance obligations of the District. Should you have questions or want to discuss irrigation facilities, please contact me at 520-723-5408 x14. Sincerely, Chad Wegley, PE District Engineer	

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Arizona Department of Transportation
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Name/Address	Phone	E-mail	Date & Method Received	General Comments	Comment Responses
				Safety Issue: Something that is needed is to complete third lane from Wild Horse Pass to Queen Creek and eliminate BOTTLENECK every evening. Maricopa was booming at the time you put I-10 down to two lanes. Need on and off ramp at Seed Farm Road leading to Sacaton. Saves time for police and ambulances going to Sacaton. When is guardrail at 23-mile marker westbound on I-8 leading to Yuma going to get fixed? Been that way for 6 months or more. Guess it's better to put up barricades.	

* * * * *

PUBLIC HEARINGS

INTERSTATE 10 CORRIDOR STUDY

JUNCTION I-8 TO TANGERINE ROAD

Casa Grande, Arizona

September 28, 2010

. . . . . .

Colville & Associates

1309 East Broadway Boulevard

Tucson, AZ 85719-5824

(520) 884-9041

FAX (520) 623-1681

David Christy, Certified Court Reporter, No. 50061

IN THE MATTER OF

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public meeting
Volume 1
09/28/2010

Colville & Associates, LLC
1309 E. Broadway
Tucson, Arizona
520-884-9041 520-623-1681

Word Index Included

MS. RITTER: Welcome, everyone. Can you hear me in the back? Raise your hand if my voice is carrying. Thank you. Welcome to tonight's public hearing on the I-10 corridor study from Junction I-8 to Tangerine Road. My name is Linda Ritter and I am the public information officer for the Tucson District and I would like to express our appreciation for you being here and participating in this public hearing. We appreciate you taking time out of your busy schedules to be here tonight.

First, what I would like to do, we have a number of project team members with us here tonight but I would like to since we want to move this along and get you home at a reasonable hour, I would like to introduce key members of our team. From the Federal Highway Administration and just raise your hand so they know who you are and where you are, Mary Frey from Federal Highway Administration. There is Mary. Arian LaRoche from Federal Highway Administration. From ADOT, Todd Emery who is our Tucson District Engineer. Todd, where are you? There he is. He will be up here in a minute.

Victor Yang, project manager. Victor, hello. Paul Baumgardt, environmental planner of the environmental planning group. There he is. Pete Main, ADOT Right of Way Agent. And Steve Wilson, I don't see him. He's the project manager for the State Route 87 to the town of Picacho Design

BE IT REMEMBERED that the above public hearing was taken pursuant to notice at 510 E. Florence Boulevard, in the City of Casa Grande, County of Pinal, State of Arizona, before David G. Christy, on the 28th day of September 2010, scheduled for the hour of 5:00 p.m. on said day.

Team. He may not be here. We are having three public hearings and he may be at two of them. From AECOM, our project consultant on this study, we have Michael Kiess and he will be presenting tonight's study overview.

I would also like to introduce our court reporter David Christy who is right behind me here and he will be recording tonight's meeting. He will be recording all of the questions, all of the comments that all of the attendees had and also our responses so everything is being recorded.

So we would all like to welcome you to this public hearing. Every one on the team is very pleased to see you here today. Your participation is very important and your past participation. I see a number of you who I have met in previous meetings, and we appreciate your past participation as well.

It's your input, it's your feedback, it's your comments and your questions that have shaped the study recommendations that you will be hearing tonight.

Michael Kiess will be giving you, I want to tell you how the meeting will go briefly, Michael Kiess will be presenting a 20-minute overview of the study recommendations and this will be followed by a questions and comments session. The court reporter is here to document the presentation and the question and comment session.

And as you may have seen when you came in,

there were question cards and there were comment cards that you were given. And what we would like to ask you to do if you could please fill out the comment card and either turn it in at the registration desk tonight or you can email or you can mail the comment card to the address listed on the card.

Additionally, if you prefer and you don't want to write down your comment, please feel free to come up here to David and he will take your comment. He will record it. If we get your comments either tonight or in the mail or by email by 5:00 p.m. on Thursday, October 14th, they will become an official part of the record for this meeting.

Additionally, if you have a question or comment that you want addressed tonight, then please feel comfortable writing down your comment or your question and all of us with badges will be coming around and we will take these from you. If you need more, just let us know. Because there is quite a few of us here tonight, we may have some similar questions and comments and we are going to kind of compile them and then we will thoroughly answer to the best of our ability all your questions and comments.

Additionally, if you have perhaps something personal about your property or something that you weren't clear on or if you want more information after the question and comment session, our project team will be staying to provide you with information. So feel free to come up and

talk with us.

Thank you so much. And before Michael Kiess comes up with his overview, I would like to introduce Todd Emery who will be welcoming you tonight. He is the head of the Tucson District as a Tucson engineer. We would also like to say a welcome and he would also like to say hello to some of our community leaders tonight.

MR. EMERY: I'm going to be real quick because I want the project team to get right to the details because I think that's what you are looking to hear, but I do want to thank everyone for coming. You know, this is very important. We want to hear your input. This is a lot of area that we are looking at, the project area basically from I-8 all of the way to Tangerine.

The scope of the study basically is to look at what's our long-range needs and plans for I-10. What is the ultimate configuration that is going to get us where we need to go in 20, 30, 40 years. And it's not just looking at I-10 itself, but of course all of the traffic needs coming off I-10. So all of the traffic interchanges are looked at, the current ones as well as possible new ones. And it's a big undertaking and there is a lot involved. So please give us your input. It would be very much appreciated.

I do want to recognize some of the special people that are here tonight. Mayor Bob Jackson. He was

here. I think he has already left, but he was here. David Snyder, I got him to stick around for another five minutes so I could recognize him on the board of supervisors for Pinal County. Lisa Fitzgibbons, council woman from Casa Grande. Also from the City of Casa Grande, Jim Thompson, the city manager, was here as well. I don't see him now. There he is. No. I don't see Jim.

Kevin Lewis also is here, the public works director. He just stepped out, but I wanted to recognize that they were here and showing their support for this project and I appreciate them coming. David, I appreciate you sticking around early. Please, after the presentation, come and ask us questions if you would like. We are here to help in any way we can. And with that, I'm going to turn it over to the project team, Mike, to give us more detail and breakdown of what is going on. Thanks.

MR. KIESS: Thanks, Todd. Can everybody hear me without the microphone? Great. I just want to tell you the two major elements of the study that are presented here tonight for your information. First is what we refer to as the design concept of the preferred alternative. That is shown here on these maps that are around the room here. We are showing at a pretty big scale the idea of how many lanes are proposed for I-10, the potential right of way needs along the corridor for that plan.

As Todd mentioned, changes to the interchanges and potential locations for new interchanges are shown and then also any variations to the cross roads that go over I-10 if they are being proposed to be realigned or relocated to a new location.

The other deliverable that we have for you to look at tonight if you wish is the environmental assessment. Copies of the environmental assessment are located on a table back in the back of the room for you to look at. And this is where the results of the environmental studies that were done for the project such as air quality, noise and so on are documented and mitigation measures that are recommended that we incorporate in the project once the project goes forward into construction.

With that, the I-10 corridor study is the first step in the ADOT development process. As you see up here, the large arrow on the top shows kind of as a timeline what part of the process the I-10 corridor study covers. As I just mentioned, we have established a recommended design concept. And we have completed an environmental assessment.

After this study is completed, it goes to the State Transportation Board for formal adoption and then this becomes the plan for the Interstate 10 corridor. After that, ADOT has what they refer to as a five-year plan where funding is programmed for projects. And that five-year plan then

establishes the schedule for design and construction of what you see on these maps.

So a lot of times we get a lot of questions of, well, when this is this going to be built and when is that going to be built. We can't give you a precise answer tonight because it really gets defined in the five-year plan. Once there is funding established, then ADOT can start the process of doing design, eventually moving into construction and then ultimately the traffic. So as you see here, we are at the beginning of what could be a long process along Interstate 10.

As I said, the environmental assessment is in the back of the room. This is a document that follows the National Environmental Policy Act which is a federal act that if a project is going to use federal funds for construction and implementation, this document must be produced and approved. And so that is what we have done with this project. We have done a NEPA document and therefore as ADOT moves forward with implementation, they have the opportunity to use federal funding for this project, if necessary.

The first thing that is established when you start a NEPA environmental document is, what is the purpose of the project and why is this project needed or what we refer to as the purpose and need. And this was established to provide additional roadway capacity for future traffic growth. I think everybody realizes that traffic continues to grow along

Interstate 10 and even as the economy has slowed down, there is still a lot of traffic on Interstate 10.

Another purpose of the project was to provide parallel routes to I-10. When there are incidents that close the mainline freeway in some places along the corridor, there are no alternative routes that people can use and so there are backups for several hours along the corridor. So one of the purposes was to establish some sort of parallel route.

As Todd mentioned, upgrading access ramps and acceleration and deceleration lanes, this is around the interchanges between the cross roads and the Interstate, some places along the corridor now you may not feel like you have enough distance as you merge onto the Interstate to get up to the speed where you feel comfortable. So reconstructing or realigning some of the interchanges would help that issue.

And then support the objectives of the CANAMEX trade corridor. Not only is I-10 an important east-west grade corridor, but it's also established as what we call the CANAMEX or Canada-America-Mexico corridor running north-south from Nogales up to Canada. So the combination of increased east-west freight movement and the freight movement associated with CANAMEX will increase the amount of truck volume that you will see on Interstate 10 as time goes on and that was a purpose of this project to accommodate that future truck volume.

The environmental assessment included numerous environmental studies including looking at land use, socio and economic resources, historic and cultural resources such as the Southern Pacific or what is now the Union Pacific Railroad, some historic canals along the corridor, parks and recreation areas. Picacho State Park is located right along the Interstate.

There was an air quality assessment done for this project looking at the future volumes and looking at what air quality would look like if we did nothing versus if we did this project so that is documented in the EA. Wildlife connectivity, Arizona Game and Fish was very involved in this project to look at ways to get wildlife more efficiently across the corridor. Water resources such as impact on washes and then a noise analysis was completed.

The recommendations of the noise analysis looks at existing residential and public properties along the corridor. And there are in the recommendation of this study, there are four locations where noise walls are proposed to be constructed when the project moves forward. One of those is in Eloy, an 800-foot wall approximately that is east of Sunland Gin Road at an RV park. There is an RV park west of Toltec Road where there is proposed to be a nearly 4,000-foot long noise wall.

The RV resort that is near the Picacho Peak

State Park at Picacho Peak exit is proposed to have a nearly 3,000-foot long wall and then the Estes Elementary School which is right along Interstate 10 in Marana, actually there was a wall constructed there very recently and this project is looking to extend that wall a bit.

So what is the recommended plan for Interstate 10? Well, the long range plan is to widen the freeway to five lanes in each direction. So there would be ten lanes total, five lanes going eastbound and five lanes westbound. This would also include a frontage road, a continuous two-lane frontage road along the entire corridor from Marana up to I-8.

And then also to maximize future expansion options, whether those be other future lanes or truck options or other kinds of modes, the plan leaves an open median between the lanes of traffic which not only enhances safety but also could be used for future expansion.

So the long-range plan is to widen the freeway to ten lanes or five lanes in each direction. And the question is, well, when will that happen. Well, how ADOT approaches projects like this is that they do it in incremental steps or phases of construction. And actually, the first phase or what we call stage one is already underway. And it is to expand the freeway from a four-lane freeway, two lanes in each direction, to six lanes or three lanes in each direction. And a couple of those projects have already been

completed from Pinal Air Park Road up to Picacho Peak. The freeway is now six lanes. And those projects are now continuing with a freeway realignment through the community of Picacho, the widening of Interstate 10 from SR 87 to I-8, and then what we refer to as the Valvista to I-8 project which would widen the project north of I-8.

So once this first stage of construction is complete, Interstate 10 will be six lanes or three lanes in each direction, all of the way from Tucson past the I-8 interchange. And those projects are in various stages of completion or design.

The other thing that was included in this project is looking at where new interchanges could be added to Interstate 10. As development occurs in Casa Grande and Eloy and Marana, there would be the opportunity for new access points onto the Interstate. And we looked at various alternatives of how many interchanges or how closely the interchanges would be spaced along the freeway and looked at the traffic numbers and looked at some of the environmental issues.

And the recommendation, which is included in your handout, obviously you probably can't read this figure that is up here on the screen, there is the provision for nine new interchanges along Interstate 10, so nine new additional interchanges on what you see out there today along Interstate

10 from I-8 down to Tangerine Road. A couple interchanges are recommended to be relocated from their existing location.

The first one is the Sunland Gin interchange which is right next to the I-8 interchange. And this is to help expand the I-8 interchange and improve traffic operations around where these two freeways come together. The other proposed relocation is at Pinal Air Park which is close to the Pinal-Pima County line and that is being proposed to be relocated so it can line up with Missile Base Road which is located on the other side of the freeway and currently doesn't cross Interstate 10.

So with that relocation, Pinal Air Park and Missile Base Road could be lined up at one interchange and people could move across the railroad and the freeway.

And then there is a provision for a new interchange along I-8, about a mile west of the I-10/I-8 interchange. The city of Casa Grande has a long-range plan for an interchange at Henness Road and this study allows for that, for the provision for that to be implemented.

There are some big changes proposed around the I-10/I-8 system interchange. We call it a system interchange because it's where two freeways come together so it's part of the freeway system. The interchanges or the changes in this interchange are proposed because, well, first, traffic volumes as they increase will exceed the capacity of this interchange.

This interchange has tight loop ramps and short distances between on and off ramps. The loop ramp design that is currently in this interchange if you are going eastbound on I-8 and want to go westbound on I-10 has tight curvature and is not compatible with a high-speed freeway-to-freeway interchange.

And then the spacing between the I-8 interchange, the Sunland Gin Road is located right here and off this map is Jimmie Kerr and the spacing between those interchanges and the I-8 interchange is very close and people may realize when they are on the freeway as traffic comes from I-8 and if you want to exit to Sunland Gin, it's a very short distance and sometimes uncomfortable to make that movement.

So what are the changes proposed at the I-8/I-10 interchange? Well, first, as I explained in a previous slide, the Sunland Gin alignment is proposed to be moved over to the east a quarter to a half mile to provide more distance between the two interchanges.

The Jimmie Kerr interchange which is located right here that has loop ramps and on and off ramps is proposed to be modified and a new interchange is proposed to be implemented at Selma Highway. How these two roadways would work together is a frontage road system would be built between the interchange at Selma Highway and Jimmie Kerr Boulevard. So traffic that wants to get on the interchange from Jimmie

Kerr would travel up a frontage road and then there is an interchange with all four ramps located at Selma Highway and traffic can access I-10 in any direction up at Selma Highway. This provides a greater distance between ramps, between the Interstate 8 interchange and the new interchange at Selma Highway instead of this very short distance that is currently located between Jimmie Kerr and I-8.

Another recommendation that is included in the preferred alternative is at the community of Picacho which is near the State Route 87 interchange. And in this case, the freeway is on an alignment that looks like this and has some curvature as it goes through town.

The recommendation is to realign the freeway on a new alignment that would actually remove some of that curvature that is along the existing freeway and locate the freeway closer to the Union Pacific Railroad tracks.

In conjunction with this improvement, the Interstate or the SR 87 interchange between I-10 and Highway 87 would have to be reconstructed and that would be reconstructed as a typical diamond interchange with four ramps like you see elsewhere on the corridor instead of the loop ramps that you see today.

Some of the reasons why this realignment is proposed through the community of Picacho, as I said, reducing the number of curves along I-10 improves safety. Also, the

freeway through the community of Picacho is elevated up on an embankment and includes guardrail and barriers along the lanes. The realigned freeway can be built down on the ground and so we are removing that elevated freeway. And this improves some of the visual impacts of the freeway.

And then also reconstruction of SR 87 and the realignment of the freeway would be scheduled with the interim project which are the projects that are going on right now so that freeway would be realigned in the near future and that interchange would be reconstructed within the next few years.

So an overview of the preferred plan is that the proposal is to expand the freeway to five lanes in each direction with parallel frontage roads, provide an open median throughout most of the corridor. As you get closer to Tucson in the town of Marana, that open median would then go away and then become a barrier like you see in a lot of urban areas.

There is the provision for nine new interchanges and a new interchange on I-8 at Henness Road, reconstruction or relocation of all of the existing interchanges along the corridor, and then relocating the freeway through the community of Picacho.

And all of these improvements will meet the project needs that we talked in the beginning of the presentation that were established for the project by providing parallel access and improving all of the traffic

interchanges. So with that, I think we would like to collect your questions or comments and the project team will address them. Thank you.

Do we have any questions or comments?

MS. RITTER: There is a few. There is one.

MR. KIESS: Again, if you don't have a comment for tonight, you can still provide us your comments by mailing them after tonight's meeting, providing them through email. There is a phone number to call. Fax if you want to send it through fax. And tonight if you want to come up and provide a comment to the court reporter, he can take your comment right here on the spot tonight.

AUDIENCE MEMBER: Why didn't you do five lanes through Tucson then if you are worried about the I-10-Tucson corridor? What is the point of putting five lanes when you have got three lanes emptying into five and then everybody goes back down to two anyway when you get up here at the Indian reservation? You get two passes at Graham Pass. Period.

MR. KIESS: Do you want to handle a comment for north of this project, which is north of I-8 which I assume you are referring as to the Gila River Indian Community. And then your other part of your question was why wasn't there five lanes through Tucson?

AUDIENCE MEMBER: Why wasn't there five lanes

through Tucson to continue?

MR. YANG: The answer to the question from I-8 north to Phoenix. I do have a project to do a study on I-10 from the Loop 202 all of the way to I-8. That project is, I think it's behind this project right now.

MR. KIESS: Right.

MR. YANG: At this point, we don't have much information to give to you on that project yet. But as we move forward on that project, we will have more information available to answer your questions. But yes, we do. There is a study that has already been kicked off in the past to study and analyze that section of I-8 and I-10 to see how many capacities is needed in the future.

MR. KIESS: So sometime in the future there will be similar recommendations like this for that northern section of the corridor.

MR. YANG: Yes. Some recommendation will be made based on the future traffic on that section of I-10 and I-8.

MR. KIESS: The reason that we are asking you to write them on the card and then we can read them and answer them is because we do have a recorder today and it's difficult for you to record everything as questions are just sprayed out of the audience.

MS. RITTER: For the individual who wrote

about a specific property, we can talk with you after the meeting and address that.

MR. KIESS: Do you want me to just read off the questions?

MS. RITTER: Yes.

MR. KIESS: Well, the first question I have is related to dust storms. Is there any known device to protect freeway traffic against the blinding dust during a storm? Todd, I don't know if you want to cover this. I know that there's been discussion in the past about intelligent signs that can warn people of upcoming storms, but I don't know if the district is looking at any of those.

MR. EMERY: The question was to alert?

MR. KIESS: Is there any known device to protect?

MR. EMERY: A 200-foot wall maybe.

MR. YANG: I can handle this a little bit. Recently, we have just kicked off a research study and that research study is looking into the climate change, how that impacts our transportation management, our transportation operation. So it's not just a dust storm, weather, like ice, snow, anything from Flagstaff to Tucson areas. So yes, we are looking into those issues. But as far as is there any advanced technologies right now to prevent dust storms or to provide early warnings? I'm looking forward to that

analysis, to that research study coming out.

MR. EMERY: We can certainly use our dynamic message signs that we have, signs that go across the Interstate. We can put messages up to alert people that there is a dust storm ahead so they can take an alternative route or slow down or make their own choice of what they want to do.

As far as preventing a dust storm, I don't know of any way to do that. Predominantly, all dust storms, you know, are not necessarily highway-related. You know, most of the dust is coming off from other places. It just happens to go across the highway and then cause a lot of problems. But definitely where we are looking at these projects, I'm sure we will look at putting additional intelligent transportation systems. We can put cameras on the road that we can monitor from another location to help us see something realtime and to put those dynamic messages up to alert the traffic of problems that are going up several miles down the road so they can hopefully take an alternative route or make a different decision. But I don't know of any way to prevent the dust storm.

MR. KIESS: We have two similar questions related to the Selma Highway interchange and the Jimmie Kerr interchange. It relates to the timing of construction for Selma Highway and when would the ramps at Jimmie Kerr be

modified and the ramps at Selma Highway be opened. And then is there an alternative to closing down Jimmie Kerr Boulevard ramps so that they might be left open because this creates an impact to the Casa Grande mall.

I guess I do want to emphasize again we are not proposing to eliminate access from Jimmie Kerr to Interstate 10. Traffic from Jimmie Kerr can always access Interstate 10 by using the ramps that are proposed at Selma Highway. It's just a modification in how you do get to the Interstate.

My understanding is that the construction of the Selma Highway interchange is scheduled for 2013 and that may take a couple of years of construction. And in that process there would be sort of a phasing of maybe opening ramps and modifying the ramps at Jimmie Kerr. But that would happen during those two years of construction.

MR. EMERY: Correct. It's currently scheduled for fiscal year, somewhere in fiscal year 2013 which begins July 1, 2012. Of course, that all depends. If there is no money, then there is no project. But it is on the plans to do it. Definitely we would not be closing the ramps on Jimmie Kerr until the ramps on Selma Highway are operational and functioning.

So there will be phasing of the project to make it so that the least amount of traffic impact is

possible. So at no time would we have that I can foresee right now no ramps at Jimmie Kerr or Selma. Typically, we would probably want to build the Selma Highway ramps first and then once the Selma Highway is operational, then we would take the Jimmie Kerr ramps off-line.

MR. KIESS: The next two questions are related. The estimated time frame for when construction will begin. And during that construction, will all of the interchanges be closed like they were in Tucson? You know, as I said before, the first stage of construction is already underway to expand the freeway to six lanes. After that, these recommendations are really related to when do traffic volumes get to a point when additional capacity is needed on the Interstate.

So it's very difficult for us to answer exactly when construction will happen on things beyond expanding the freeway to six lanes because it is based on traffic.

As far as closing all of the interchanges like was done in Tucson, that isn't the vision for how to implement this part of the corridor. We believe that the corridor will be implemented in pieces just like the six-lane widening that is going on right now. You may have noticed that a piece was done from Pinal Air Park to Picacho Peak and then another piece was done after that from Picacho Peak too.

And so construction didn't impact the freeway all at one time or close interchanges all at one time. It was done in incremental pieces to reduce the impacts to the traveling public.

There is a question about the right of way along the golf course in Eloy. Will this new right of way come on our property? I do yet -- we do believe that there will be some property required along the entire stretch of the corridor because currently the right of way is about 300 and some feet wide and this corridor is looking at a right of way that is about 500 feet wide. So right of way is needed along all sections of the corridor to implement the preferred alternative. However, the right of way at this specific location with the golf course is not anticipated to impact the golf course itself.

And then I have two, I'm not sure if this is a question or a comment. Additional component of project now is to establish future right of way demand as development occurs. And that's true, that as one of the reasons for doing this study and completing this study is as the economy rebounds and development starts to happen along the corridor, the requirements for right of way for this long-range plan is already known and that developers in the communities along the corridor can take the future right of way needs into account.

And then as the freeway is needed to be

expanded, that right of way has already been preserved. We keep getting new questions. They keep popping up. I thought I was at the last one and there is another one.

What, if any, improvements will be made to Sunland Gin Road during the interim projects? And then there is a second question, how far back is the eastbound -- I think that's ramp to Sunland Gin Road of I-10? I guess I am not able to read . . .

AUDIENCE MEMBER: How far back is the exit going eastbound to Sunland Gin?

MR. KIESS: Eastbound being over here. Yeah, it is about a quarter to a half mile. And then if you know where the motel, I think it's a Motel 6 that is located right on the -- the recommended locations for the new cross road will be behind that motel and then the ramp would be there.

AUDIENCE MEMBER: Getting off of 10 is going to be just after the curve.

MR. KIESS: I see the question. As you are coming along Interstate 10, instead of exiting off there, there is an exit ramp back here and you get onto a road that takes you up to Sunland Gin.

AUDIENCE MEMBER: Is that like a mile?

MR. KIESS: Let's see, Cox Road is there. Yeah, that's about a mile back. And the reason that is done

is the movement from Interstate 8 as it comes along and gets on the freeway, Sunland Gin has exited the freeway and goes under a bridge so that those two flows of traffic don't mix like you do today on the Interstate. And then if you are on Interstate 8, you actually get off for Sunland Gin back here and it will all come up to the intersection.

And then what, if any, improvements will be made to Sunland Gin Road during the interim projects? And I don't believe any improvements to the interchange itself. It's just widening.

MR. EMERY: The only improvement if there are some improvements will be adjustments to the ramps. If we are widening to the outside, I will be honest, I'm not sure if we are widening to the outside or inside right here, but any time we are widening to the outside in order to accommodate the on and off ramps, we have to make some adjustments.

AUDIENCE MEMBER: So you are moving the entire interchange a quarter to a half mile east of current where it's at?

MR. EMERY: Not on the interim project, not on the widening. Is that what you are referring to?

AUDIENCE MEMBER: Right.

MR. EMERY: The interim project, there is no changing the configuration, reconstructing or moving any

TIs. The only adjustments would be the tie-in to the ramps for the widening.

MR. KIESS: So the movement of the interchange is part of the long-range plan of a future project.

Has the study considered existing truck traffic problems at Sunland Gin Road? Has the City of Eloy addressed this problem with the study team with focus on solving the problem? Well, one of the issues, maybe I will go back to one slide, one of the things that we observe when they are out in the field is there are a lot of trucks that come off I-8 and there are a lot of trucks that exit to Sunland Gin and this weaving area between those two ramps and the stacking of trucks on that ramp has been seen to be an issue.

And all of those issues are resolved with the long-range plan. Moving the interchange and doing the crossing of the ramps as I explained before handle all of those issues with the truck traffic. Is that it?

MS. RITTER: I believe there is a person with one more question.

AUDIENCE MEMBER: My question is, if we are doing this expansion now and yet we are planning on another three years redoing it, why not just hold off on the expansion and then do it all at once?

MR. EMERY: The likelihood of doing this in

three years is slim to one.

AUDIENCE MEMBER: So it's just going to redone again in three years basically?

MR. EMERY: No. The chances of that happening are slim to none. We are widening to six lanes because at this point that is what capacity demands. This actually happens, that could be 20-30 years down the road.

AUDIENCE MEMBER: I'm out of here then.

MR. EMERY: We just don't know when this is going to happen.

AUDIENCE MEMBER: We are talking 2013?

MR. EMERY: We are building I-8 and that is why we are building that, the ultimate, the 500 feet that he is talking about, that's what we are doing from that section so that we can accommodate additional lanes very easily without having to redo it.

AUDIENCE MEMBER: I misunderstood that then.

MR. EMERY: Now, the other interim widening project that we are doing, the reason that one is different, we are making adjustments to Jimmie Kerr and Selma and there are some right of way issues. On the widening projects that we are just adding an additional lane on each side, we are not taking any right of way. We are not changing anything. All we are doing is adding capacity by adding a third lane either to the inside or the outside. That's it.

AUDIENCE MEMBER: Your timeline changed my whole perspective.

MR. EMERY: This is looking long-range. This is a long-range plan. It's hard to predict traffic. You don't know when more people are going to move in and what the traffic demand will be in 5, 10, 15 years. That will dictate pretty much when we start doing these projects.

MR. KIESS: I think what you just said is the answer to this question also. When will frontage road be constructed at Toltec exit and it's the same answer. It's dependent on future development and future traffic volumes and it is hard for us to predict that tonight. All right? With that, the project team which is everybody that has a badge on like this will be around till 7:00 and we can answer one-on-one questions that you have about this.

MS. RITTER: We have this property question.

MR. EMERY: Also, if you want, I hope this isn't out of place, if you don't have a question but just have a comment, make that comment to the court reporter so that it can be recorded and documented. It doesn't have to be a question. It can just be a comment about something that you want to put on the record. But I would encourage you to do that if you like.

MR. KIESS: Thank you and thanks for coming tonight.

(Hearing concluded at 6:59 p.m.)

C E R T I F I C A T I O N

* * * * *

BE IT KNOWN that I, David G. Christy, took the foregoing hearing at the time and place stated in the caption hereto was first duly sworn to state the truth; that the testimony of said hearing was reduced to writing under my direction; and that the foregoing 30 pages contain a full, true and accurate transcription of my notes of said hearing.

I FURTHER CERTIFY that I am not of counsel nor attorney for either of any of the parties to said cause or otherwise interested in the event thereof; and that I am not related to either or any of the parties to said action.

IN WITNESS WHEREOF, I have hereunto subscribed my name this 30th day of September 2010.

Signature has not been requested.

_____

David G. Christy

Certified Court Reporter, #50061

IN THE MATTER OF

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public meeting
Volume 1
09/29/2010

Colville & Associates, LLC
1309 E. Broadway
Tucson, Arizona
520-884-9041 520-623-1681

Word Index Included

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PUBLIC HEARINGS

INTERSTATE 10 CORRIDOR STUDY

JUNCTION I-8 TO TANGERINE ROAD

Picacho, Arizona

September 29, 2010

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COLVILLE & ASSOCIATES

REPORTED BY: DEBORAH TROIANO

Certified Court Reporter No. 50547

1309 E. Broadway Blvd.

Tucson, Arizona 85719

(520) 884-9041 Fax 623-1681

BE IT REMEMBERED that the above public hearing was taken pursuant to notice at Picacho Elementary School, 17865 S. Vail Road, in the Town of Picacho, County of Pinal, State of Arizona, before Deborah Troiano, Certified Court Reporter No. 50547 in and for the State of Arizona, on the 29th day of September, 2010, commencing at the hour of 5:00 p.m. on said day.

MR. MIKE KIES: Thank you for coming tonight to the public hearing. One of our speakers hasn't yet arrived and so we expect to start the presentation in about 5 more minutes. So you're still welcome to look at the graphics we have around the room or find a seat but we think we will be starting the presentation in about 5 minutes. Thank you.

MS. LINDA RITTER: Welcome, everyone. If you would like to take a seat, we are going to get started. Can you all hear me from the back? I want to make sure that I'm not talking too close. Welcome everyone. Welcome to tonight's public hearing for the I-10 Corridor Study, Junction I-8 to Tangerine Road. My name is Linda Ritter. I'm the public information officer for Tucson District. And I would like to express our project team's great appreciation for you taking time out of your busy schedules to be with us here tonight to participate in this public hearing.

First, I would like to introduce key members of our project team. From the Federal Highway Administration, Mary Frye. Go ahead and raise your hand so we know where you are. Mary Frye. Is Ken Davis here with us tonight, or Orrin? Just Mary from the Federal Highway Administration. From ADOT we have Todd Emery, our Tucson district engineer, Todd.

Victor Yang, our project manager. Paul Baumgardt, our environmental planner with the Environmental Planning Group. Pete Mayne, our ADOT right-of-way agent. And Steve Wilson, are you here tonight? Steve Wilson, he's our project manager for the State Route 87 to the Town of Picacho design team. From AECOM, our project consultant, we have Michael Kies, Michael, who will be here tonight and give us a presentation and overview of the study recommendations.

I would also like to introduce our court reporter over here in the corner. It's important that you know where she is. Her name is Debbie Troiano. And she will be recording the hearing tonight, all the questions, all the responses, the comments and all the everything. We want to express our great appreciation for your presence tonight and also for your past participation. There's some very familiar faces out in the audience. We know you've been here before helping us with this study, giving us your feedback, your input, your questions, your comments. And all of these have helped to shape the study recommendations that we have here tonight. So thank you very much.

ADOT, the Federal Highway Administration, state agencies, federal agencies, cities, counties and towns have all contributed and been partners and

stakeholders in this study. Tonight, Michael Kies will be presenting approximately a 20-minute overview of the study recommendations. When you arrived, you may have seen that there are comment cards that you all received. And what we would like you to do, we would appreciate it greatly if you will fill out your comment cards, fill out any comments that you may have, either leave them at the registration desk tonight or mail them to the address listed or e-mail them to us. Additionally, if you would like, you can meet with our court reporter if you don't feel like filling out a comment card, and she will be more than happy to take your verbal comments so they can become an official part of the record of this public meeting.

We need to have, if you do fill out a comment card and you mail it or e-mail it, we must have it by 5:00 p.m. on Thursday, October 14th. So again, we appreciate your comments whether you e-mail, mail, speak with our court reporter, we appreciate those comments. Additionally, if you have a question or a comment tonight that you would like to have addressed tonight, please feel free to fill out your comment card and all of us with these badges will be coming around taking the comment cards during the presentation.

And then because there's quite a few of you here tonight, there may be some similar questions, some similar comments. We will compile them and we will, after the presentation, we will have a question and answer session. And again, that will be recorded by the court reporter. And we will answer your questions as thoroughly as possible. If you have a very specific question that's more property oriented, maybe related to you personally, or if you would like more information after we provided our thorough responses, and you feel you would like a little bit more information, our project team is meeting afterward, making sure that we can talk with you and provide additional information.

Thanks so much. And before Mike Kies comes up to present his 20-minute overview, we are going to have Todd Emery who heads the Tucson District come up to give you a welcome and also to recognize any of the community leaders that we may have in the audience tonight. Todd.

MR. TODD EMERY: Thank you, Linda. I would just like to echo what Linda said. I just welcome everybody here tonight, tell you how much we appreciate you being here. You know, before I go any further though, I would like to recognize if there are

any elected officials or public officials here tonight that are representing their local jurisdictions, if you could stand up and introduce yourself, how about that? If there are any elected officials or public officials here tonight representing the local jurisdictions, if you could stand up and be recognized, that would be really great, just introduce yourself. Is there anybody here tonight? Okay. Well, moving forward then.

You know what we are doing, as Linda said, is we are trying to look at the -- Michael's going to talk to you in more detail about what's going on with this study. But what we are looking at is a long-term plan of alternatives basically thinking ahead as to what might be needed in the future in the next 10 to 20, 30 years on the I-10 corridor between I-8 and Tangerine. And tonight we would really like your input to help us come up with the best alternatives and possible solutions in the future. It's a large undertaking and we are excited to be doing it. Planning ahead is always better than not doing so.

So please, your input is important and we would really like to hear from you tonight. Michael is going to be giving you an overview of the project and where we are at so far. And with that, I will

turn it over to Mike. Mike.

MR. MIKE KIES: Thanks, Todd. Can everybody hear me? Great. I wanted to start off this overview of the study by just talking about some of the information that's available here tonight. First product we have is what we refer to as the design concept and that's what's shown on the maps that are spread around the back of the room. This shows the number of lanes that is proposed for Interstate 10, the right-of-way that we anticipate to be required for that cross-section of Interstate 10, any changes to the interchanges that we are proposing.

There's also a number of new interchanges that are being proposed along Interstate 10. And those locations are shown on the maps. And then any changes to the crossroad alignment, some of the crossroads are being proposed to be realigned or even moved from their existing location. The other document that we have available tonight is the environmental assessment, and this is a report that documents the findings of all of the environmental studies that have been done along the I-10 corridor study. Copies of the environmental assessment are actually located on a table over here for anybody who wants to review it tonight and look at it. Copies are

also available at other locations that are shown in your handouts. There is a location in Casa Grande, Eloy, Picacho Peak and Marana where the EA could be reviewed. And if you have any comments, then you can submit comments about that.

One of the important things to remember is that everything that we are presenting tonight is still draft. And we are having this public hearing tonight to solicit your comments. And this study will not be finalized until all of your comments have been reviewed and we have discussed them as a team. What this slide shows is the ADOT development process and the I-10 corridor study, which is the document that we are talking about tonight, is the first step of this development process.

This study creates the products that I just talked about, the design concept and the environmental assessment. Once the study is finalized, the recommendations of the study get forwarded to the State Transportation Board. They will take action and hopefully accept the recommendations and then this becomes the plan for Interstate 10. After the State Board has adopted the plan, then ADOT has a document called the five-year program. This is where various pieces of this plan can be funded in five-year

increments. And that five-year plan sets the design and construction schedule for the project.

Many of the things that we are showing tonight are dependent on future traffic volumes and future levels of development. So it's hard for us to answer questions about specifically when will things be under construction and open to traffic. But the five-year plan is what will establish those schedules. After it's been entered into the five-year plan, then ADOT can start the design process, construction and then open to traffic.

So many of the things that you see tonight are still a long way off from being constructed and open to traffic. As I mentioned, one of the products that we have here tonight is the environmental assessment. This is a document that follows the National Environmental Policy Act, which is federal law about a project that wishes to use federal funding. So we have completed this document and provided the results of the environmental studies. So that once FHWA approves the document, the improvements that we are proposing can be funded with federal funding. And so that allows ADOT to use different sources of funding to complete some of these projects.

The first step of the environmental assessment is to ask the question, what is the purpose of this project, and what is the need that needs to be fulfilled. And the project purpose and need has been defined for this project to provide additional roadway capacity for future traffic. I think everybody realizes that as you drive Interstate 10, traffic volumes have been continuing to grow. We expect them to continue to grow in the future. So the purpose of this project is to provide capacity for that future traffic.

Also, the purpose is to provide parallel routes along Interstate 10. There are some places along the corridor that when there is an incident such as an accident, there are no alternative routes for traffic to go a different direction, and traffic is stuck there for sometimes many hours at a time waiting for the accident to be clear. So one of the purposes of this project is to provide that parallel route so that during incidents, emergency services or traffic can be rerouted.

Another purpose is to upgrade the interchanges along the corridor. There are some interchanges that don't have proper acceleration or deceleration length. You may drive the corridor and

as you get on the ramp and try to come up to speed to merge into traffic, you find that there isn't enough distance and you find that you haven't got up to speed fast enough to merge in with those trucks. So upgrading the interchanges is one of the purposes of this project.

And then lastly, to support the objectives of the CANAMEX Trade Corridor. Not only is Interstate 10 an important east/west trade route which goes from Los Angeles to Florida, but this section of interstate is also part of what we refer to as the CANAMEX Corridor, the Canada-American-Mexico Corridor linking Nogales to Canada. And so not only are we expecting freight movement to increase east/west but freight movements are expected to increase north/south. So providing capacity for those future truck movements is also a purpose of this project.

The environmental assessment includes results of the various environmental studies that were done, land use studies, socioeconomic resources. Some of the socioeconomic resource studies were related to the community of Picacho where we are tonight. Some of the changes that are proposed with the plan, historic and cultural resources, such as the railroad corridor that's been located here since the 1880s,

parks and recreational area. This corridor goes right up adjacent to the Picacho Peak State Park. That was one of the studies that we needed to look at.

Air quality assessment, there was an air quality study done to see what would be the air quality result if nothing was done to the corridor versus the proposed plan. And that's documented in the draft EA. Wildlife connectivity. We worked closely with Arizona Game and Fish to look at the different wildlife corridors that cross the corridor. Water resources, and then noise assessment. One of the studies that's done for an environmental assessment is looking at future traffic volumes and how much noise will be associated with that. There is some information about how ADOT measures noise over in this part of the room. The noise assessment, the results of the noise assessment, recommends sound walls to be built in four locations along the corridor when the future project is implemented.

The first location is near Sunland Gin Road in Eloy. There is an RV park just west of Sunland Gin Road. There is about an 800-foot wall proposed at that location. The second location is an RV park west of Toltec Road in Eloy. There is a nearly 4,000-foot wall proposed at that location. The third location is

the RV resort near Picacho Peak State Park at the Picacho Peak Interchange, a nearly 3,000-foot wall proposed at that location. And the last location is Estes Elementary School which is located right near I-10 in Marana. There's actually an existing wall today if you drive Interstate 10 at that location. The noise assessment recommends that that wall be lengthened. And those locations are all shown on the maps that are in the back of the room.

So what are we proposing for Interstate 10, well, first, the long-range plan for Interstate 10 is to widen to 5 lanes in each direction or a 10-lane freeway. And that would provide the capacity for future traffic, not only truck traffic, but vehicle traffic that's expected along Interstate 10. We also are proposing continuous one-way frontage roads all along Interstate 10 from Marana to Casa Grande. And that provides that parallel route that we discussed for incidents and emergency access.

And then the plan also includes providing an open median between the two directions of traffic that not only does the open median enhance safety, but it also provides flexibility for future pass lane improvements such as additional lanes or maybe truck only lanes or some rail options that have even been

talked about. So the flexibility for future improvements is recommended in the project.

So that was a brief overview of the long-range plan. And a lot of people ask well, when will that plan be implemented? When will I-10 be widened and all these lanes be added? Well, actually ADOT is currently under way with the first stage of that construction. And we refer to that as the interim widening projects. Some of those projects have already been completed. These projects widened the interstate from 4 lanes to 6 lanes or 3 lanes in each direction from Pinal Air Park -- well, really all the way from Tucson up to Picacho Peak the freeway has already been widened to 6 lanes. And additional projects are under way all the way up through I-8. So that over the next several years, there will be a 6-lane freeway beyond I-8. So you will be able to drive from I-8 to Tucson on a 6-lane freeway.

Another part of the plan that's shown to you tonight is the opportunity for new interchanges along Interstate 10. We looked at several alternatives of where new interchanges could be located, how many interchanges would be expected along Interstate 10, and we came up with a preferred alternative. Preferred alternative has the provision for 9 new

interstate changes along Interstate 10. So beyond the interchanges you see out there today, there are 9 additional locations where interchanges could be added in the future. All those locations are shown on the maps in the back of the room.

Also, a recommendation is to relocate the Sunland Gin interchange about a quarter to a half mile east of its existing location. This is because the project recommends to reconstruct and expand the I-10/I-8 interchange located right next to that and moving the interchange that provides the adequate room that we need for that project. Another relocation is proposed at the Pinal Air Park interchange. This is the interchange that's close to the Pinal/Pima County line. That interchange is proposed to be relocated so that Pinal Air Park and a road across the tracks, which is called Missile Base Road, can both be aligned at one interchange and traffic on both sides of the tracks can access the same interchange and get onto I-10.

And then there is the provision for a new interchange along I-8 about a mile west of I-10 called Henness Road, and that would be a new interchange and roadway within the City of Casa Grande.

So I mentioned that there would be -- the

project proposes some changes to the I-10/I-8 interchange in Casa Grande. And those changes are required first because of the future traffic volumes that are expected at the interchange. Secondly, there are some ramp designs at that interchange, mainly the loop ramp, that if you're going eastbound on I-8 and west and want to go westbound on I-10, that ramp does not meet current design standards. And then also the phasing between the interchanges, this is Sunland Gin Road and this is the I-8 interchange, that existing spacing is very close to the traffic volume that are expected. If you're on I-8, and you've ever gotten onto I-10 and there's other traffic that wants to get off on Sunland Gin, you might find that's too short of a distance and you find that being uncomfortable. And that's one of the issues that's being solved with the proposed plan.

So here's the major features that are going to be associated with the reconstructed I-10/I-8 system interchange. The interchanges located right here, as I mentioned before, the Sunland Gin interchange, which is Sunland Gin today, is located right here, is being proposed to be relocated about a quarter to a half mile east of its existing location to provide the room for the ramps that are required

for the I-10/I-8 interchange.

The Jimmie Kerr interchange that's located right here is being modified, and it would no longer have ramp access directly onto I-10, instead a new interchange is proposed at Selma Highway where all ramps would be located there and a frontage road is constructed so that traffic that's on Jimmie Kerr can use the frontage road and then access Interstate 10 at the new Selma Highway interchange. So traffic from Jimmie Kerr Boulevard can still access Interstate 10, it's just modified from what it is today. And then lastly is the proposed new interchange at Henness Road, which would be located about a mile west of the I-8/I-10 interchange.

Another proposal of the preferred alternative is a relocation of the freeway within the community of Picacho. The existing freeway is located on this map right here and the freeway goes through some curves that are located here in the community of Picacho. The proposed plan is to realign the freeway. The freeway would be located between the UP tracks and the existing freeway, and that would remove some of those sharp curves that are located along the freeway. And also, the SR 87 interchange would be reconstructed to be a more conventional diamond-type interchange

with 4 ramps as you see elsewhere in the corridor instead of all the loop ramps and slip ramps that you see out there today.

Next, and I should mention there is a large scale map of that realignment through the community of Picacho over in the corner of the room over here. So if you want to see close up that realignment through the community, it's located in the room. Some of the advantages of this realignment through Picacho, we have reduced the number of curves along Interstate 10, which I think if you've driven through here on Interstate 10, that that is an advantage as some people need to slow down to go around some of those curves. We eliminate a substantial length of elevated freeway. Today the freeway is elevated above the ground. There are guardrails on each side. The new alignment would be down at ground level and wouldn't be raised up like that. The elevated freeway has visual impacts to the community. We believe that when the freeway is down at ground level, it wouldn't have as many visual impacts to the community.

And the reconstruction of SR 87 and the freeway realignment would be scheduled with the interim widening projects. As I explained, the interim widening projects are being done over the next

several years. And this realignment and the reconstruction of SR 87 is going to be scheduled or would be scheduled with that interim widening so it's a near-term improvement instead of a long one. So with that, I will wrap up just with an overview of the preferred plan.

Like I said, the preferred plan is to expand the freeway to 5 lanes in each direction and include parallel frontage roads along the freeway. There would be an open median through much of the corridor which could improve safety but also provide flexibility for future widening. There's provision for 9 new interchanges along Interstate 10, and reconstruction or relocation of all of the interchanges that exist today. And also the proposal is to relocate the freeway through the community of Picacho.

All of these improvements fulfill the project need by accommodating future traffic, providing parallel access and improving all of the traffic interchanges.

So with that, we would like to open it up to questions and comments. Linda is out collecting your yellow cards where you have questions and comments and we will be reading them from the podium. The reason

that we would like you to use the comment cards is we do have a court reporter here tonight. It's easier for her to keep track of the questions and record it into the record if we do it from the microphone instead of the questions coming out from the audience. So we encourage you to fill out a card.

Okay. You want me to start? The first question, there is a question and a comment that kind of go together here. How does one contact a relocation counselor? And also residents and business owners in Picacho should be given priority in purchasing for relocation and otherwise strategic property for their construction of the realignment through Picacho. Pete Mayne is our ADOT right-of-way agent and he is here tonight. Pete, you want to come up so everybody can see your face and let them know who it is. Pete Mayne is a person who's going to be talking with everybody about property relocation. Well, the first one is who to contact and that's you. For everybody who wants Pete's contact information, we do have cards, business cards, up here. And talk about the schedule.

MR. PETE MAYNE: Residents and business owners in Picacho should be given priority in purchasing for relocation and otherwise. We have

begun with the first batch of acquisitions. We've gotten approval from the FHWA to begin acquisitions on the first group of 25. Soon as the environmental document is fully complete and approved, which is scheduled for January of 2011, which is 3 months, 3 and a half months down the road, then we are going to get approval from the FHWA for the remainder of the parcels and we will begin acquisitions on all of the other parcels.

Now, acquisitions means going out and appraising the properties and that takes about 30 days or so. Then those appraisals have to be reviewed. And then we will put those together with our acquisition package, the documents and deeds, and we will have generally Tierra Right Of Way, our acquisition consultant, and they will take that package and go out and present you with an offer, explain it to you, explain the relocation benefits that have come in to you, and we will not ask you to sign right then and there. They will give you time to consider the offer and call back and ask any questions that you have at that time.

MR. MIKE KIES: Actually I think you've already answered this one.

MR. PETE MAYNE: If we are to move, how much

time will we get, how about the many places to go, the relocations. We will give you time, we won't just as soon as you sign, we won't tell you you have to move out of the house. You will be given time, generally a 30-day minimum time. You can be given more time than that. You may even be presented a chance to rent back your place while you consider looking for another place. A relocation agent will help find comparable housing for you and present you with those addresses for you to take a look at and consider whether you want to move into one of those houses or not.

So we don't just ask you to move out right away. When you sign, you will be given some time, more comprehensive time frame. It looks like 5 years is pretty vague. It says we need more comprehensive time frame, 5 years is pretty vague. If that's talking about construction, and you've already explained construction, when construction is scheduled to begin on this. And that's sometime in the fiscal year '12, I believe.

MR. STEVE WILSON: I'm Steve Wilson and I'm the project manager for our option C that you see back over here in the corner. And I can tell you a little bit more about the construction of that project. It's looking like we are probably going to go to

you're not willing to sell and we can't convince you, that effort of last resort, we will institute eminent domain.

Another question, will they give us enough time to relocate our business and when will they let us know if they are taking our property? The third part of that is how much time will they give us to find, zone the property? Our relocation agents will help you look at and find comparable property for your business or for your residence. We will give you time to relocate your business. And we will give you -- let you know if we are taking your property. If you look up here as far as on the big boards right now, that should give you a pretty good indication of whether your property is going to be impacted by a realignment of I-10. And we will let you know, as I said, if we are going to be taking your property.

MR. MIKE KIES: Pete will be here 'til 8:00 o'clock for any individual questions at that time that you have about right-of-way. It's just that I put all the questions together that I thought were right-of-way related for Pete to answer. However, this might be follow-up to Pete. I will ask this question. Historical value of many of these buildings should be taken into account. I guess is the person

construction in mid 2012. And it will take about 2 years roughly. And that's provided everything goes right with our designs and our environmental and all that so -- but it's looking like about mid 2012 to mid 2014 for construction.

MR. PETE MAYNE: Another question here is what if we are not willing to sell? We would hope we would come out and negotiate with you and try and convince you to sell to us. However, the state does have the right of eminent domain. And if we exhaust every effort to try and get to successfully negotiate your property and get you to sign, we will then institute eminent domain proceedings, which is also known by a less friendly term as condemnation. And that will go to court and we will get possession of your property at that time.

When we appraise your property, we appraise it to market value. And I understand right now the market is down, but it has a benefit. Because if you're going to be relocated, buying a replacement house at the same time, that replacement house is going to be down too. Anybody who's ever bought or sold a house knows it's hard to sell high and buy low all in kind of the same time frame. The market just doesn't generally move up and down like that. But if

who wrote this question talking about historic, history in number of years, or historic monetary value of the property? Anybody want to clarify that question? Okay. The response was both, historical as in time frame and historical as in property value.

As part of the environmental assessment, a historic assessment was done of the community of Picacho. There were historical architects that came to town, took pictures of various buildings, and it was assessed. And the results of the EA show that the community of Picacho is not what was referred to as a historic district. And so that was the conclusion from that study as far as the historic value. I think Pete mentioned that the properties that are taken are purchased for present appraised value and that there really isn't any looking back in history of the value; is that right? I guess you weren't -- I excused you too soon.

MR. PETE MAYNE: The value, certainly historic property probably would have the historic value considered in appraisal, but it would also matter on the condition of the property and if the property was going to be retained or not. In this case, most of the property that we are taking when we come along with the realignment of I-10, it's going to

be right through most of these properties and I honestly don't think the historic value of the property per se is going to be factored into the appraisal.

MR. MIKE KIES: I think I can put these three questions together. Well, the first part of the first question is what about an interchange at Picacho Boulevard. The existing interchange at Picacho Boulevard, which is one ramp that you can exit off of from Tucson direction, and then you could get back on in the Tucson direction, that those ramps would be removed as part of the freeway realignment.

The SR 87 interchange is being reconstructed and the roadway SR 87 is going to being extended down to Phillips Drive, and connected to Peak. So people that are within the community of Picacho can now use Peak and Phillips and get to the SR 87 interchange. So we believe that is an adequate way to get to Interstate 10. And those ramps at Picacho Boulevard will be removed. However, there is a provision in the plan for a future interchange at what we are referring to as Picacho Highway, which would be located east of the existing interchange and can support the surrounding property.

Then the second half of this question is

what about safety for children without elevated freeway, and then there is another question about an underpass accessing to the school. And there was a third question about there are children that walk to school and cross the tracks. How will they get to school after the new road is built? Can you build a walking bridge under the freeway and the railroad tracks? Otherwise, there will be kids running across I-10 to get to school. I hope not.

ADOT does -- will put a fence between the frontage road and the interstate so that people would not be able to get onto the Interstate 10 right-of-way. We have had discussions with the school and other people in the community and our understanding is that there's bus service that's provided for every child in school. And actually our understanding is today there shouldn't be the need for any children to cross the tracks to get to school, that there is bus service for every child that wishes to use that. And I believe that when the interstate is relocated, the only option to get to school will be to use the bus service.

If ADOT couldn't find Picacho Elementary, how could a fire truck, ambulance or emergency vehicle find it without a current railroad crossing or

underpass route? I believe this is referring to the existing at-grade crossing between the frontage road at I think it's called Picacho School Road and that at-road grade crossing. Correct me if I'm wrong, it is remaining when the freeway is -- so that crossing is remaining. The freeway is going to be relocated. The frontage roads are going to be extended and you can still cross the tracks at that existing location.

How are you communicating the plans to those who do not use computers or have computers? Well, one of the things we are doing tonight is we are putting the plan out in front of you. All these plans are available on a web site and the web site is in the handout. There's also phone numbers and fax numbers in the handout if anybody does need information and they don't have a computer and can't access the web site. We have been providing maps and information to people through the mail as requested. So I would recommend that you call the number that's in the handout and then we can accommodate whatever information that's needed.

Is all of Peak Lane going to be taken and when are you planning on going through there? Steve, I don't believe Peak Lane is being taken up. Peak Lane is the road south of the interstate. I don't

believe that's being impacted in any way.

MR. STEVE WILSON: No. I don't think it is.

MR. MIKE KIES: So the plan right now does not impact Peak Lane at all. And I think between the questions that Pete answered and I combined some of your questions. Oh, there's two questions here. There is a question about a water line under existing I-10. Steve, do you want to talk about the water line? No?

MR. STEVE WILSON: No. Go ahead.

MR. MIKE KIES: There's the Picacho Water Company that provides water to the community of Picacho. There are -- my understanding is there are the two places where that water line goes under Interstate 10. During the final design process which Steve Wilson is the ADOT project manager of that, there's going to be a design and a replacement of those pipes, and water services will be provided to the community throughout the construction period and after construction period. And there is some verbiage about that in the environmental assessment, that water service and replacement of pipes need to be provided during construction.

What about property where the freeway is now, the elevated part from Mile Post 213 to 211?

Todd, do you have a statement about what might happen to the existing freeway, the embankment that's there today, the pavement that's there today where you won't be using that as a freeway anymore, and there's excess land there?

MR. TODD EMERY: Steve might be the better one to answer that question.

MR. STEVE WILSON: Thank you, Mike. Question is what about property where the freeway is now, the elevated part from Mile Post 213 to 211, and our design relocates the freeway towards -- about halfway between the existing freeway and the railroad so we will be removing the existing I-10 and using that earthwork to build part of the new I-10, and as it's phased, so we are going to remove the existing fill there. Let's see, the question is these 4-foot fences, I work on I-10 as an emergency service provider. They slow cars down but they do not stop them. Also, I often jump these fences for service calls. How is that going to stop a kid? What else can be done? You're right, it is a 4-foot fence. An ambitious kid could probably try to jump that but I think what we are going to try to do is work with the school district, and we want to provide information that when this project was all done, that the kids are

going to have to use the school buses and get to and from the school that way. And we could put a higher fence up there but I think we will have to look into that, but I don't see us doing that unless there is an issue. If we have to, we can but 4-foot fences are standard fences in urban situations all along -- if you go to Tucson, you can see that 4-foot fence all along our right-of-way currently. And so I guess we will take that under consideration and thanks for your comments. I believe that's all I have.

MR. MIKE KIES: I have one last question or it's a comment, I guess, because I don't think -- well, I do have a response. Sound wall is needed at the southwest corner of Toltec Road along the golf course. As I said, there was a noise assessment done as part of the environmental assessment, and the environmental assessments are available at the table here. There's the assessment itself and then an appendix. The results of the noise assessment is in the appendix. And based on the noise analysis, it did not come up as a need for a sound wall at that location so -- and that's all I can say about that.

I did want to -- I was asked to remind everybody that again the EAs are available here tonight. They're also, if you want to look at them

later, they're also at several locations around -- along the corridor in Casa Grande, Eloy, Marana, Picacho and Picacho State Park, all of these locations are in your handouts. They're listed there. So if you want to look at the EA later and not tonight, that is available. So with that, I think any closing comments?

MR. TODD EMERY: Again, we just wanted to thank everybody so much for coming. I would encourage you, if you just want to make a comment, if you want something considered, please take the opportunity to come and talk to the court reporter so that she can document it and it can become part of the record so the project team can then review it and look into it. So please take that opportunity now while you're here. Again, thank you very much for coming. We really appreciate it.

COMMENTS BY AUDIENCE MEMBERS:

WILLIAM KILE: They're cutting us off from the school. We will have to travel to Picacho Peak or almost to Eloy, and then around by the cemetery to get to the school. If you're in trouble in this school, they send you home. If the parents are at work, the kids walk home. How are they going to walk home if

there is no access over the interstate? They say they're putting a fence up. When I was a child, I climbed that fence. Like it's going to kill kids.

EDWARD BRUCE MARTAN: My family has been here for over 60 years. And we own Eddie's Bar & Grill. And earlier someone was talking about the historical significance of some of these old buildings. This building here, Eddie's Bar & Grill, is back from the 1930s. And I don't think anybody paid attention to really the historical significance and some of the history of Picacho. And I mean even, you know, like parts of Tucson where they built the freeway, they had some archeologists come out and I think there was an old village here underneath parts of Picacho and some, you know, Indian burial grounds in this area too. But I don't think they really studied it significantly enough to at least get the history, save some of the history.

Because I know our building was -- it was a post office back in the '30s. It was rebuilt three times. It was a Greyhound bus station. It was a motel and a gas station, cafe, a library. I mean those are the things that I know of. And I wish somebody could research it even more. But I don't

think enough has been paid attention to the historical significance of some of the places here. The old Route 84, you know, was right here, Camino Adelante. But I guess that's basically what I have. Thank you.

TRACY KILE: I'm just concerned about the school. That's my number one concern. I don't want to drive to Eloy or Picacho Peak to get my kid to school. I don't want my kid to try and run across the freeway. I know I did it when I was little and it's 8 feet off the ground. So what's going to happen now? I don't want my kids to get killed on the freeway or the railroad tracks. It happens. And a walking bridge or an overpass or anything would be affordable. Thank you.

(Record closed at 7:00 p.m.)

STATE OF ARIZONA)
) SS.
COUNTY OF PIMA)

C E R T I F I C A T I O N

BE IT KNOWN that I, DEBORAH TROIANO, Certified Court Reporter 50547, took the foregoing public hearing at the time and place stated in the caption hereto; that I was then and there a Certified Court Reporter in and for the State of Arizona; by virtue thereof, that the proceedings of said public hearing was reduced to writing by me; and that the preceding 35 pages contain a full, true and accurate transcription of my notes of said public hearing.

I FURTHER CERTIFY that I am not of counsel nor attorney for either or any of the parties to said cause or otherwise interested in the event thereof; and that I am not related to either or any of the parties to said action.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my signature this 1st day of October, 2010.

_____
Certified Court Reporter No. 50547

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PUBLIC HEARING

INTERSTATE 10 CORRIDOR STUDY

JUNCTION I-8 TO TANGERINE ROAD

Marana, Arizona

September 30, 2010

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COLVILLE & ASSOCIATES

REPORTED BY: KIMBERLEY W. GAUTHIER

Certified Reporter No. 50767

1309 E. Broadway Blvd.

Tucson, Arizona 85719

(520) 884-9041 Fax 623-1681

IN THE MATTER OF

public meeting
Volume 1
09/30/2010

Colville & Associates, LLC
1309 E. Broadway
Tucson, Arizona
520-884-9041 520-623-1681

Word Index Included

BE IT REMEMBERED that the above public hearing was taken pursuant to notice at Estes Elementary School, 11279 West Grier Road, in the Town of Marana, County of Pima, State of Arizona, before Kimberley W. Gauthier, Certified Court Reporter No. 50767, in and for the State of Arizona, on the 30th day of September, 2010, commencing at the hour of 5:00 p.m. on said day.

MS. RITTER: Welcome, everyone. Welcome to tonight's public hearing on the Interstate 10 Corridor Study from the junction of I-8 to Tangerine Road. I'm Linda Ritter. I'm a public information officer for the Tucson District, and I'd like to express all the team's appreciation for you taking time out of your very busy schedules to be with us to participate in this public hearing.

First, I'd like to introduce key members of our project team. From the Federal Highway Administration, Mary Frye. If you could raise your hand. I know you're here somewhere. I saw you before.

MR. DAVIS: No, Mary didn't get here today.

MS. RITTER: Oh, Mary is not here? Ken Davis, from the Federal Highway Administration. I thought I saw Mary. Sorry.

From ADOT, Todd Emery, our Tucson District Engineer; Victor Yang, the project manager; Paul Baumgard, our Environmental Planner with the Environmental Planning Group; Pete Mayne, ADOT right-of-way agent, in the back. And Steve Wilson is not here.

From AE COM, our project consultant on

this study, Michael Kies, who will be presenting tonight's presentation.

We want to express our appreciation for your participation tonight, and for those of you who you have participated with us in the past. Your input, your feedback, your comments, your questions, your concerns have all been very, very helpful to us, and they have shaped the study's recommendations.

ADOT has been working with the Federal Highways Administration -- Federal Highway Administration, as well as cities, towns, counties, state agencies, federal agencies, and they have all been partners and stakeholders in this study.

Michael Kies will be giving you a 20-minute presentation tonight, and this will be followed by a question and answer session. And a court reporter -- and I'd like to introduce her. It's It's Kim Gauthier. Kim Gauthier will be reporting this entire hearing, and your questions, our responses, your comments will all be recorded.

You may have noticed when you arrived tonight that you received -- hopefully, all of you received a packet. If not, we have some at the registration desk -- and inside the packet is a comment card.

We would appreciate it, if you have a comment, to fill out this comment card and to leave it at the registration desk tonight, or you can e-mail it to the address listed, or snail-mail it, but we need to get it, though, 5:00 p.m. on Thursday, October 14th, for it to become an official part of the record of this meeting.

Additionally, if you don't feel like filling out a comment card, but you have a comment, the court reporter will be very happy to take your comment. So please feel free, after the question and answer session, to provide your comment to the court reporter. We really appreciate your comments and expressions of your concerns.

And additionally, when you arrived, you may have seen that there were yellow cards. We have lots of these. What we would ask you to do tonight, during Mike's presentation, if you have a question, if you have a concern that you would like addressed tonight, the project team will address your comment or question. Those of us with badges, all the project team members, will be happy to come around to take those -- take these cards, from you during the presentation, and then we will give them to the project team, and they will answer them.

They will answer your questions and concerns as thoroughly as possible. If you have a very specific question that is related perhaps directly to you on a personal level, or if you don't understand something and you'd like a little bit more information, the project team will stay and they will be available to provide additional information.

And now I would like to introduce Todd Emery, who is going to provide a welcome and also recognize some of our community leaders in the audience. Thank you.

MR. EMERY: Thank you, Linda. I just want to echo some of Linda's comments, and just welcome you all here tonight, and tell you how much we all appreciate you being here. It means a lot to us to -- we do this for you, so it's good to have you out here to help us help you.

I would like to recognize one of the Town of Marana's council members, Patti Comerford. I really appreciate Patty coming out and joining us today.

Also, in case we missed anybody, is there any other elected officials or public officials here tonight that are representing their jurisdictions? If so, if you would like to stand and

be recognized.

I don't see any. All right.

You know, this will be the third night in a row I've done this, so I think I'm getting better every time. You know, when you see a road or when you drive on a road, I think we would all be surprised on when that -- when the planning for that road actually happened. How long ago in the past did somebody actually come up with the idea that we need to do somewhere here, and then how long it actually took from that time to actually seeing it get built.

Years; it takes years and years. We have to plan. We have to plan for the future to accommodate growth, to accommodate future demands for traffic and to ensure the safety of the traveling public.

That's why we're here tonight. You know, we're planning and looking into the future of the I-10 corridor from I-8 to Tangerine, and seeing what the needs are going to be there over the next 10, 20, 30 years, and what we can do to accommodate the needs of the public on that time frame.

We are really appreciative of your support tonight. I would -- you know, Linda mentioned the court reporter. You know, having the court

reporter here, that's why we call it a public hearing, really, rather than a public meeting. And I would really encourage everyone -- you're going to have an opportunity to ask questions, and we're going to do our best to answer those questions.

But if you just have a comment that you wanted to give about the project, or about something you wanted to consider, please, after the presentation, come up to the court reporter and she will record that comment, so that we can make it part of the record, and look at it, and see what we can do to address it. So we thank you again, and I'll turn it over to Michael.

MR. KIES: Thanks, Todd.

Can everybody hear me if I don't use the microphone? Great, because I don't have to run back and forth.

What we're providing to you tonight is a couple products of the I-10 Study. First is what we refer to as the design concept. The design concept is what's shown on the maps that are in the back of the room. We have a series of maps that start at I-8, at this end, and then end at Tangerine road at the other end.

They show the number of lanes that is

recommended for the interstate 10 corridor, the possible right-of-way needs that would happen as the project moves forward, the interchange layouts and locations for new interchanges along the corridor; also, if there's any changes to the cross-road alignment.

There are some cross-roads along the corridor that we're actually proposing to move to a different location because of issues that we've discovered. So all of that information is located on the maps in the back of the room.

The second deliverable that we have for you to consider tonight is what we refer to as the Environmental Assessment. This is a report that documents the results of all of the environmental studies that have been done in association with this study.

The drafted Environmental Assessment is -- three copies of it are located on the table over here, if you wish to look through it and read some of the results of the environmental studies. They're also available for you to look at at various places along the corridor; in libraries and buildings. Those addresses are shown in your handout that you should have tonight.

All of the information that you see tonight is still in draft form. The reason we're having the public hearing tonight is to solicit your comments and concerns, and none of the recommendations you see will become finalized until we've reviewed all your comments and considered how to incorporate those into the study.

What this graphic shows, or attempts to show, is the ADOT development process. And as Todd mentioned, we do planning many years in advance before we actually get to the construction of the project.

In the I-10 corridor study, which is we're talking about tonight, starts the first steps of the process, and that develops what I call the design concept and the Environmental Assessment. Once the study is finalized, then we will submit it to the State Transportation Board for action, and they may adopt it. Once it's adopted, then it becomes the long-range plan for the I-10 corridor.

After it's adopted, then ADOT has a five-year program where they look at funding over the next five years. What happens then, is that funding could be earmarked for some of the improvements that we show. That funding then establishes the design and the construction schedule for some of the improvements

that you see on the maps.

Many people ask us at these meetings when will construction happen? When will this interchange be built? It's difficult for us to answer that question tonight, because it hasn't been funded or earmarked in the five-year plan. A lot of these improvements are based on future traffic needs. As traffic volumes and development occurs, then they'll be a placed into the five-year plan and scheduled for construction.

After they're located in the five-year plan, then ADOT can start the design process, move into construction, and then open to traffic. So we are at the first step of the long process for the I-10 corridor.

The document I described, the draft Environmental Assessment, that follows the National Environmental Policy Act. The NEPA Act is a federal law that if a project wishes to use federal funding, then that document must be done and approved by the Federal Highway Administration.

So the reason that we have the draft Environmental Assessment tonight for your review and for your comments is so that once that document is approved, then the improvements that you see on the

maps, ADOT could use federal funding to implement some of those improvements.

The first step of the Environmental Assessment is to determine what the purpose of the project is. You see a lot of improvements along Interstate 10, and those are to fulfill the purpose and the need of this project. So the purpose of the project is to provide additional roadway capacity for future traffic growth.

As we've all traveled on Interstate 10 over the last years, we've seen that traffic has increased, and we expect it to continue to increase in the future. So the improvements that we have recommended for the corridor are to provide capacity for the future traffic growth.

Another purpose of this study was to provide parallel routes to Interstate 10. There are some sections of Interstate 10 where, if there's an incident, such as an accident, there are no other routes that people can use to avoid that accident, and traffic can be stuck for several hours at a time, waiting for the road to clear. So providing a parallel route to I-10 for emergency access and also local access is another purpose of this project.

Upgrading access ramps for an

acceleration and deceleration lanes. Sometimes along the corridor, when you use an interchange, you may find that as you go up the ramp and try to accelerate to speed for merging with traffic, there isn't enough distance, or it's too short and maybe you find that you're not -- you don't feel comfortable that you've gotten to a sufficient speed to merge in with the traffic. And so one of the purposes is to look at all the interchanges along the corridor and see what kind of improvements can be done to upgrade those ramps.

And then support the objectives of the CANAMEX trade corridor. Not only is I-10 an important east-west freight movement, but also the CANAMEX corridor, or the Canada-America-Mexico corridor, which starts in Nogales and goes up to Canada. This part of I-10 is also part of that corridor. So in the future, not only do we expect freight movement to increase east-west, but we also expect freight movement to increase north and south. So accommodating that future truck traffic is another purpose of this project.

The Environmental Assessment that's over on the table includes the results of many environmental studies, including land use and socioeconomic resources, historic and cultural

resources, such as the historic properties, such as the railroad corridor that's been located along the freeway since the 1880s.

Parks and recreational areas: The Picacho Peak State Park is located along this section of the corridor, and we had to look at potential impacts to that park.

Air quality: An air quality assessment was done to look at what would happen if these improvements were not made, versus what would happen if they were made. We looked at that comparison.

Wildlife connectivity: We worked quite a bit with Arizona Game and Fish to look at what type of wildlife would like to cross the corridor, and what kind of improvements would be needed for that. Water resources, such as the washes. And then there was a noise assessment that was done as part of the project.

The results of the noise assessment came up with recommendations of where to implement noise walls along the corridor. There are four locations that we were recommending noise walls as the project goes forward. The first location is the -- an RV park that's west of Sunland Gin Road in Eloy. A nearly 800-foot-long wall is recommended at that location.

The second location is just west of Toltec Road, again in Eloy. There's an RV park just west of Toltec. A nearly 4,000-foot-long wall is proposed at that location.

The third location is the RV resort which is near Picacho Peak State Park. It's near the ostrich farm. A nearly 3,000-foot-long wall is recommended there.

And the Last location is here at Estes Elementary School. There's already a wall that's been located along Interstate 10, but the recommendation is to lengthen that wall in the future.

So what is the proposed ultimate plan for Interstate 10? Well, the long-range plan is to widen the interstate eventually to 10 lanes, or five lanes in each direction, and provide continuous frontage roads along each side of the interstate from Marana, all the way to Junction I-8.

Also one of the features of the plan is that, when the freeway is widened to 10 lanes, there would still be an open median in the middle of the corridor. Not only does this improve safety, but it also provides flexibility for future enhancements to the corridor, such as extra lanes, maybe truck-only lanes. There have been discussions about maybe

potentially putting rail in the corridor. That provides some flexibility for those future type of improvements.

One of the questions that always comes up is well, when will you start all of this work? Well, ADOT has identified the first phase of this construction, and the first phase is to expand Interstate 10 from four lanes to six lanes. Those projects have already been underway.

In fact, some of those projects are complete. Here from Tangerine to Picacho Peak, the freeway has already been widened to six lanes. A few more additional projects are underway at the community of Picacho, State Route 87 to I-8, and then north of I-8. So within the next several years, what we refer to as the Interim Widening Projects will be complete, all the way from Tangerine Road to Junction I-8, and the freeway will be a six-lane -- three lanes in each direction -- facility to north of I-8. That's the first phase of the improvements to I-10. And then the additional improvements that you see on the map would be based on future traffic needs, as traffic continues to increase in the future.

Another recommendation of the plan is where would future interchanges be located along

Interstate 10? We looked at several alternatives as to how many interchanges would be located, what the spacing between the interchanges could be. We looked at traffic volumes. We referred to our environmental review. And we came up with a recommendation of the interchange layout. This is -- this map is shown in your handout, but it depicts a provision for nine new interchanges along Interstate 10.

So in addition to the existing interchanges you see from I-8 to Tangerine Road, there's the provision for nine additional interchanges. Those are all shown on the maps in the back of the room.

There's also recommendations to relocate a couple interchanges along the corridor. The Sunland Gin interchange, which is located very close to Interstate 8, is recommended to be relocated a quarter to a half mile. That is to provide the room for an expansion of the I-10/I-8 interchange that's recommended with this project.

Another interchange that's recommended for relocation is the Pinal Air Park interchange. That's the interchange that's located really close to the Pima-Pinal county line. It currently has a couple of loop ramps included with it.

The recommendation there is to relocate it further to the west, and align Missile Base Road and Pinal Air Park Road together to the same interchange, so people who live on the other side of the freeway, along Missile Base Road can also access the freeway directly at an interchange.

And then there's a provision for a new interchange along Interstate 8. About a mile west of I-10, there is a provision to add an interchange at Henness Road along I-8, and that's part of the recommendation of this study.

So I mentioned that there's a recommendation to expand the I-10/I-8 interchange. The reason for that is that -- well, first, future traffic volumes would exceed the capacity of this interchange. The I-10/I-8 interchange has tight curvature ramps.

One of the ramps, the loop ramp from -- if you're going eastbound on I-8, and you want to go westbound on I-10, it doesn't meet current design standards. The traffic has to slow down to a very slow speed to use that ramp. And also the spacing between the I-8 interchange and the adjacent interchange is insufficient for traffic volumes.

I mentioned the Sunland Gin

interchange, which is located very close to the I-8 interchange. You may have experienced, as traffic comes on from I-8 and gets on I-10, and other traffic wants to exit off the Sunland Gin, it's a very short distance. You have to make a decision very quickly. Those types of close spacing we would like to avoid in the future.

So what is the recommendation for the I-10/I-8 interchange? Well, the interchange itself would be expanded and ramps would be directional ramps instead of the tight curvature ramps you see today. As I mentioned, the Sunland Gin interchange, which is correctly located here, would be located about a quarter to a half mile east of its existing location.

The Jimmie Kerr interchange, which is also located very close to the I-8 interchange, is proposed to be modified, and a new interchange is proposed at Selma Highway. At Selma Highway, a conventional interchange would be built with four ramps in all directions.

Traffic that's on Jimmie Kerr will be able to get onto a frontage road, use the frontage road to get to Selma Highway, and then can access the interstate in any direction at that point. So traffic on Jimmie Kerr can still access I-10, it's just a

different way to get there. And then the last feature of the I-10/I-8 interchange is the new interchange that could be implemented at Henness Road, which is just west of I-10.

The other significant recommendation in the plan is at the community of Picacho, which is near SR87. We have a big version of this map over here, if you want to see the details of the recommendations at the community of Picacho.

Today, the freeway is actually aligned right here, where this gray area is, and there's some curvature that the freeway goes through. The proposal is to relocate the freeway to a new location, and remove some of the curvature from the freeway. The freeway would then be located very close to the Union Pacific tracks that parallel I-10. And then the old freeway could then be considered surplus property, and ADOT may be able to sell that in the future.

Some of the reasons that we're making this recommendation through the community of Picacho is reducing of the number of curves along I-10 is a benefit. We would be eliminating a substantial length of elevated freeway. Currently I-10 is up on an embankment, and there's guardrail and barriers along each side of the road.

The realigned freeway would be located down at the ground level, and that would enhance roadside safety. Also, eliminating the embankment improves the visual impacts to the community. The freeway would not be above the community anymore, it would be down on the ground.

And with the recommending of the realignment of the freeway, the SR87 interchange, which exists today, and this realignment would be included with the Interim Widening Projects. So those projects that we talked about that are going to happen over the next several years, the realignment in Picacho and the SR87 interchange are going to be included in that phase of construction.

So the overview of the preferred plan is that we are recommending expanding the freeway to five lanes in each direction, with parallel frontage roads; providing an open median for future flexibility; the provision for nine new interchanges along the corridor; reconstruction, or relocation of all of the existing interchanges throughout the corridor, and the freeway relocation in Picacho. And all of these improvements meet our purpose and need that I talked about earlier by meeting future traffic needs, providing parallel access along the freeway and

improving all of the traffic interchanges.

So with that, we would like to open it up to questions and answers. We would request that if you have any questions, you write them down on your yellow cards. The reason we want to do that tonight is because we do have a court reporter. It's very difficult for her to keep track of questions that are coming out of the audience. So what we would like to do is collect those. Also, many people may have the same question, and then we're able to put them together and answer that question all at once.

If you still have other comments or questions, there's other ways that you can contact us: through the mail, through e-mail, we have a phone line and we have a website that's associated with this project. So with that, there's -- there a couple? All right.

Okay. Let me start off with a question that I know was asked earlier, and I think Ken Davis will be able to answer it. "When is the State going to address the Red Rock exit so we can open our main entrance?" I assume that's into the Red Rock community on Sasco Road.

Ken, would you like to explain that situation?

MR. DAVIS: Thank you. I'm Ken Davis with the Federal Highway Administration. We have been working with ADOT and Mike Kies and the rest of his team on this.

We're contemplating a major reconstruction of Red Rock interchange. Probably the biggest feature of that will be that the crossroads will eventually be lined up across over the railroad too, so we won't have crossings and the road system on the other side.

But the people that are developing the development to the west of the highway have recently met with us and asked for permission to realign Sasco road -- if I've got the correct pronunciation -- so it lines up with the present, or interim roadway, the present roadway.

And we have agreed that if they will, you know, submit a request that's called a change of access, my agency approves any changes to the access control on the interstate system. So we've asked them to prepare a fairly brief report that describes just that single improvement.

And then they either have the choice of using this environmental document -- which is probably within a new months of being complete, now that we're

What the proposal provides is a freeway alignment where traffic does not have to slow down from 75 to 65, and we believe -- and I would think that research would support that if the traffic can maintain 75 miles an hour throughout the entire stretch of the freeway, that that's safer than expecting people to slow to 65.

"What is the difference in using trees as a sound barrier versus a wall?" Fred, do you want to take that? Fred is ADOT's noise representative.

MR. GARCIA: Yeah. Fred Garcia, with ADOT. In using any kind of vegetation would have to be --

For vegetation to reduce the sound significantly, to where it would be noticeable, it would have to be quite deep. It would have to be thick vegetation, which is not something that we see in this part of the country. So it would be very difficult. A few trees does little or nothing to hold back that sound.

So what we have to use out here in this part of country is basically just the sound walls and the rubberized pavement, some kind of a pavement to reduce sound, or sound barriers, or berms. But that's all that we can do. Vegetation is very seldom done in

at public hearing stage -- or they can actually opt to produce a slightly simpler environmental document that would just describe the environmental consequences of adjusting Sasco Road to a location that lines up.

So we have essentially given the green light to move ahead. They just need to submit something to us. We understand what they're asking, and it's really kind of silly to keep people making the kind of a zigzag type of arrangement.

So we've determined that that's in the public interest to move ahead with that, so they're in control of when they do that now. So that's the position that we took when they met with us a few weeks ago. Thank you, Mike.

MR. KIES: The next question I have is, "How does eliminating curvature enhance safety? What research supports this theory?"

Well, the curve that I was referring to in the community of Picacho, we have -- as civil engineers, we have design criteria that we follow. And that curve in Picacho, for traffic to safely travel, should reduce their speed to 65 miles an hour. There are some advisory signs along the freeway that say that this curve coming up, you should slow down to 65 miles an hour.

this state, unless we're in these areas that have high vegetation, thick vegetation, and about 200 feet deep, or so. Thanks, Mike.

MR. KIES: The next question is, "Where is the railroad right now on the existing route, and how does the current plan affect it?"

I assume the question is where is the railroad right now, meaning are they in favor of the project, have they been included in discussions on the project, which they have. All of the recommendations that we have along the corridor for new or improved interchanges would include a bridge over the railroad, instead of crossing the railroad at grade or at the same elevation. And that is something that the railroad encourages this plan to recommend.

And then, "How does the current plan affect it?" We will have no impacts or effect on the railroad corridor. We're not anticipating taking any land or impacting their operations in any way, except maybe during construction of bridges going over the top. They would be coordinated with as appropriate.

"How will this construction affect the current flood plain mapping that is being reviewed?"

We did have to do a thorough drainage review as -- along the corridor. And there are some

places along Interstate 10 that when the freeway is widened out to five lanes, some of the pavement will be reconstructed and the elevation of the freeway will actually be raised, so that we are not affected by the flood plain mapping.

One of the criteria that we, as civil engineers, need to follow is that we do not change the flood plain by, I think -- and Felipe, correct me if I'm wrong -- but it's less than a foot, isn't it? And we verified that we are not affecting the flood plain by more than a foot. I think it's much less than a foot.

"Why going from three to five lanes, when three lanes were just put in? Will the three lanes then have to go to five? When will the construction stop?"

The construction will stop in the next several years when the -- what he we refer to as the interim widening is complete. And then the advancement from three lanes to five lanes will be based on when traffic volumes grow to that level.

Right now, with the level of development we anticipate, the traffic growth that we anticipate, we're not expecting to advance to five lanes in each direction for 10 to 20 years. So there

could be a long gap between when the construction is done for the three-lane expansion, and when construction starts for advancing to five lanes.

There was another part here, and Todd, I'm going to give you a warning on this one. "Could you beautify the center medians?"

MR. EMERY: That is a yes or no question, isn't it? But you probably want a little more. Actually, last year, my first transportation board meeting that I went to -- I get to give a report to the board every time they come down into this area.

One of the board members, that was one of the first things they said to me, too. They said, you know, I-10 really doesn't look very good between Phoenix and Tucson, so what are you going to do about it? I said, I don't know.

That's a very good question. What I can tell you is to do that would be incredibly expensive. It really would. The initial cost and then to maintain it would be very expensive.

And so what you'll see, I think -- I don't know that there's any plans to beautify I-10 the entire length from Tucson to Phoenix. But what I think you will see is, we will try to do enhancement projects as we can, at a lot of the traffic

interchanges.

You will see decomposed granite, land form graphics, which is the rock graphics on the sides of the slope. We'll paint the bridges. A good example is the new traffic interchange that we're just finishing at Twin Peaks, just back down that way. That is a treatment that we try to do at all of the traffic interchanges.

But to put decomposed granite for 90 miles between Tucson and Phoenix, and plants and irrigation lines, that would just be an incredible cost. And it would be very, very difficult to maintain and keep it looking good, because of the -- how should I say it? Tumble weeds really like this area. They find their way out there, as well as other invasive species. It's really hard to control it.

So I know that's a long answer, but it's a very good question. A lot of people have the same question. And it's a challenge. But what I can say is that we will try to make it look as good as we can. As projects progress, we'll do whatever we can.

MR. KIES: Todd, I think I have another one for you. I'm not sure I know what this is. The next question I have is, "How long until funding is in place? Will private property and private dwellings

need to be acquired? Can stimulus money be used, and how many miles will I-8 and I-10 run together?"

So it's a four-parter, it sounds like. How long until funding is in place? Well, as I think I explained earlier, as traffic volumes increase and the need to expand the freeway is identified, then the funding would be placed in the five-year plan. So it's difficult to answer today, you know, when exactly that funding will be in place. But as traffic increases and the six-lane widening is looking to be exceeded from its capacity, then the funding will be placed in the five-year plan.

Will private property and private dwellings need to be acquired? Yes, there are -- on the maps that you see at the back of the room, there are red lines shown along the freeway. That's the anticipated amount of right-of-way that the corridor will need. The draft Environmental Assessment that's over on the table does have a section in it that itemizes out how many businesses, how many residences, how much acres of land are anticipated to be needed for the project.

Can stimulus money be used? I believe that that program will be expired by the time any of these improvements are up.

MR. DAVIS: The funding questions always come to me. Actually, I just want to report that actually two of the interim projects that Mike has been speaking to are actually funded with stimulus money right now; the two widenings between Picacho Peak and the town of Picacho, and the one that's just beginning to get started. We put some barricades out there that take you from about Sunshine up to I-8. That is also -- in fact that's one of our largest stimulus projects.

But as Mike just said, ADOT and several local agencies have already used all of the $520,000,000 that Arizona received in extra highway funds under what are called the stimulus package. All that funds are either been completed or are under way right now. So there is no more stimulus money available in Arizona at the present time, unless congress provides some more. So that's the best answer I can give.

MR. KIES: Thanks, Ken.

And then the last part is, how many miles will I-8 and I-10 run together? I assume that the question is the ramps that are proposed that are all leading traffic in different directions.

And you know, along Interstate 10,

those ramps, where they start to exit and then reenter into the freeway is a little less than two miles in length. So it's about two miles of interchange space, I guess you'd say.

"Is the State going to purchase the right-of-way for the realignment of Marana Road interchange now to forestall development along the existing right-of-way?"

The intent of this Corridor Study and the advanced planning that Todd talked about is to communicate what the future needs for the interstate system will be, the reconstruction and the changes at the interchanges, what the footprint would be. And what ADOT is hoping to do is work with the local communities to, as developers plan their properties along the interstate, to take into consideration the future right-of-way needs that will be required for the improvements.

That's one of the goals of this study, is to get this information out there, so that as developers develop their properties, they have the understanding that in the future, ADOT may come along and buy some of the right-of-way. But I do not believe that there's any plan to do some advance right-of-way purchases. Is that true? That would be

a Pete question, I would think.

MR. MAYNE: Currently there's no plans to purchase the right-of-way to forestall development at this time, or along Marana Road at this time. To do that we need design to progress to a certain point to know exactly how much right-of-way we are going to acquire along there. And I'm not aware that -- we don't have any design progressing along there.

If you want me to expand on that a little bit, design has to progress to let us know what we're going to acquire out there. We then take a look at it, calculate the area out there. We would send appraisers out there to appraise it, put together an acquisition package, together with the warranty deeds and such, and then we would meet with the appropriate property owners out there and present an offer to acquire them. At this time, no, we're just not prepared to do that.

MR. KIES: And then the last question I have, I think I'm going to have to break protocol because I'm not sure I understand what the question is. But I'll read it. "I heard some time ago that the Chevron located at I-10 and Exit 236 will be moved to Tangerine. Is this correct?"

I guess I need clarification on --

well, maybe I'll just talk to whoever asked this question after the session, and maybe we can talk from the maps, and I can better understand what the Chevron is that you're referring to.

AUDIENCE MEMBER: Well, when I came to one of these meetings a couple of years ago regarding this out here, that's what somebody had told me, that they're going to close off part of the frontage road, or something along where you come up on Exit 236, and that the Chevron and the Circle K would be relocated.

MR. KIES: Oh, Chevron -- I'm sorry. There's an engineering term called chevron. You're talking about a gas station called Chevron. I'm sorry.

There's -- as shown on the map, the idea at Marana Road is to -- today, the interchange connects directly to Sandario Road. In the future, the idea is to correct to Marana Road, so the road would curve. And then Sandario Road would then intersect with Marana Road. But that doesn't necessarily mean that the Chevron station and Circle K would be removed or relocated. It's just a different configuration. You know where all the roads come together and it creates kind of a triangle? There would just be a different configuration. Sorry for

the confusion.

MR. EMERY: The last question here: "Are any rest areas planned for this length of I-10?"

None that I'm aware of. There is a rest area at Sacaton, which is just west of Casa Grande. I believe there are some standards out there that address, you know, distances between areas, cities, towns and rest areas. I don't believe that we are planning at this time to build any additional rest areas between I-8 and Tangerine simply because there's places to stop in there. There's communities, cities, and we typically don't put rest areas where there's other places to stop.

MR. KIES: All right. With that, I'd like to thank everybody for coming. The project team will be here until 7:00. We all have white badges on. We're here to answer your questions, so please pull us aside, take us to the maps, where you might have a question, and we can answer any of your one-on-one questions.

Again, we encourage you to -- any comments that you just want to say to the court reporter and get into the record, she's here for your convenience. Also, you can leave comments on the front desk as you leave. Thank you.

JAMES HAFFNER: I would like to express a concern about the Pinal entrance, which would be going westbound. The entrance ramp is so short -- it's a sharp curve when you come into it. And it's so short that it's impossible to get any kind of speed, and then it ends, and you're in traffic. So it's -- Are you aware of that? And especially at night, it's better to just kind of pull off the ramp and wait until you can see traffic clear, and then try and get on, which is dangerous. So I'd just like to express that concern that that needs to be addressed. I see in here they are talking about moving it, but I hope nobody gets run over before they move it.

GREG ANDERSON: My name is Greg Anderson. And let's just frame this up. I want to address the realignment at the Marana Road exit. The realignment of Marana Road will adversely impact the community of San Lucas on the east side of the interchange.

Additionally, with the realignment, a significant portion of the commercial property at the entrance to San Lucas would have to be acquired by the State. And given the long time frame before the probable acquisition, the property will be developed and will cost significantly more than -- than it's

current undeveloped state. There is a limited commercial property, such that any taking will probably result in an entire purchase of the property, and at a large expense.

BECKY LEFKY: I just really want to comment on the three lanes and how great they are. I really appreciate it. I got all my questions answered regarding the Red Rock exhibit and that type of thing. The three lanes is just a wonderful idea, the fact that they're taking it all the way -- you know, almost to Casa Grande, it's just huge. So I just to thank you.

So anyways, I just want to thank them for that, and for having this meeting, and the opportunity for us to be brought up to speed with sort of what's going on in the future. And a little side note, love the idea of trucks in the right lane. Just putting that little plug in there.

(Record was closed at 6:48 p.m.)

STATE OF ARIZONA }
} SS.
COUNTY OF PIMA }

BE IT KNOWN that I, KIMBERLEY W. GAUTHIER, Certified Court Reporter No. 50767, took the foregoing public hearing at the time and place stated in the caption hereto; that I was then and there a Certified Court Reporter in and for the State of Arizona, and by virtue thereof, that the proceedings of said public hearing was reduced to writing by me; and that the preceding 37 pages contain a full, true and accurate transcription of my notes of said public hearing.

I FURTHER CERTIFY that I am not of counsel nor attorney for either or any of the parties to said cause or otherwise interested in the event thereof; and that I am not related to either or any of the parties to said action.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my signature this 5th day of October, 2010

_____

KIMBERLEY W. GAUTHIER
CERTIFIED COURT REPORTER NO. 50767

TOWN OF MARANA
DEVELOPMENT SERVICES

August 31, 2010

Mr. Victor Yang, P.E.
Arizona Department of Transportation
205 S. 17th Ave
Mail Drop 605E
Phoenix, AZ 85007-3218

Re: Marana Road alignment

Dear Mr. Yang,

Based upon discussions at our meeting on August 9, 2010 regarding the alignment of Marana Road, the Town has the following observations and requests.

The Town recognizes ADOT's desire to try to improve access during construction by offsetting the Marana Road interchange to allow a railroad overpass to be constructed while maintaining cross-road traffic flow. However, since the cross road (Marana Road) must be taken out of service to effect the lowering of Interstate 10 at some point and since the interstate overpass cannot be completed until this is done, the Town feels strongly that the railroad overpass can be constructed concurrently with the interstate overpass. This is the procedure that is being followed on the Twin Peaks project. The benefit of being able to construct the railroad overpass while maintaining cross-road traffic flow, if any, would be outweighed by the increased cost of right-of-way acquisition and associated severance damages.

The Town understands and acknowledges that the Marana interchange cannot be reconstructed until such time as there is a secondary means of access to existing developments east of the interchange, where access currently dead-ends. There are several possibilities that may achieve a secondary means of access prior to the construction of this project (twenty plus years). The Villages of Tortolita master-planned community is required to construct the Tortolita Interchange and connect Adonis Road from the new interchange to Marana Road. Other developments south of Marana Road will be required to connect Adonis Road to Tangerine Road or to a Moore Road interchange, should one be built. One of these secondary connections must be available before the Marana interchange can be reconstructed. For the west side of the interchange, there is a secondary road network currently in place which avoids a dead-end situation. The Town has, however through various developments, planned for a shoofly (detour) arrangement to help bypass frontage road traffic around the construction zone, which would occur from touchdown point to touchdown point. The points of connection for this shoofly network to the frontage road system would be located beyond the gore points of the ultimate interchange and would remain after the interchange is complete as either part of the Marana public street network or private streets within commercial developments. It is Marana's request that ADOT assist in permitting this network's connection to the frontage road in the coming years so that it is available and ready when the interchange must be constructed.

Relative to the discussion of offset alignment was the question of whether an appropriate design speed could be accommodated without the offset. ADOT desires the cross street to have a design speed of 45 mph. At the meeting on August 9, it was discussed that a lower design speed would be needed to allow a curve to connect to the existing Marana interchange. The Town of Marana envisions the area surrounding the Marana interchange as a future urban commercial corridor that would require a lower design speed due to the reduced progression speeds that would result within a heavily-travelled commercial area. The developer of the adjacent Marana Mercantile parcel, Desert Troon, has through their consultant Zia engineering prepared an interim plan for their development that utilizes a curve with a centerline radius of 925 feet and a superelevation of 4%, which complies with the AASHTO "green book" for a 45 mph design speed. This alignment appears to be able to be modified in the future to accommodate the ultimate Marana Road centerline while still maintaining a 45 mph design speed. The Town of Marana requests that ADOT consider this alignment and whether a future modification of it is feasible and if such is the case, that it be incorporated into the final DCR plans. Should the proposed alignment prove to not be feasible, the Town requests that ADOT incorporate a design speed of 40 or 35 mph that would be suitable for a Marana Road commercial corridor.

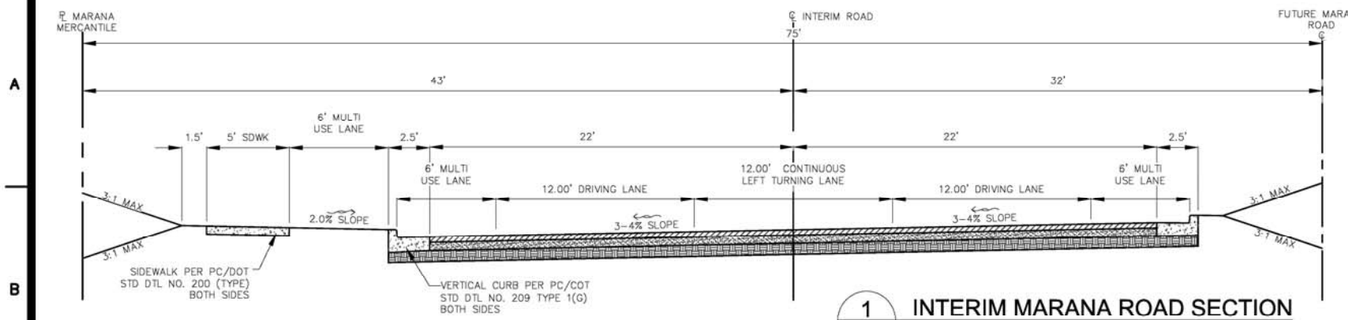
Your attention to and assistance in this matter is greatly appreciated. Should you have any questions please do not hesitate to call.

Sincerely,

Keith Brann, P.E., CFM
Town Engineer

Attachments: Zia Engineering concept alignment (for alignment purposes only, the Town has not approved driveway locations/access management)

11555 W. CIVIC CENTER DRIVE, BLDG. A2 ■ MARANA, ARIZONA 85653-7003 ■ TELEPHONE: (520) 382-2600 ■ FAX: 382-2641



1 INTERIM MARANA ROAD SECTION
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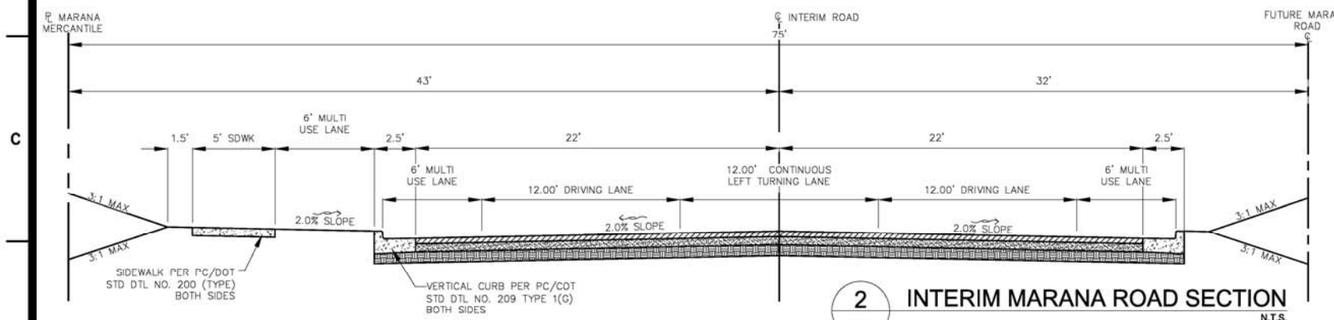
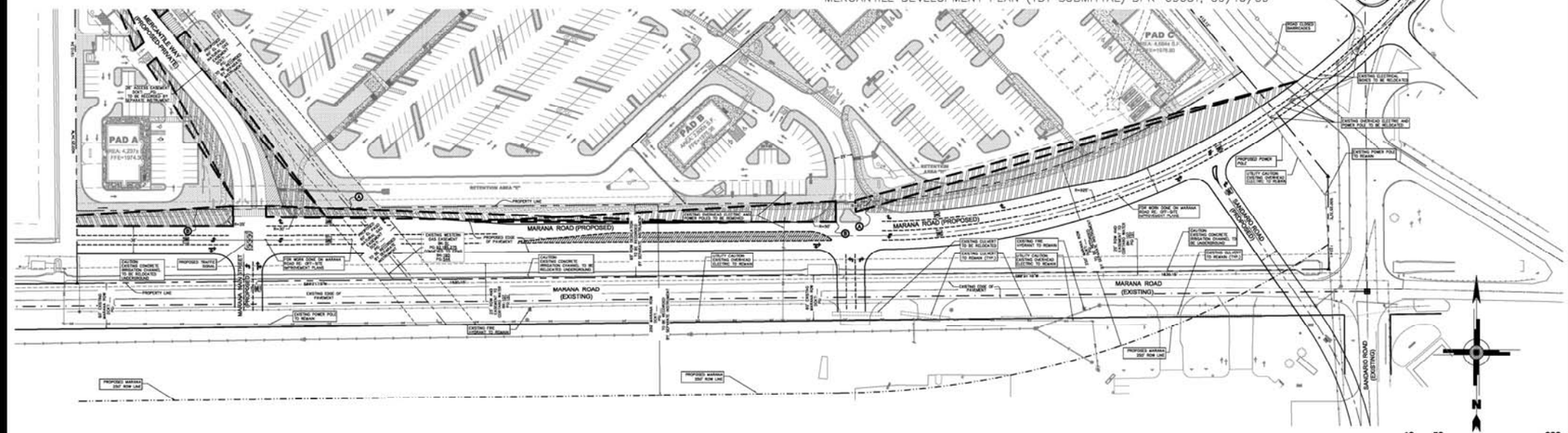


2 INTERIM MARANA ROAD SECTION
N.T.S.

RE: FERNANDO PROL, TRAFFIC ENGINEERING MANAGER, MARANA MERCANTILE DEVELOPMENT PLAN (1ST SUBMITTAL) DPR-09031, 09/16/09



LEGEND

- EXISTING GUY WIRE
- EXISTING SIGN POST
- EXISTING POST
- EXISTING POWER POLE
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- EXISTING SANITARY SEWER MANHOLE
- EXISTING TELEPHONE CONNECTION
- EXISTING ELECTRICAL TRANSFORMER
- BUILDING SETBACKS
- LANDSCAPE SETBACKS
- EXISTING LIGHT POLE
- EXISTING GAS LINE
- EXISTING SEWER LINE
- EXISTING PROPERTY LINE
- EXISTING OVERHEAD ELECTRIC
- EXISTING UTILITY EASEMENT
- EXISTING FENCE
- EXISTING SECTION LINE
- PROPOSED TRAFFIC FLOW ARROWS

Zia Engineering & Environmental Consultants, LLC
755 S. Telshor Blvd., Suite F-201
Las Cruces, New Mexico 88011
Phone: (575) 532-1526
Fax: (575) 532-1587

SITE LEGEND

(A) 15X600 NEAR SIDE SIGHT VISIBILITY TRIANGLE (V=45 MPH). NO OBSTRUCTIONS BETWEEN 30"-72" IN HEIGHT.

(B) 27X470 FAR SIDE SIGHT VISIBILITY TRIANGLE (V=45 MPH). NO OBSTRUCTIONS BETWEEN 30"-72" IN HEIGHT.

EXHIBIT-A

PROPOSED MARANA RD. IMPROVEMENTS
DEVELOPMENT PLAN: DPR-09031
RELATED CASES: PCZ-08013

REVISIONS	BY

DEVELOPMENT PLAN FOR MARANA MERCANTILE
TOWN OF MARANA, PIMA COUNTY, ARIZONA
DTD DEVCO 10, LLC.
N. PERIMETER DR., SUITE 200
SCOTTSDALE, AZ. 85255 17207
CONTACT: ELIZABETH GASTON
PHONE: (480) 563-5247

A PORTION OF SECTION 21
TOWNSHIP 11 SOUTH, RANGE 11 EAST,
GILA & SALT RIVER MERIDIAN,
PIMA CO., ARIZONA
CONTOUR INTERVAL= 1'
PCZ-08013

DRAWN	DH
CHECKED	MC
DATE	08/12/10
SCALE	1"=100'
JOB NO.	5784-00
SHEET	1

1 OF 1 SHEETS

Appendix C

Traffic Model Development and Application

CAMBRIDGE SYSTEMATICS

Interstate 10 Corridor Study

Traffic Model Development and Application

technical memorandum

prepared for

Arizona Department of Transportation

prepared by

Cambridge Systematics, Inc.

under subcontract to

DMJM/Harris

February 12, 2007

technical memorandum

Interstate 10 Corridor Study

Traffic Model Development and Application

prepared for

Arizona Department of Transportation

prepared by

Cambridge Systematics, Inc.
555 12th Street, Suite 1600
Oakland, California 94607

under subcontract to

DMJM/Harris

date

February 12, 2007

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1.0 Introduction

The Interstate 10 (I-10) Corridor Study and Environmental Assessment (EA) is examining traffic conditions, needs, and improvement options along a roughly 40-mile stretch of I-10 between Casa Grande and Tangerine Road. As part of this overall project, Cambridge Systematics developed and applied a traffic forecasting model to assist in assessing existing and future traffic congestion and preparing traffic forecasts on the I-10 mainline ramps, intersecting roadways, and other key roadways in the study area. This technical memorandum documents the model development process, assumptions, and result.

The primary study area extends from Tucson northwest to Casa Grande, and extending about 2 miles west of the I-10/I-8 interchange along both of these freeways. The study area, which includes southern Pinal and northern Pima Counties, is projected to be one of the highest growth areas in Arizona over the next 20 to 30 years, with population in Pinal and Pima Counties expected to reach nearly 4 million by 2030. Due to the high projected growth rates throughout Pinal, Pima, and Maricopa Counties, as well as plans for substantial expansion of the transportation system, a network-based modeling approach was selected to forecast traffic volumes. This approach allows traffic volumes to equilibrate over all available existing and future roadways, and more accurately reflects drivers' tendencies to alter travel routes in order to avoid or minimize congestion.

Four network based models that cover portions of the study area have been previously developed:

1. The Maricopa Association of Governments (MAG) travel demand model covers all of the Maricopa County and portions of Pima County north of roughly Eloy.
2. The Pima Association of Governments (PAG) travel demand model covers all of Pima County (i.e., up to the northern border of Marana).
3. The Pinal County travel demand model covers areas within the borders of Pinal County. It was developed for the Arizona Department of Transportation's (ADOT) Corridor Definition Studies in Pinal County.
4. The Southeast Arizona (SEAZ) travel demand model covers Cochise, Pima, and Santa Cruz Counties. The SEAZ model is based on the PAG travel demand model, and was developed for the SEAZ Regional Transportation Profile currently being conducted by ADOT.

These four travel models have very different characteristics that make combining them into one model very difficult and costly. Each model also has particular strengths and weaknesses related to potential use for the I-10 Corridor Study, making selection of the final model(s) somewhat of a tradeoff process. After

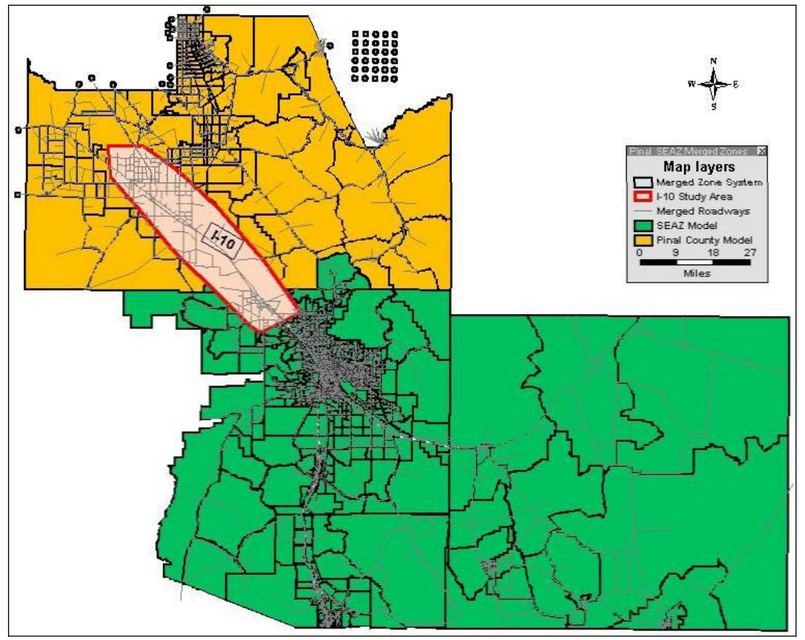
considering options, including geographic expansion of the individual models, various combinations of two, three, or four models, or use of an existing model in conjunction with a spreadsheet post-processor, it was decided to combine the SEAZ and Pinal County travel demand models into a single I-10 model. This approach was followed since:

- The SEAZ and Pinal County models share a common interface point at the Pinal/Pima border, simplifying the merging of highway networks and traffic analysis zones (TAZs).
- As shown in Figure 1.1, the geographic coverage of this combined model encompasses the entire study area for the I-10 Corridor Study.
- The SEAZ and Pinal County models are both highway-only travel models, further simplifying the combination. The PAG and MAG models both include a transit model choice component that, after careful consideration, was deemed unnecessary for this corridor study.
- The SEAZ model already includes the highway forecasting elements of the PAG model, making further use of the PAG model unnecessary.
- The Pinal County model includes all of the highway network and socioeconomic data for Pinal County that is used in the MAG model, making further use of the MAG model unnecessary given the geographic extent of the study area.

The I-10 model has a 2005 base year and a 2030 forecast year. The 2005 model includes the existing highway network and observed socioeconomic characteristics. Three highway networks were developed for year 2030 representing conditions without upgrades to I-10 (except for currently programmed projects), as well as two potential scenarios for improving I-10. As noted in later sections, all of the year 2030 model networks include new or expanded roadways outside of the I-10 corridor.

The remainder of this report provides detail regarding the inputs and model calibration and validation for the I-10 model. Section 2.0 describes the model inputs used for the base and future year models. Section 3.0 provides more detail regarding the base year model, including calibration and validation statistics. Section 4.0 provides similar detail for the 2030 No-Build, 2030 Build Alternative 1, and 2030 Build Alternative 2 models.

Figure 1.1 SEAZ and PCM Model Areas



Source: Cambridge Systematics, Inc., 2007.

2.0 Model Inputs

This section documents the parameters used to develop the I-10 base and future year models. Descriptions of the roadway network and land use attribute assumptions are included, as well as a description of modifications that were necessary to merge the Pinal County and SEAZ models.

2.1 Roadway Network Attributes

An initial review was done to compare links in both models based on link attributes. Upon completion of this review, a single set of attributes was developed based on comparable attributes between the two models.

Roadway Classification

Table 2.1 displays the roadway classification categories that are used in the I-10 model, as well as the corresponding classes from the SEAZ and Pinal County models that map into each of these classifications. Roadway classes for the PAG model are also shown since the SEAZ model used the PAG model as the starting point. Since both the Pinal County and SEAZ models distinguished between "Urban" and "Rural" area types, the same area type definition was maintained in the I-10 model.

Table 2.1 Roadway Classification Mapping for the I-10 Model

Code	Roadway Class in I-10 Model	Corresponding Roadway Classes in Other Regional Model		
		SEAZ Model	PAG Model	Pinal County Model
1	• Freeway	• Freeway	• Freeway	• Interstate • Freeway
2	• Major arterial	• Principal arterial	• Parkway/divided highway • Major arterial	• Major arterial
3	• Minor arterial	• Minor arterial	• Minor arterial • Frontage roads	• Minor arterial
4	• Major collector	• Major collector	–	• Major collector
5	• Minor collector	• Minor collector	–	• Minor collector
6	• Ramp	• Ramp	• Ramp	• Ramp
9	• Centroid connector	• Connector	• Connector	• Connector
20	• Externals	–	–	• Externals

Source: Cambridge Systematics, Inc., 2007.

Speed

Speed and capacity assumptions by functional class and area type in the PCM and SEAZ networks were reviewed to derive a common definition for the I-10 model. It was observed that speeds in the PCM were higher than those typically used in other travel demand models. Given the variation in speeds between these two networks, final recommended speed was based on:

- Number of links in each speed category;
- Relative speeds by functional class (e.g., a minor collector cannot have a speed greater than that of a major arterial); and
- Industry standards for speeds by functional class and area type.

Tables 2.2 and 2.3 show the speeds from the existing networks and the recommended speeds used in the I-10 model for Urban and Rural roadways.

Table 2.2 Roadway Speeds for Urban Roads

Code	Functional Class	I-10 Model	SEAZ Model	PAG Model	Pinal County Model
1	Freeway	65 mph	65 mph	50 mph	75 mph for interstates; 55 mph for freeways
2	Principal arterial	45 mph	45 mph	35 to 40 mph	55 mph
3	Minor arterial	40 mph	40 mph	35 mph	45 mph
4	Major collector	30 mph	30 mph	32 to 40 mph	45 mph
5	Minor collector	25 mph	25 mph	-	50 mph
6	Ramp	35 mph	35 mph	35 mph	40 mph
9	Centroid connector	20 mph	20 mph	20 mph	20 mph

Source: Cambridge Systematics, Inc., 2007.

Table 2.3 Roadway Speeds for Rural Roads

Code	Functional Class	I-10 Model	SEAZ Model	PAG Model	Pinal County Model
1	Freeway	75 mph	75 mph	55 mph	75 mph
2	Principal arterial	55 mph	55 mph	40 to 55 mph	55 mph
3	Minor arterial	50 mph	50 mph	40 mph	55 to 65 mph
4	Major collector	45 mph	45 mph	-	45 to 50 mph
5	Minor collector	35 mph	35 mph	-	50 to 55 mph
6	Ramp	40 mph	40 mph	35 mph	40 mph
9	Centroid connector	20 mph	20 mph	20 mph	20 mph

Source: Cambridge Systematics, Inc., 2007.

Capacity

The SEAZ model presents capacity in per lane per hour; whereas, the PCM has daily capacity information. Typically, a factor between 10 and 15 is used to convert hourly capacity to daily capacity. The I-10 model used the SEAZ model capacity assumptions that were consistent with industry standards; a daily-to-peak ratio of 10 was used to create daily capacities for the SEAZ model. Tables 2.4 and 2.5 show the capacity assumptions used in existing networks and the recommended capacities used in the I-10 model for Urban and Rural roadways.

Table 2.4 Daily Capacity for Urban Roads

Code	Functional Class	I-10 Model	Pinal County Model	SEAZ Model
1	Freeway	19,000	23,400	19,000
2	Principal arterial	11,000	11,000	11,000
3	Minor arterial	9,500	9,500	9,500
4	Major collector	8,500	5,500	8,500
5	Minor collector	7,000	-	7,000
6	Ramp	13,000	18,300	13,000
9	Centroid connector	99,999	99,999	99,999

Source: Cambridge Systematics, Inc., 2007.

Table 2.5 Daily Capacity for Rural Roads

Code	Functional Class	I-10 Model	Pinal County Model	SEAZ Model
1	Freeway	21,000	18,000	21,000
2	Principal arterial	12,500	10,000	12,500
3	Minor arterial	10,000	8,500	10,000
4	Major collector	9,500	5,000	9,500
5	Minor collector	8,000	3,700	8,000
6	Ramp	14,000	14,700	14,000
9	Centroid connector	99,999	99,999	99,999

Source: Cambridge Systematics, Inc., 2007.

Base Year Network Edits

Once the roadway network attributes for the I-10 model were determined, the merged network layer was reviewed to ensure consistency with existing conditions. The following existing interchanges and ramps, which were missing from the PCM, were added to the I-10 model:

- **Toltec Road –** Addition of entire interchange with I-10;
- **SR 87 –** Addition of I-10 WB off-ramp;
- **South Picacho Highway –** Barring of movement on I-10 WB on-ramp and I-10 EB off-ramp;
- **Picacho Peak Road –** Addition of entire interchange with I-10; and
- **Sasco Road –** Addition of I-10 WB on-ramp and I-10 WB off-ramp.

Additional roadway network edits were made in the future year model to reflect construction of new roadways. These are documented in Section 4.0.

2.2 SOCIOECONOMIC DATA

Population and employment data are the key determinents of overall traffic demand in a travel demand model. The I-10 model includes existing estimates and future forecasts of these key socioeconomic data for communities throughout Pinal, Pima, Cochise, and Santa Cruz Counties.

Traffic Analysis Zone Boundaries

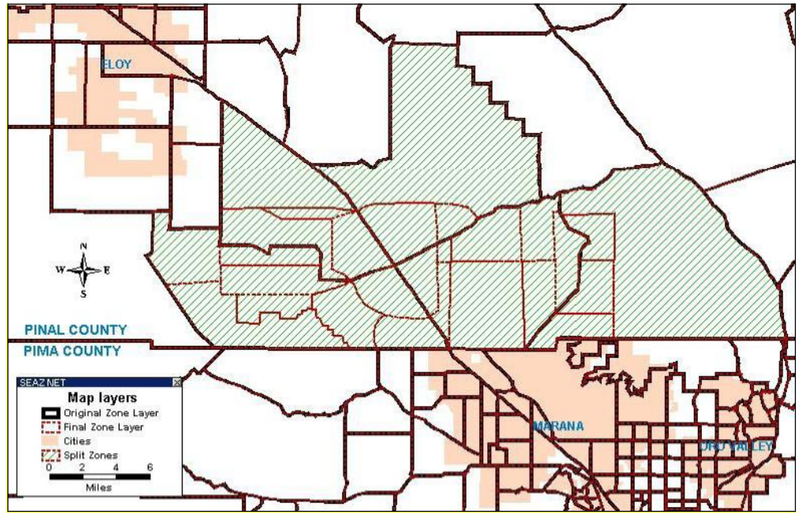
Within a travel demand model, socioeconomic data are aggregated into geographic regions known as TAZs. Generally, TAZ boundaries were consistent between the PAG and SEAZ models; and for the most part were sufficiently defined for purposes of the I-10 model. In the few cases where there were slight differences, mostly along the Pinal/Pima, PAG model TAZ boundaries were used in the I-10 model.

For some areas particularly in southern Pinal County, TAZs from the SEAZ and Pinal County models were too large to adequately represent the projected future development patterns in the study area. After reviewing the existing TAZ boundaries, it was determined that zones in the Red Rock area should be split to provide greater detail and a more accurate traffic forecasting process.

In the zone splitting process, the existing zone boundaries were maintained so that the new, smaller zones would completely nest within the existing TAZ structure. Data were disaggregated from the existing Pinal County TAZ structure to the new I-10 model TAZs using the Residential Equivalent Unit (REU) information provided in proposed plans for the Red Rock area. Zones with more REUs were assigned a greater proportion of employment, households, and trips.

Features used to subdivide larger "parent" zones in smaller ones included proposed roadways and land uses. Only roadways of arterial class or higher were considered for new zone boundaries. Furthermore, efforts were made to select roadways that also reflected land use boundaries. Figure 2.1 shows the original zones from the Pinal County Model and those zones that were split in the Red Rock area, based on the procedure described above.

Figure 2.1 Traffic Analysis Zones Split in the Red Rock Area for the I-10 Corridor Study



Source: Cambridge Systematics, Inc., 2007.

Population and Employment Data

Pima County

For Pima County and other areas within the SEAZ travel model area, the 2005 and 2030 data in the current SEAZ model were maintained. Within Pima County, these data were developed by PAG, and adopted by the PAG Board in October 2002 for use in transportation planning activities in the PAG region. These projections are for 1.5 million people and 673,400 jobs within Pima County in 2030.

Pinal County

Within Pinal County, the Pinal County Small Area Transportation Study (SATS) presented year 2005 socioeconomic estimates and year 2025 projections. These data were included in the Pinal County travel model. These data suggested that population would increase at a compound annual rate of 10.9 percent between 2005 and 2025, which is well above the 6.7 percent annual growth rate in the preceding 5 years. Employment growth is projected to be even faster.

The Pinal SATS population projections were based on a tabulation of housing units within Planned Area Developments (PADs), and continuation of the current average household size of 2.6 people. The population projections assumed

that all PADs that were under construction in 2005 would be completely built out by 2025, and other PADs that had an approved land use designation would be 75 percent built-out by 2025. These assumptions were applied uniformly across the County, and did not appear to be constrained by market absorption rates or infrastructure availability. The resulting estimates were allocated to individual zones based on each PAD's geographic location. A similar process was followed for employment estimates and projections.

Since the real estate development market in Pinal County has been very dynamic in recent years, the consultant team and Technical Advisory Committee carefully reviewed historical growth trends for Pinal and similar counties across Arizona and the rest of the United States. After considering several options to modify the overall growth trends, the consultant team was directed to continue using the socioeconomic projections from the Pinal County SATS, but to assume that the 2025 projections apply instead to the year 2030. These assumptions resulted in 2.0 million people and 519,800 jobs within Pima County in 2030.

Table 2.6 Population and Employment Totals Within the I-10 Model

	Population		Employment	
County	**2005**	**2030**	**2005**	**2030**
Pinal	222,913	1,954,016	40,027	519,774
Pima	943,413	1,494,105	481,336	673,383
Total	**1,166,326**	**3,448,121**	**521,363**	**1,193,157**

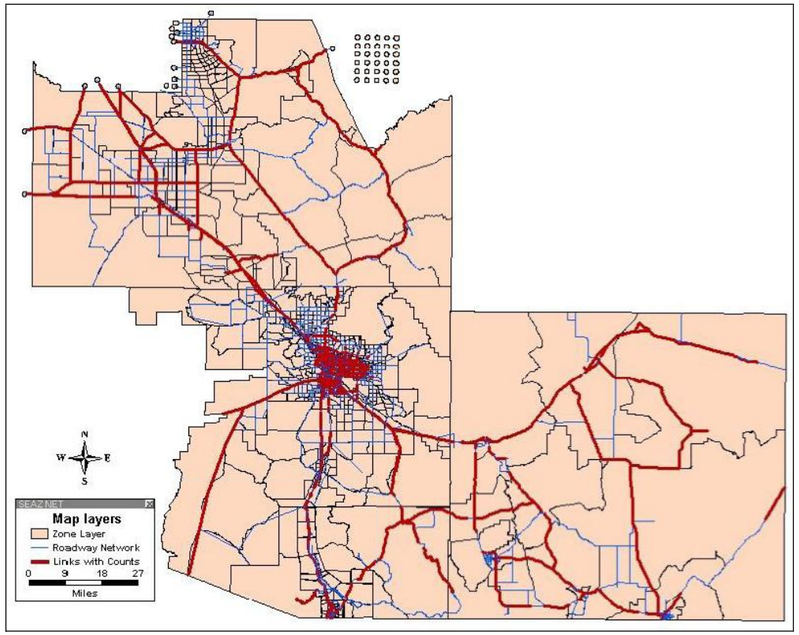
Source: Pima Association of Governments, Pinal County Small Area Transportation Studies, Working Paper #1.

2.3 BASE TRAFFIC DATA

Traffic Counts

Existing traffic counts along I-10 and the adjacent roadways were used to develop and validate the I-10 model. Year 2004 traffic counts for roads on the Arizona State Highway System in Pinal and Pima Counties were provided by ADOT. Supplemental 2006 ramp and mainline counts were collected as part of the I-10 Corridor Study. PAG collects average daily traffic (ADT) on selected regionally-significant roadway segments within the Tucson metropolitan area. The most recent available set of traffic counts from 2005 also was used for the I-10 model. Traffic counts from all three sources were reviewed for reasonableness and geographic spread. Figure 2.2 shows the roadway links for which traffic counts were available.

Figure 2.2 Traffic Count Locations



Source: Cambridge Systematics, Inc., 2007.

External Trips

External trips begin and/or end outside of the model area, including trips that pass completely through the region without stopping. In travel demand modeling, external trips are typically estimated outside of the primary modeling steps using a process that focuses primarily on existing and future traffic volumes on roadways along the boundary of the model area.

For the I-10 model, external trips were estimated in a three-step process that included estimating counts at boundary roadway locations; estimating the amount and pattern of pass-through trips; and estimating the pattern of trips that begin in the modeled area, but travel outside of the region.

The I-10 model includes 26 roadway links that act as external links into neighboring counties, as well as New Mexico and Mexico. Most of these model links correspond to specific roadways such as I-10, I-8, and U.S. 60. Year 2005 traffic count data was assembled for all locations from ADOT, Pinal County, PAG, and MAG. For local roadway locations along the Pinal/Maricopa border, existing traffic counts were estimated from MAG 2003 count data and 2004 model results. Annual growth rates were applied to develop a year 2030 volume

forecast at each external location. Uniform growth rates were developed for each route type (interstate, major intercity route, and minor intercity route) and boundary location (Pinal/Maricopa and other) based on results from the SEAZ, MAG, and Pinal County models. Resulting traffic counts are displayed in Table 2.7.

Table 2.7 Traffic Counts at External Locations

Route	Route Type	Year 2005 Estimated Volume	Year 2030 Forecasted Volume	Annual Growth Rate
Local – Reddington	Minor intercity route	1,000	1,810	2.40%
U.S. 191	Major intercity route	6,000	10,860	2.40%
I-10 East	Interstate	13,470	30,330	3.30%
SR 80 East	Major intercity route	470	850	2.40%
SR 80 South	Major intercity route	7,900	14,290	2.40%
I-19	Interstate	24,000	54,040	3.30%
SR 82	Major intercity route	12,800	23,160	2.40%
SR 286	Minor intercity route	1,000	1,810	2.40%
SR 85 South	Major intercity route	1,200	2,170	2.40%
SR 85 North	Major intercity route	4,500	8,140	2.40%
SR 87 North	Minor intercity route	1,000	2,980	4.47%
U.S. 60 East	Major intercity route	6,000	10,860	2.40%
I-8 West	Interstate	7,500	20,980	4.20%
Local – Maricopa	Minor intercity route	1,300	3,880	4.47%
SR 347	Minor intercity route	29,000	86,530	4.47%
I-10 West	Interstate	48,900	124,240	3.80%
SR 87	Minor intercity route	12,000	35,810	4.47%
Local – Hunt Hwy	Minor intercity route	15,000	44,760	4.47%
Local – Riggs Rd	Minor intercity route	6,000	17,900	4.47%
Local – Ocotillo	Minor intercity route	10,000	29,840	4.47%
Local – Pecos Rd	Minor intercity route	5,000	14,920	4.47%
U.S. 60 West	Minor intercity route	43,801	111,280	3.80%
Local – Broadway	Minor intercity route	11,000	32,820	4.47%
Local – Apache Tr	Minor intercity route	20,000	59,680	4.47%
Local – Superstition	Minor intercity route	12,000	35,810	4.47%
Local – Lost Dutchman	Minor intercity route	5,000	14,920	4.47%

Sources: Pima Associate of Governments; Maricopa Association of Governments; Arizona Department of Transportation; and Cambridge Systematics, Inc.

Pass-through trips were estimated manually. The estimation process assumed that each route type is likely to have a certain proportion of pass-through trips: 50 percent for interstates; 15 percent for major intercity routes; and 5 percent for minor intercity routes. These percentages were applied to the external counts, and the resulting products were manually assigned between each external pair. The manual assignment relied on certain key principles, including a tendency for interstate trips to stay on interstate routes, and a low probability of travel between low volume externals.

Once an estimate of pass-through trips was completed, the remaining trips at each external location were assumed to travel to TAZs within the I-10 model. The I-10 model's trip generation equations for external trips were modified, such that resulting values equaled the external location control totals. The resulting pass-through trip tables and remaining external trips were included in the origin-destination matrix estimation described in Section 3.0.

Truck Trip Percentages

Estimates of the truck percentages were developed for both existing and future conditions. For existing conditions, truck percentages on the state highway system were obtained from the 2004 Highway Performance Monitoring System (HPMS). Existing truck percentages are generally in the range of 30 percent for rural portions of I-10 between Casa Grande and Tucson, but drop as low as 10 percent in the urbanized portions of Phoenix and Tucson.

For roadways not on the state highways system, a truck percentage estimate of 13.4 percent was developed based on a traffic distribution table from the Quick Response Freight Manual (QRFM). The QRFM traffic distribution table, shown in Table 2.8, was developed based on data from the Federal Highway Administration (FHWA) and the Bureau of the Census Truck Inventory and Use Survey.

Truck percentages for future conditions were developed based on trip generation rates from the QRFM, and estimates of growth in through truck trips from recent multistate goods movement studies. Trip generation rates are dependent on the number of jobs, as well as the number of households. Total employment and household data was subsequently extracted from the socioeconomic categories in the future year model. Estimates of the number of jobs in each of three non-retail employment categories were made based on national employment average percentages as prescribed in the QRFM and shown in Table 2.8. This table also shows the commercial vehicle trip generation rate for each of these three non-retail employment categories, as well as trip generation rates for retail employment and the number of households that were applied to determine the number of commercial vehicle trips for the study area. The total number of commercial vehicle trips was compared to the number of all vehicle trips in the future model to determine a general truck percentage for all roadways in the study area. Using these procedures, a truck percentage of 16 percent is forecast for year 2030 along I-10 in the study area.

Table 2.8 Quick Response Freight Manual Reference Data

Screenline No.	Trip Generator	Proportion of Non-Retail Trips	Trips Generated Per Unit Per Day
1.	Agriculture, mining, and construction	10.9%	1.573
2.	Manufacturing, transportation, communications, utilities and wholesale trade	29.5%	10.284
3.	Office and services	59.6%	00.514
4.	Retail trade	N/A	10.206
5.	Households	N/A	00.388

Source: *Quick Response Freight Manual*, Final Report, Federal Highway Administration, 1996.

3.0 Base Year Model Development

This section describes the process that was used to create and validate the I-10 model from the SEAZ and Pinal County models.

3.1 Origin-Destination Matrix Estimation

Accurate trip tables are critical inputs to travel demand models. Trip tables are frequently developed through modeling processes known as trip generation and trip distribution. These processes use mathematically equations to estimate total trip-making in a TAZ, as well as the most likely location for the other end of each trip. Large-scale home interview surveys are traditionally used to collect information needed to calibrate the trip generation and distribution equations for each model. However, such interviews are very costly and time consuming, and are frequently not done specifically for corridor studies and other project-level planning.

Instead, a process known as Origin-Destination Matrix Estimation (ODME) is frequently employed. ODME uses a regression process to estimate a base year trip table that is mostly likely to produce a certain set of existing traffic volumes. An effective ODME process needs high quality traffic counts that are spatially dispersed, a "seed trip table" that provides a starting point for the regression process, and growth forecasts for each TAZ in order to estimate a future trips table. Given its advantages and the availability of all required inputs, ODME was used to develop trip tables for the I-10 model.

The ODME process for the I-10 model included the following basic steps:

1. Traffic counts were assembled for a cross section of roadway types and locations (shown previously in Figure 2.2).
2. An initial year 2005 "seed trip table" was estimated using the model inputs described in Section 2.0 and the trip generation and trip distribution parameters from the SEAZ model (see Section 3.2).
3. The traffic counts and seed trip table were input into TransCAD's ODME estimation process. The resulting link volume estimates, total input and output trips, and ODME adjustment factors were reviewed for reasonableness.
4. Steps #2 and #3 were repeated by modifying the trip generation rates used for the seed trip table. These iterative steps were repeated until the input and output trip totals were similar and the ODME adjustment factors were reasonable.
5. An initial year 2030 seed trip table was developed using the future socioeconomic data and the final trip generation rates from Step #4. This seed trip table was combined with the ODME adjustment factors to produce the final year 2030 trip table for assignment to the highway network.

3.2 Creation of Seed Trip Table

Trip generation is the process of determining the number of trip origins and destinations associated with a given set of activities by applying trip rates to socioeconomic data. The trip production procedure estimates trips generated by households by trip purpose; whereas, the trip attraction procedure estimates the trips attracted by households for each trip purpose. There were five trip purposes for passenger travel in the SEAZ model that were carried over to the I-10 model for consistency, namely:

1. Home-based work;
2. Home-based school;
3. Home-based shop;
4. Home-based other; and
5. Non-home-based.

Similarly, trip production and trip attraction rates were also carried over from the SEAZ model to the I-10 model, and these are enumerated in Table 3.1. The same trip production and attraction rates were used in the base and future year models.

Table 3.1 Final Trip Generation Rates Per Household

Screenline No.	Trip Purpose	Production	Attraction
1	Home-based work	0.45	1.04
2	Home-based school	0.36	0.83
3	Home-based shop	0.32	0.73
4	Home-based other	1.22	2.81
5	Non-home-based	0.96	2.23
Total		**3.31**	**7.64**

Source: Cambridge Systematics, Inc., 2007.

As mentioned earlier in this section, the ODME process was used to create trip table adjustment factors from an existing sample of traffic counts. The input and output trip ends for the base year model are shown in Table 3.2. The input trip table refers to the seed trip table, developed using trip generation and trip production procedures in TransCAD. The output trip table refers to the adjusted seed trip table, based on traffic counts. Table 3.2 shows a 0.02 percent between input and output trips after the ODME process was developed and fine-tuned.

Table 3.2 Base Year Input and Output Trip Table

Screenline No.	Type of Trip	Number of Trips	
		Input Trip Table	Output Trip Table
1	Internal-external	128,522	140,840
2	External-internal	128,522	141,504
3	External-external	24,398	12,586
4	Internal-internal	4,438,425	4,424,103
Total Trips		**4,719,867**	**4,719,033**

Source: Cambridge Systematics, Inc., 2007.

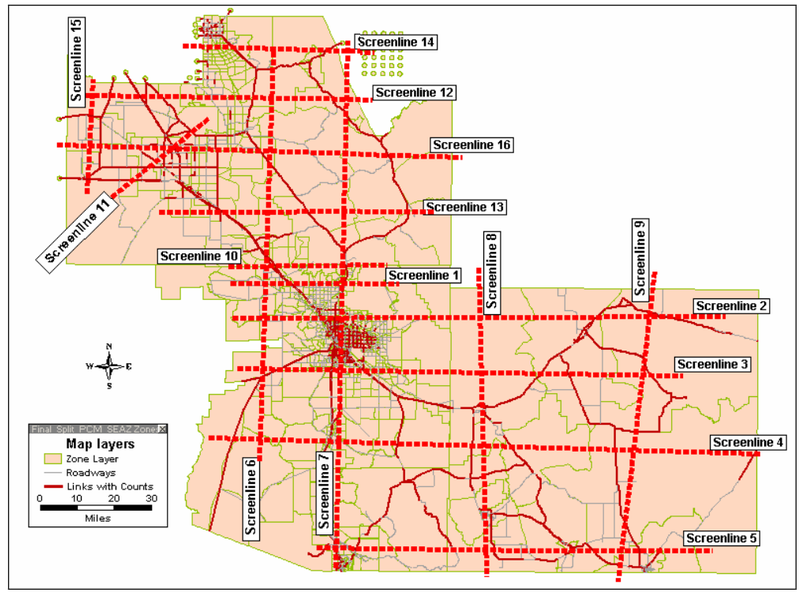
3.3 MODEL VERIFICATION

Accuracy of the year 2005 I-10 model was reviewed prior to its use in forecasting year 2030 volumes. This review focused on screenline volumes and other validation statistics.

Screenline Analysis

A screenline is an imaginary line on a map which crosses one or more network links. A comparison of the total counted volume crossing the screenline to the total estimated model volume indicates the model's effectiveness at replicating corridor-level trip patterns. The screenline analysis used in the I-10 model compared observed traffic counts with assigned volumes at 16 locations shown on Figure 3.1. These locations were identified for model calibration, such that they provide coverage of the entire network area. Since a large amount of traffic was anticipated to move between Pinal and Pima Counties, an exclusive screenline was developed at the Pinal/Pima county boundary.

Figure 3.1 Screenline Locations for the Base Year Model



Source: Cambridge Systematics, Inc., 2007.

The FHWA guidelines for calibrating travel demand models using screenline counts were applied to the I-10 model. Table 3.3 compares the counted volume to the I-10 model estimated base year volumes. Overall, the model is slightly over-predicting traffic by about two percent, but all screenlines are within the recommended target range.

Table 3.3 Screenline Analysis Results for the Base Year Model

Screenline No.	Number of Counts	Traffic Counts (2005)	I-10 Model Base Year Output	Percent Difference	FHWA Suggested Target
1	5	88,100	91,102	3%	+/-25%
2	5	183,640	198,992	8%	+/-17%
3	9	121,126	119,200	-2%	+/-20%
4	8	41,430	39,682	-4%	+/-32%
5	9	55,882	55,675	0%	+/-30%
6	7	59,200	57,831	-2%	+/-27%
7	20	510,005	515,210	1%	+/-15%
8	2	17,334	19,810	14%	+/-47%
9	5	21,908	21,349	-3%	+/-45%
10	3	57,000	60,002	5%	+/-32%
11	8	79,300	82,331	4%	+/-25%
12	7	97,000	97,613	1%	+/-21%
13	6	67,300	65,846	-2%	+/-31%
14	2	19,900	22,826	15%	+/-45%
15	4	12,500	12,266	-2%	+/-58%
16	5	36,000	35,407	-2%	+/-35%
Total	**105**	**1,467,625**	**1,495,142**	**2%**	**+/-15%**

Note: Validation target derived from the FHWA's *Calibration and Adjustment of System Planning Models*, December 1990.

Validation Criteria

Although absolute criteria for assessing the validity of models cannot be precisely defined, a number of target values have been developed. The standards being used for this model were taken from the FHWA's *Calibration and Adjustment of System Planning Models* (December 1990). Tables 3.4 to 3.6 show the validation statistics for the I-10 base year (2005) model. These tables show that estimated link volumes are within the FHWA's targets in all cases.

Table 3.4 I-10 Model Validation Statistics by Area Type

Area Type	Number of Counts	2005 Counts	2005 Model	Percent Difference	FHWA Suggested Target
Urban	1,010	30,289,378	29,942,169	-1%	+/-10%
Rural	604	5,490,482	5,394,286	-2%	+/-10%
Total	**1,614**	**35,779,860**	**35,336,455**	**-1%**	**+/-5%**

Source: Validation target derived from FHWA's *Calibration and Adjustment of System Planning Models*, December 1990.

Table 3.5 I-10 Model Validation Statistics by Facility Type

Facility Type	Number of Counts	2005 Counts	2005 Model	Percent Difference	FHWA Suggested Target
Freeway	435	9,662,480	9,489,566	-2%	+/-7%
Principal arterial	825	24,300,690	24,099,105	-1%	+/-10%
Minor arterial	156	1,152,546	1,117,239	-3%	+/-15%
Major collector	138	507,859	481,232	-5%	+/-25%
Minor collector	60	156,285	149,313	-4%	+/-25%
Total	**1,614**	**35,779,860**	**35,336,455**	**-1%**	**+/-5%**

Source: Validation target derived from FHWA's *Calibration and Adjustment of System Planning Models*, December 1990.

Table 3.6 I-10 Model Validation Statistics by Volume Group

Volume Group	Number of Counts	2005 Counts	2005 Model	Percent Difference	FHWA Suggested Target
0 – 5,000 ADT	318	746,220	746,879	0%	+/-40%
5000-10,000 ADT	196	1,429,130	1,414,859	-1%	+/-35%
10,000-15,000 ADT	156	1,994,228	1,978,356	-1%	+/-30%
15,000-25,000 ADT	326	6,520,558	6,573,889	1%	+/-25%
25,000-50,000 ADT	488	17,558,724	17,237,416	-2%	+/-25%
>50,000 ADT	130	7,531,000	7,385,056	-2%	+/-10%
Total	**1,614**	**35,779,860**	**35,336,455**	**-1%**	**+/-5%**

Source: Validation target derived from FHWA's *Calibration and Adjustment of System Planning Models*, December 1990.

4.0 Year 2030 Model Development

This section describes development of the 2030 base and the two build alternatives for the I-10 model. Expected growth in traffic volume for the 2030 base model and the two build alternatives are also presented here.

4.1 Year 2030 Base Network

The 2030 base network was developed to represent the roadway network without any infrastructure or operational improvements along I-10 other than currently programmed projects. The 2030 network layer from the Pinal County model and the 2030 network layer from the SEAZ model were combined to develop the 2030 base network. Based on programmed transportation projects within the I-10 study area, the following network modifications were made to the merged network layer:

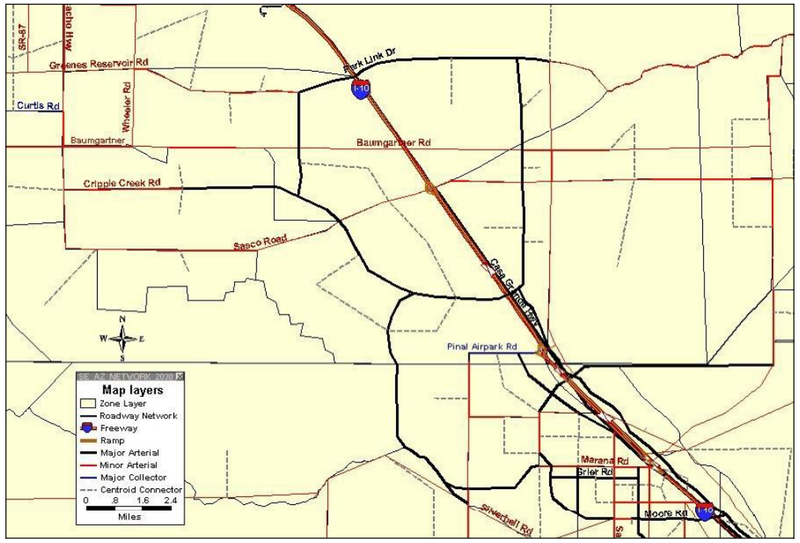
- Included all roadway widenings and additions already included in the SEAZ and Pinal networks, except for the widening on I-8 west of I-10, and I-10 between I-8 and Picacho Peak Road.
- I-10 was widened between Picacho Peak Road and Tangerine to three lanes per direction in the 2030 base network.
- The "Major Routes Plan" was added to the 2030 NB network. The new Tortolita traffic interchange (TI) with I-10 was included in the base network, but the Moore Road TI was excluded.
- Additional arterial roadways shown on the Town of Marana's 2025 circulation plan were included, but no new TI was included other than Tortolita Road.
- The parallel arterial system shown on the South Pinal/Red Rock Plan was included; however, any new TI shown on the plan was excluded. Also, the new arterial roadways to the east of I-10 were extended south to Tangerine Road.

Figures 4.1 through 4.3 show in detail the 2030 base roadway network along I-10 from Casa Grande in Pinal County to Marana in Pima County.

Figure 4.1 2030 Base Network – Casa Grande to Eloy

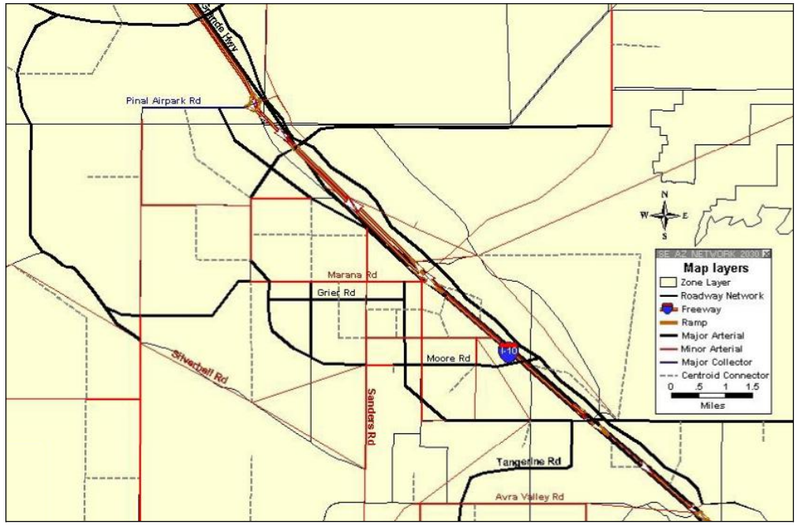
Source: Cambridge Systematics, Inc., 2007.

Figure 4.2 2030 Base Network – Eloy to Marana



Source: Cambridge Systematics, Inc., 2007.

Figure 4.3 2030 Base Network – Pinal Airpark to Tangerine Road

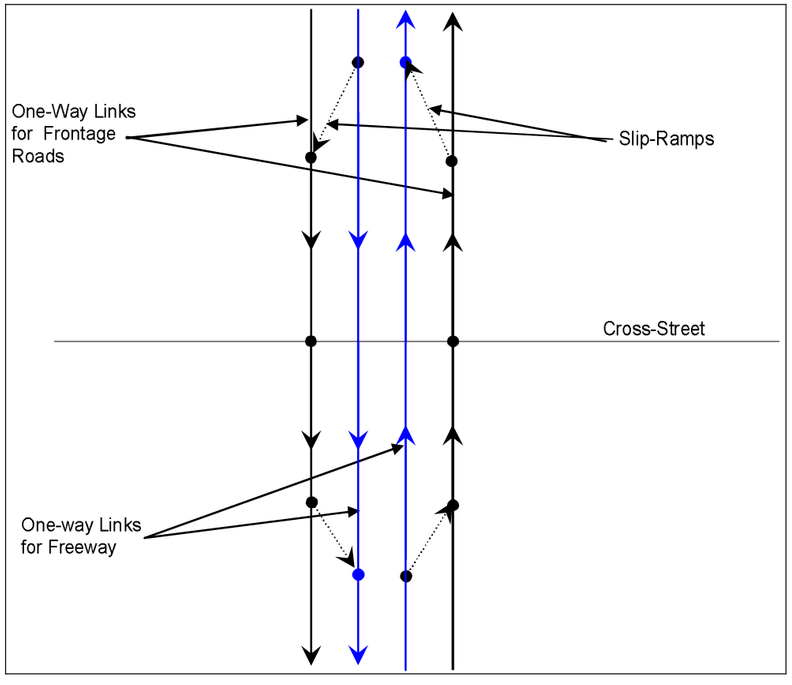


Source: Cambridge Systematics, Inc., 2007.

4.2 YEAR 2030 BUILD NETWORKS

For the 2030 Build scenarios, I-10 was upgraded to five lanes with adjacent two-lane frontage roads in each direction. Slip ramps were proposed to connect the interstate with the frontage roads. Since direct connectivity between the cross-streets and I-10 decreases the capacity of the mainline due to merging and diverging traffic, it was proposed that a direct connection be provided between the frontage roads and the cross-streets. This would enable smoother movement of traffic on the mainline, since the lane changing activity would happen on the frontage roads instead of the mainline. Figure 4.4 shows schematically the coding approach adopted for the 2030 build alternatives along I-10.

Figure 4.4 2030 "Build" Networks Along I-10



Two alternatives were identified and analyzed as part of the I-10 Corridor Study. The main difference between the two alternatives was the number and location of interchanges between I-10 and the adjacent roadways. The interchanges included in each alternative are shown in Table 4.1.

Table 4.1 Interchanges Included in Year 2030 Build Networks

Interchange Location	Alternative 1	Alternative 2
Sunland Gin Road	◆	◆
Overfield Road	◆	◆
Toltec Road	◆	◆
Tweedy Road	◆	
Battaglia Road		◆
Sunshine Boulevard	◆	◆
SR 87	◆	◆
Picacho Highway	◆	◆
North-South Freeway (proposed)	◆	◆
Picacho Peak Road	◆	◆
Greenes Road	◆	
Park Link Drive	◆	◆
Red Rock/Sasco Road	◆	◆
Arles Drive	◆	
Pinal Airpark Road	◆	◆
Tortolita Road	◆	◆
Trico-Marana Road	◆	◆
Moore Road	◆	◆
Tangerine Road	◆	◆

4.3 ORIGIN DESTINATION MATRIX ESTIMATION

Trip table adjustment factors developed in the base year ODME process were used with future peak-hour trip tables to simulate the ODME process. To avoid bias, the ODME adjustment factors were selectively applied to certain origin-destination pairs in the 2030 models. If there was a close match between the trips assigned by the ODME and the base year trip table, the ODME factor was applied directly to the future year trip table. If this was not the case, the difference between the ODME and base year trip table was applied to the 2030 trip table. Table 4.2 shows the adjustment factors applied to the ODME trip table to develop the trip table for the forecast year.

Table 4.2 Adjustment Factors for ODME

Screenline No.	ODME Factor Equals	Adjustment to 2030 Trip Table
1	Less than 0.22	Difference between 2005 ODME and 2005 trips applied
2	Between 0.22 and 1.5	Factor applied directly to 2030 trip table
3	Over 1.5	Difference between 2005 ODME and 2005 trips applied

Table 4.3 shows the input and output trip ends for the 2030 base and build models. The output trip table refers to the adjusted seed trip table, after the adjustment factors from the base year ODME were applied. As shown in Table 4.3, total trips increased by 0.11 percent for all three future scenarios after the ODME adjustment factors were applied. This small change is consistent with the magnitude of change in the year 2005 base model.

Table 4.3 Summary of Input and Output Trip Table for the Forecast Year

	Number of Trips in the Trip Table			
Type of Trip	Input "Seed"	Base Model Output	Alternative 1 Output	Alternative 2 Output
Internal-external	339,657	334,748	334,763	334,796
External-internal	339,657	334,008	334,037	334,070
External-external	57,678	40,892	40,892	40,892
Internal-internal	11,884,711	11,926,102	11,925,879	11,926,022
Total	**12,621,703**	**12,635,750**	**12,635,571**	**12,635,780**

Source: Cambridge Systematics, Inc., 2007.

4.4 FUTURE TRAFFIC VOLUMES

A screenline analysis similar to the one for the base year was carried out for the future year models. The same screenline locations used for the base year model were used for year 2030, but all links were compared for the year 2030 analysis[1].

Table 4.4 shows the growth in traffic volumes between the base year and the 2030 base alternative. The largest growth in traffic volumes occurs at Screenlines 1, 6, 10, and 13. This growth can be attributed to the population increase associated with development in the Red Rock Area. Overall, the model predicts an increase

[1] For the year 2005 analysis, only links with an observed traffic count were included in the screenline analysis.

in traffic volume of close to 500 percent for the entire model between the 2005 base year and the 2030 no-build alternative.

Table 4.4 Assigned Model Volumes for 2005 and 2030 Base Models

Screenline ID	Year 2005 Assigned Volumes	Year 2030 Base Assigned Volumes	Percent Growth
1	111,615	1,265,570	1,033%
2	430,836	1,818,828	322%
3	163,190	742,315	354%
4	51,008	188,811	270%
5	79,390	182,373	129%
6	74,415	1,224,611	1,545%
7	719,154	2,091,031	190%
8	66,956	251,326	275%
9	25,160	74,269	195%
10	64,613	1,255,149	1,842%
11	100,515	734,694	630%
12	132,085	949,149	618%
13	72,355	1,180,036	1,530%
14	38,365	403,818	952%
15	23,147	139,333	501%
16	70,722	1,326,418	1,775%
Total	**2,223,526**	**13,827,731**	**522%**

Source: Cambridge Systematics, Inc., 2007.

Table 4.5 compares the traffic volumes for the 2030 base and 2030 Build Alternative 1. Systemwide, the screenlines show that there is less than 1 percent difference in traffic volumes between the No-Build and Build Alternative 1. There is an increase of about 2 percent across Screenlines 6 and 7. This indicates that the increase in capacity on I-10 in the Build Alternative 1 results in a marginal increase in trips between Pinal and Pima Counties. Furthermore, an increase of 4 percent across Screenline 15 indicates that there is a higher percentage of traffic volume going to Maricopa County than was in the 2030 base scenario.

Table 4.5 also compares the traffic volumes between the 2030 base and 2030 Build Alternative 2. The screenline analysis indicates that the total volume across screenlines between the 2 scenarios matches closely with less than 1 percent difference in traffic volumes. There is a decrease in volume of about 4 percent across Screenline 7 and an increase in volume of 18 percent across Screenline 15,

indicating that there is a higher percentage of traffic volume going to Maricopa County than in the 2030 base scenario.

Table 4.5 Assigned Model Volumes for Year 2030 Base and Build Models

Screenline ID	Year 2030 Base Assigned Volumes	Year 2030 Alternative 1 Assigned Volumes	Percent Change from 2030 Base	Year 2030 Alternative 2 Assigned Volumes	Percent Change from 2030 Base
1	1,265,570	1,263,615	-0.15%	1,266,647	0.09%
2	1,818,828	1,819,007	0.01%	1,855,317	2.01%
3	742,315	741,243	-0.14%	726,506	-2.13%
4	188,811	189,557	0.40%	188,048	-0.40%
5	182,373	182,376	0.00%	180,664	-0.94%
6	1,224,611	1,248,670	1.96%	1,223,783	-0.07%
7	2,091,031	2,124,323	1.59%	2,178,993	4.21%
8	251,326	251,511	0.07%	251,422	0.04%
9	74,269	74,368	0.13%	74,200	-0.09%
10	1,255,149	1,263,103	0.63%	1,196,583	-4.67%
11	734,694	744,180	1.29%	734,694	0.00%
12	949,149	948,431	-0.08%	949,149	0.00%
13	1,180,036	1,191,797	1.00%	1,169,859	-0.86%
14	403,818	399,903	-0.97%	403,818	0.00%
15	139,333	146,186	4.92%	164,888	18.34%
16	1,326,418	1,336,898	0.79%	1,338,446	0.91%
Total	**13,827,731**	**13,925,168**	**0.70%**	**13,903,017**	**0.54%**

Source: Cambridge Systematics, Inc., 2007.

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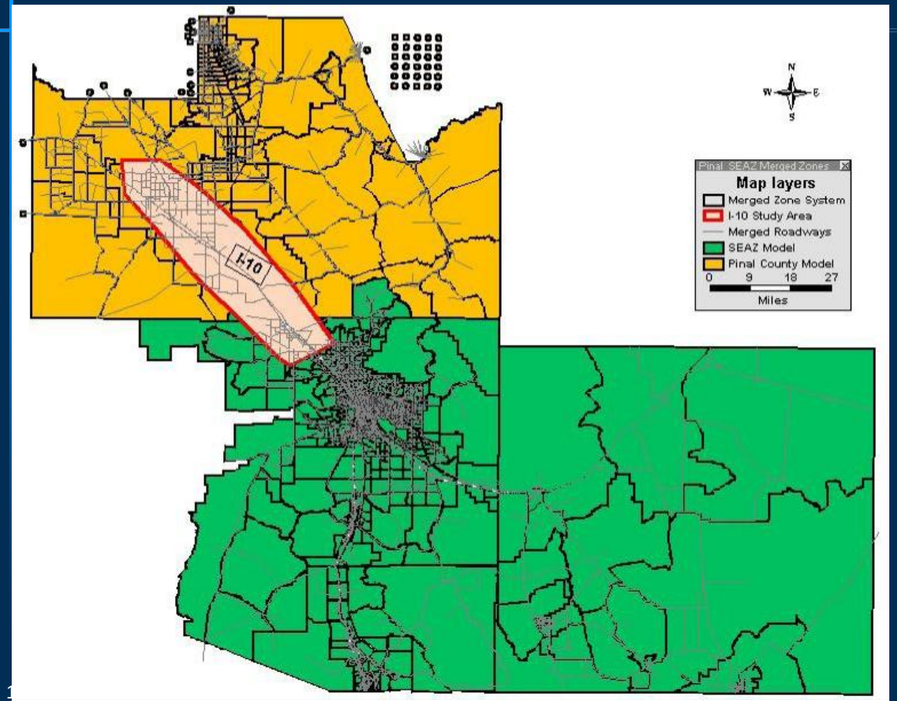

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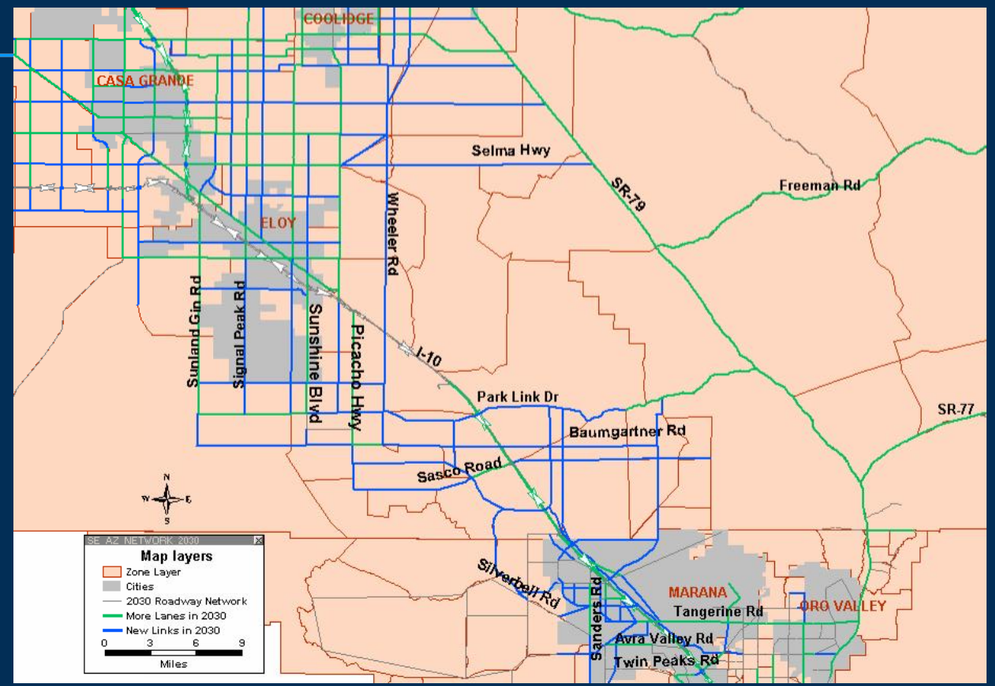

Preliminary results; subject to revision.

Preliminary results; subject to revision.

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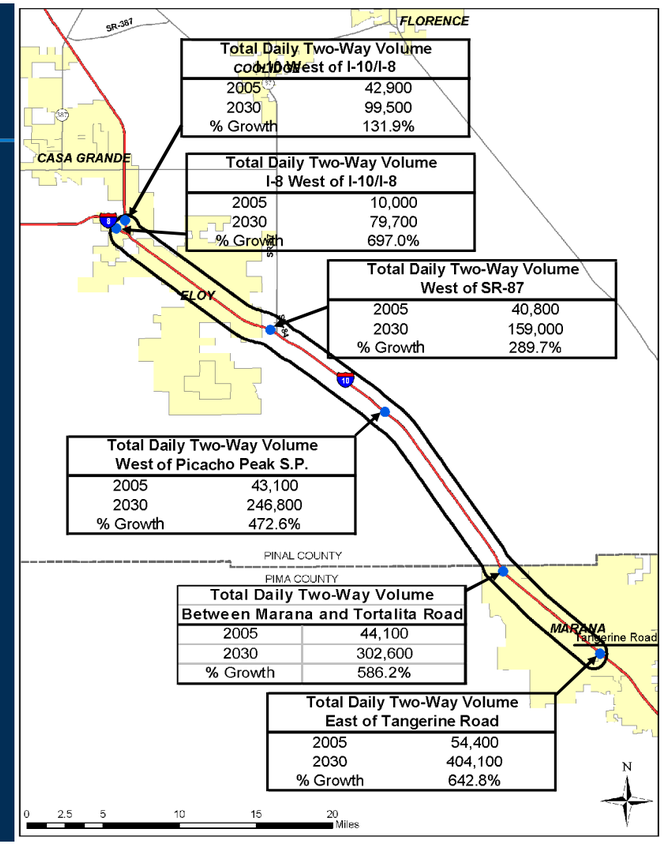

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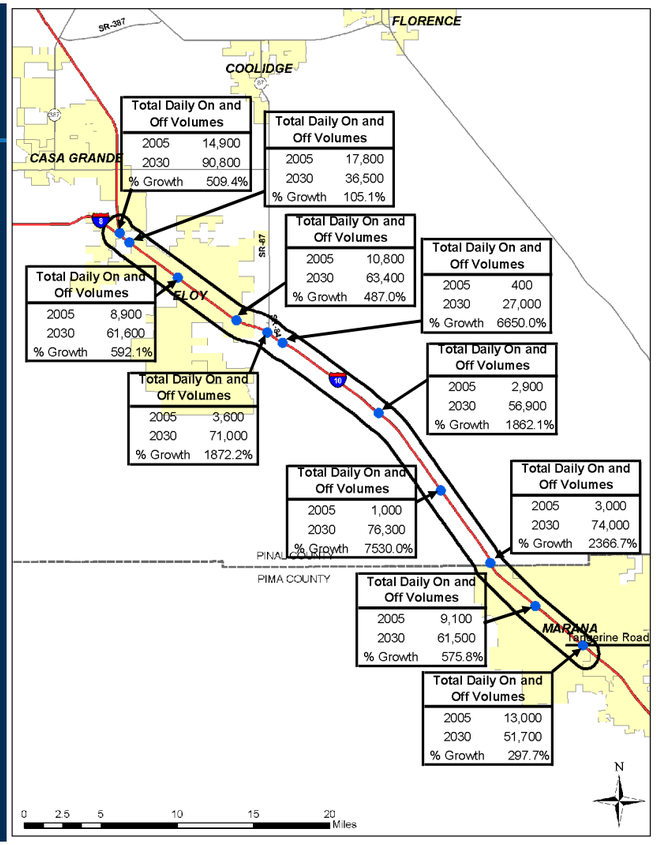

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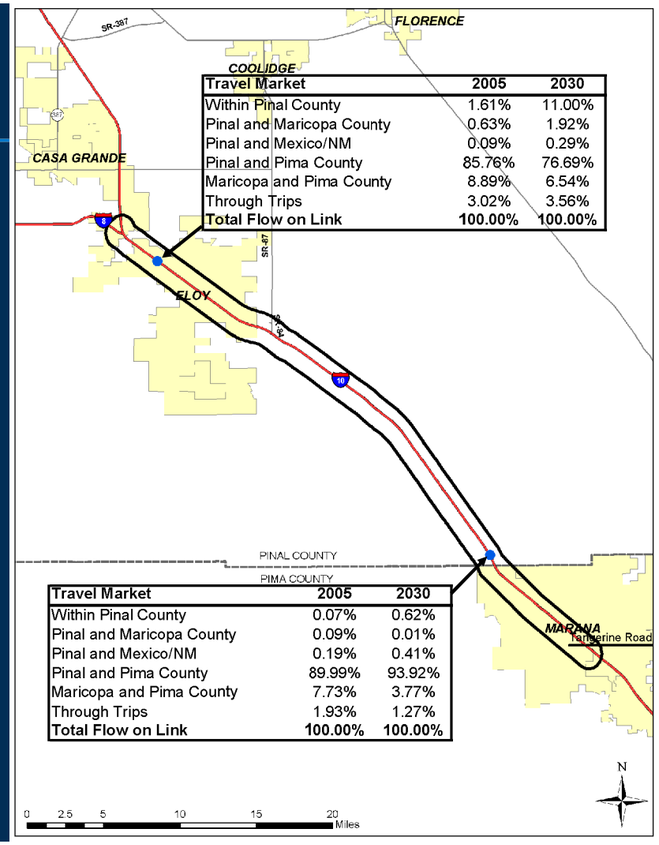
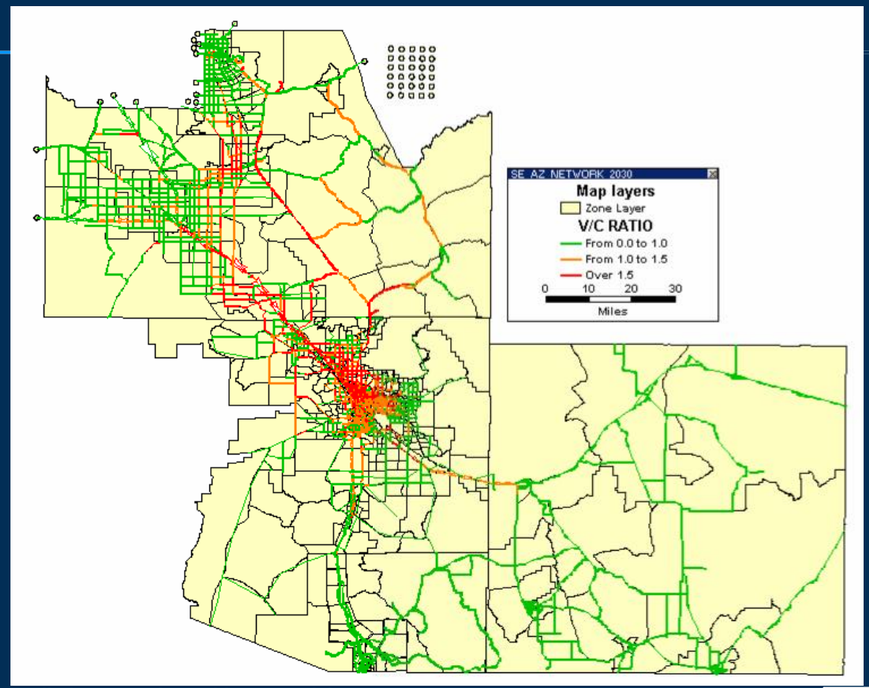


Travel Market	2005	2030
Within Pinal County	1.61%	11.00%
Pinal and Maricopa County	0.63%	1.92%
Pinal and Mexico/NM	0.09%	0.29%
Pinal and Pima County	85.76%	76.69%
Maricopa and Pima County	8.89%	6.54%
Through Trips	3.02%	3.56%
Total Flow on Link	**100.00%**	**100.00%**

Travel Market	2005	2030
Within Pinal County	0.07%	0.62%
Pinal and Maricopa County	0.09%	0.01%
Pinal and Mexico/NM	0.19%	0.41%
Pinal and Pima County	89.99%	93.92%
Maricopa and Pima County	7.73%	3.77%
Through Trips	1.93%	1.27%
Total Flow on Link	**100.00%**	**100.00%**

Preliminary results; subject to revision.

Preliminary results; subject to revision.



Preliminary results; subject to revision.

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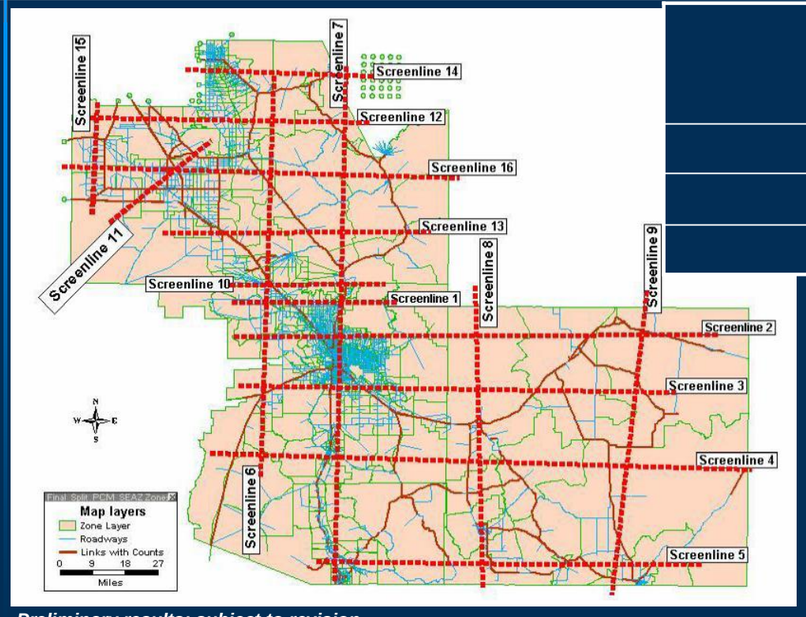

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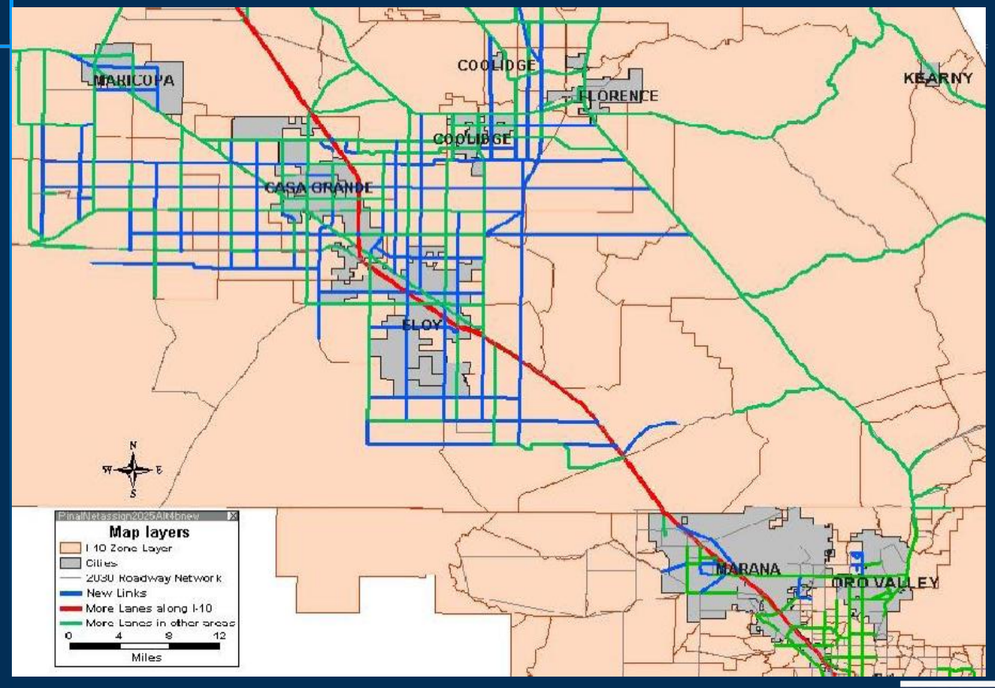

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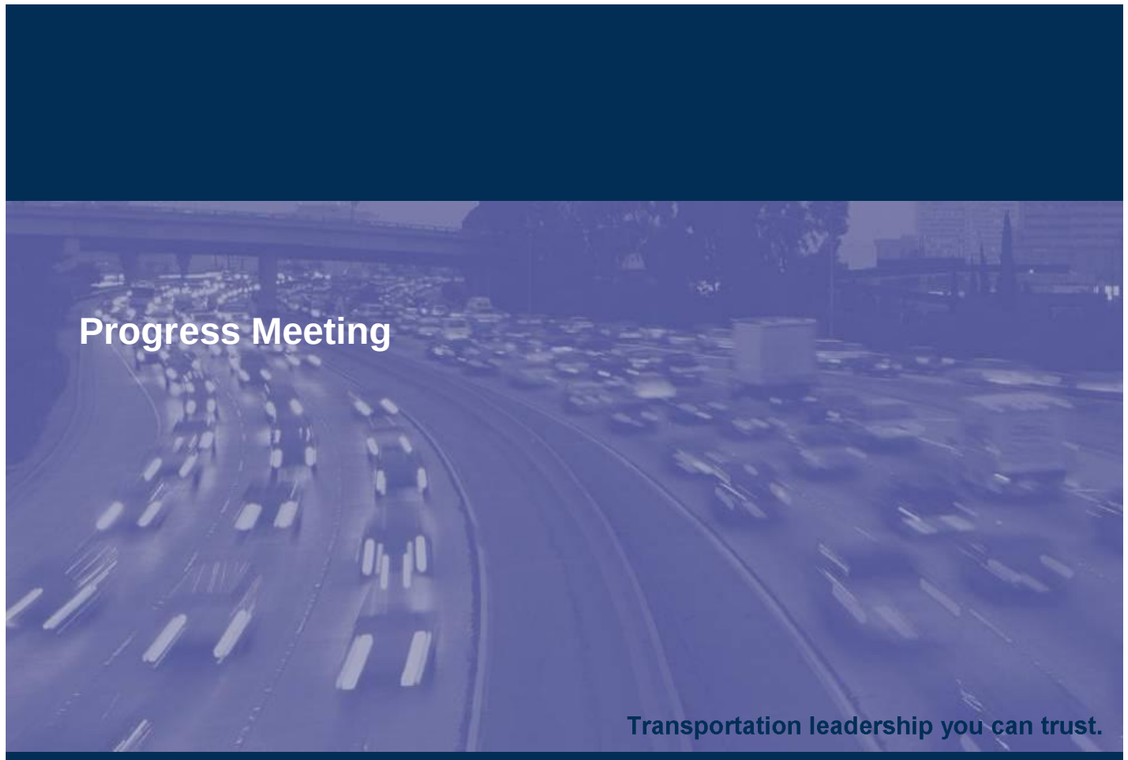

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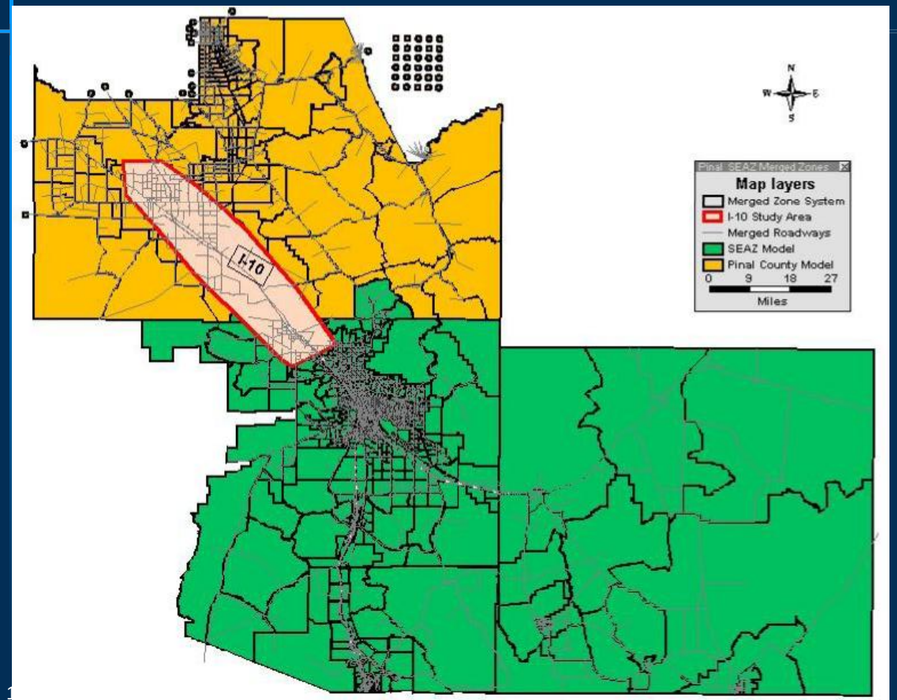

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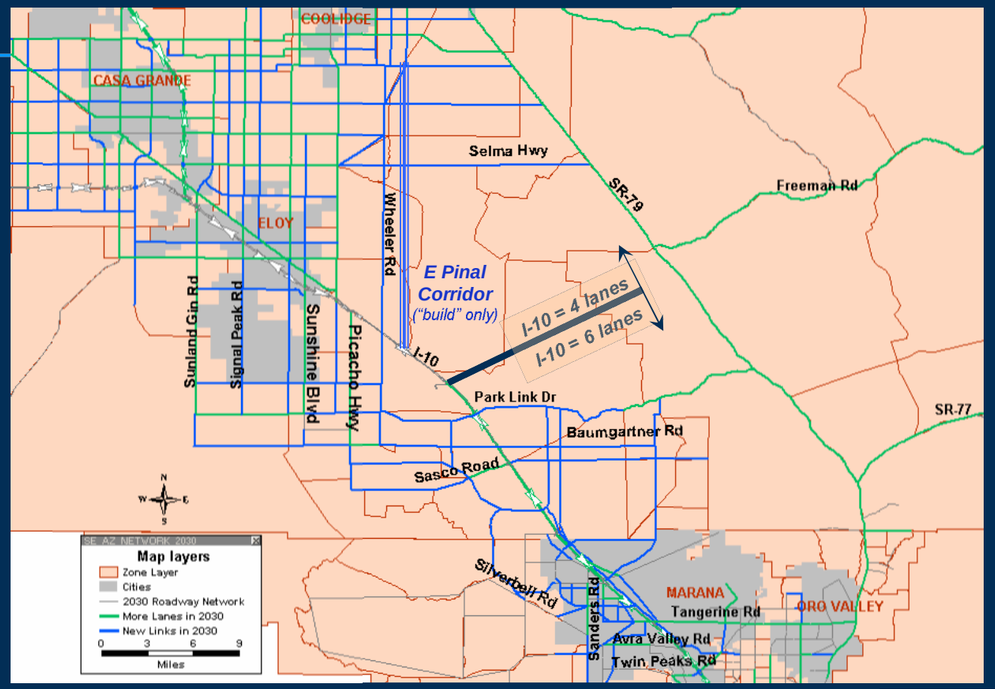
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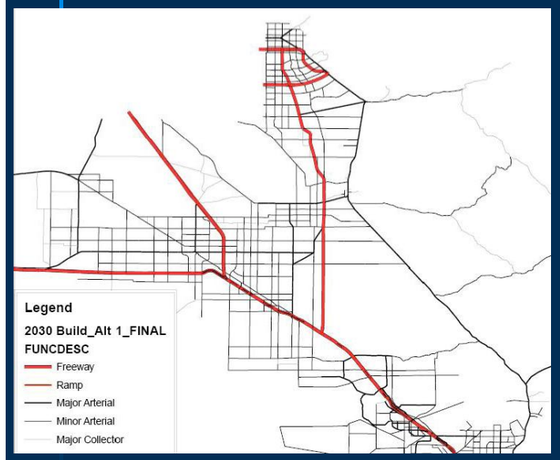
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Freeway
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Major Arterial
Minor Arterial
Major Collector

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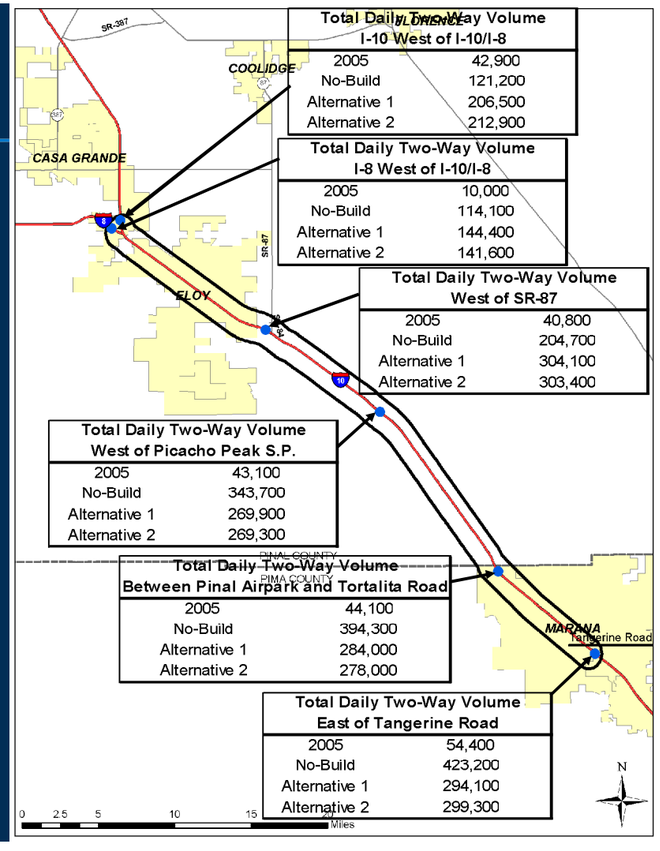

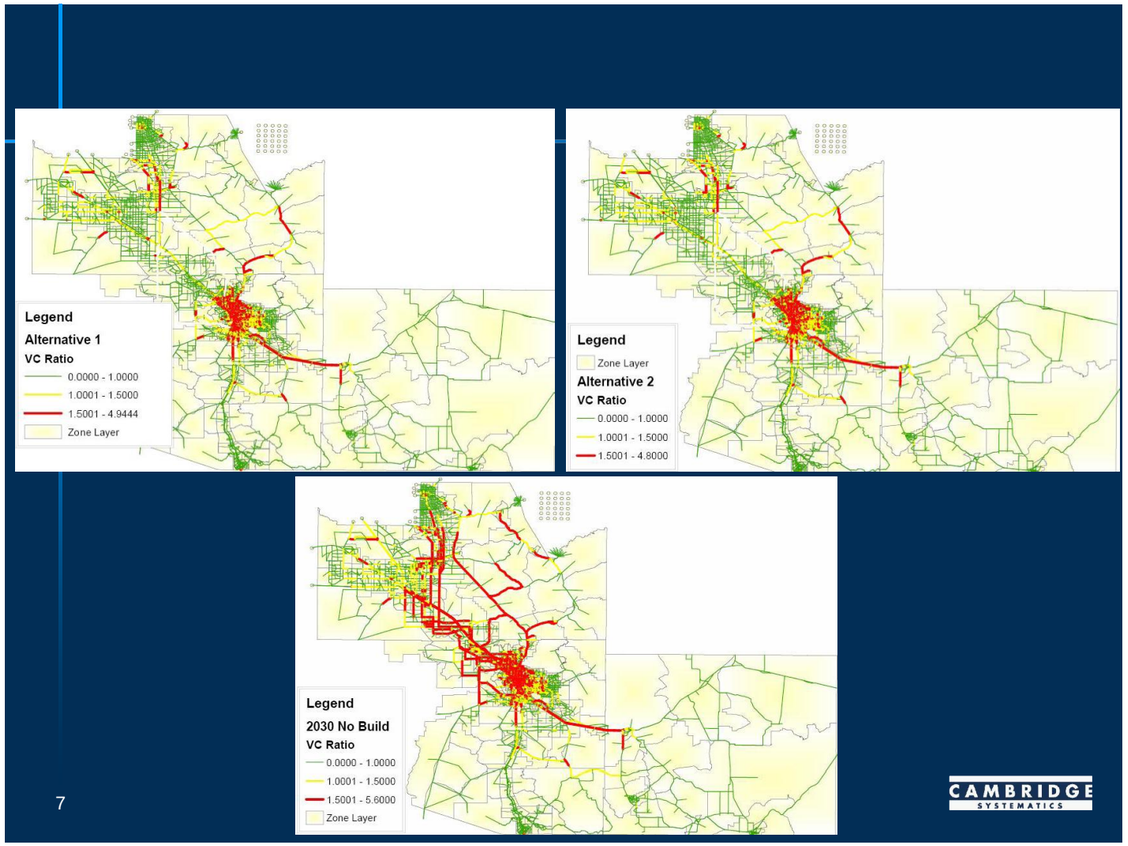

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